

Dunsbury Park - Plot 4a

Reserved matters submission (APP/20/00508)

Parking Statement

1.0 Introduction

- 1.1 This brief note has been prepared to supplement the Design & Access Statement and Planning Statement, adding further information on the proposed level of parking within Plot 4a at Dunsbury Park and assessing against adopted standards.
- 1.2 This current application seeks reserved matters permission for a new B2 class commercial unit. The site will deliver over 11,622 square metres of brand new B2 floorspace. A total of **230** car parking spaces will be provided within the site.

2.0 Policy context

- 2.1 The current adopted parking standards for non-residential development within Havant Borough Council are set out in the Havant Borough Parking Supplementary Planning Document (SPD) which was adopted in July 2016. All the Borough's parking standards are now detailed within the new SPD, which is a valuable supplement to Policy DM14 (Car and Cycle Parking on Development (excluding residential) of the Local Plan (Core Strategy).
- 2.2 The SPD states that for the B2 development as proposed on Plot 4a **the minimum standard is 1 space per 45 square metres**, which for the proposed building of 11,622 sqm equates to a **minimum of 258 spaces**. Comparing this to B8 development, at a standard of 1 space per 90 square metres, **a minimum of 129 spaces would be required**. The relevant standards are reproduced below:

TABLE 2			
Land Use	Car parking standard	Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1	1 stand per 150 sqm GEA note	1 stand per 500 sqm GEA
B1 (b)(c) high tech/light industry	1 space per 45 sqm	1 stand per 250 sqm GEA note	1 stand per 500 sqm GEA
B2 general industrial	1 space per 45 sqm	1 stand per 350 sqm GEA note	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 stand per 500 sqm GEA note	1 stand per 1000 sqm GEA

Notes

- Subject to a condition or legal agreement restricting consent to the specified use.
- Long-stay cycle parking to be at least the greater of the spaces per GEA identified or 1 space per 8 staff.
- For all major commercial developments, a transport assessment and company or site travel plan will be required (see Chapter 5 for thresholds).
- Proposed standards will take account of commercial development in predominantly residential areas. Where demonstrable harm to local residents occurs, the provision of on-street parking controls will be considered.
- This document does not provide guidance on commercial vehicle parking standards, which will be considered by the local planning authority on the basis of individual application.
- One motorcycle space is to be provided for every 25 car parking spaces.
- Disabled people's car parking spaces should be provided in a ratio of 5% of the total allocation.

Table 2 from HBC Parking Supplementary Planning Document

- 2.3 The parking provision on Plot 4a, as set out in section 4 of the Design & Access Statement, is detailed below:
- **230** staff & visitor car spaces, of which:
 - **13** are accessible bay (equating to 6% of the total)
 - **6** electric charging spaces are indicated to the east of the building (a further **7** spaces will be ducted for future adaptation should demand arise)
 - **9** dedicated motorcycle spaces are provided within the site. There is a bank (for 4 bikes) to the left of the cycle shelters and a second bank (for 5 bikes) on the northern edge of the Western Car Park.
 - **40** covered, secure long stay cycle parking spaces are provided to the front of the building;
 - **12** Sheffield hoops (**24 spaces**) will be provided close to the main entrance
- 2.4 Storage for staff is provided within the building, together with a staff shower.
- 2.5 It is accepted that the total of 230 car parking spaces provided is slightly below the minimum standard of 258 for the relevant B class development, however we believe that the number is more than adequate based on a number of factors. These include demand from the occupier, the location of the site, guidance in the NPPF and previous developments at Dunsbury Park where provision of the minimum standard on Plots 2 and 3b has resulted in a considerable over-supply of parking.
- 2.6 Paragraph 105 of the NPPF states: *'If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
- *the accessibility of the development;*
 - *the type, mix and use of development;*
 - *the availability of and opportunities for public transport;*
 - *local car ownership levels; and*
 - *an overall need to reduce the use of high-emission vehicles'*
- 2.7 A ministerial statement in March 2015 adds further clarification to paragraph 105 by stating: *'The market is best placed to decide if additional parking spaces should be provided.'* *"Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network."*
- 2.8 To support a lower than minimum standard of car parking it is worthwhile applying the relevant NPPF criteria listed above to Dunsbury Park.
- 2.9 From an accessibility perspective, DP lies directly adjacent to the strategic road network (A3M) with a new access link road connecting the site to Hulbert Road, and is in between the large residential areas of Waterlooville (west of the A3) and Leigh Park (east of the site). This latter point is important in the context of the local labour force being able to car share / travel to work by bicycle/on foot.
- 2.10 With regard to public transport, the nearest rail stations are Bedhampton (2km) and Havant (2.5km), the latter providing up to 8 trains per hour between London and Portsmouth during peak times. The closest bus stops are currently between 350-450m away on Calshot Road and Woolston Road to the east in Leigh Park, with regular local services and routes to Portsmouth. As DP develops, it is envisaged that a bus service will run through the site and stops are located either side of the road directly outside Plot 2, giving excellent accessibility.
- 2.11 Pedestrian and cycle access to the site is along dedicated shared paths running north and south of the access road. These link into Woolston Road to the east and the residential areas beyond. Park Lane bridleway runs through the wider DP site, which forms a cycle route linking Tempest Avenue to the west of the A3 to Middle Park Way and Dunsbury Way to the east.

- 2.12 The NPPF also raises local car ownership as an issue to consider, and whilst mainly used in the context of setting residential parking standards, it is worth noting that the four wards including DP and to the immediate east (Barncroft, Warren Park, Battins & Bondfields) are those with the lowest car ownership levels per room in the borough. This factor ties in with the local labour force point made in above and staff being able to travel to work by modes of transport other than the car.
- 2.13 Another key issue are the characteristics of the Dunsbury Park site. Set in a rural environment, the ethos for the business park set out in the Design Code is one of a natural landscape within the woodland setting. A dominance of hard landscaping and large car parks on plots is to be avoided. Whilst sufficient car parking is required to service each development plot, it is essential that large car parks do not detract from the overall 'feel' of the business park. Simply providing the minimum number of spaces set out would not only fail to take account of end user requirements, it would also not take into consideration the setting of the location.
- 2.14 Finally, potential occupiers utilising this facility are likely to cross over B class uses – whilst the majority of the building would be used for manufacture (B2), a proportion may also be used for warehousing / storage purposes prior to despatch of goods. A 75% / 25% split for example would generate a parking requirement of 226 spaces.

3.0 Summary

- 3.1 To conclude, the proposed levels of parking within Plot 4a will fall just below the minimum adopted standard, however will provide a level of parking wholly appropriate to the type and scale of development proposed. Taking into account the accessibility and characteristics of the site, the parking provision proposed is considered to be in full accordance with the objectives of the NPPF.