

Dunsbury Park - Plot 3b

Reserved matters submission

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 3b at Dunsbury Park and demonstrating compliance with adopted standards.
- 1.2 This current application seeks reserved matters permission for a new B class speculative commercial unit. The site will deliver over 3,300 sqm of brand new B1(b)(c)/B2/B8 floorspace. A total of **either 82 or 42** car parking spaces will be provided within the site, depending on the eventual occupier.

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 B1(b)(c) or B2 development on Plot 3b **the minimum standard is 1 space per 45 square metres**, which for the proposed building of 3,528 sqm equates to a **minimum of 78 spaces**. For B8 development, at a standard of 1 space per 90 square metres, **a minimum of 39 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

1. Subject to a condition or legal agreement restricting consent to the specified use.
2. Long-stay cycle parking to be at least the greater of the spaces per GEA identified or 1 space per 8 staff.
3. For all major commercial developments, a transport assessment and company or site travel plan will be required (see Chapter 5 for thresholds).
4. 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.
5. 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.
6. One motorcycle space is to be provided for every 25 car parking spaces.
7. 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 two possible parking provisions on Plot 3b, as set out in section 4 of the Design & Access Statement, are detailed below:

Initial construction

42 staff & visitor car spaces (of which 2 are accessible bay equating to 5% of the total)
4 motorcycle parking spaces
10 covered external cycle parking spaces
1 internal secure cycle storage area plus staff shower

Potential to increase depending on occupier

82 staff & visitor car spaces (of which 4 are accessible bay equating to 5% of the total)
4 motorcycle parking spaces
10 covered external cycle parking spaces
1 internal secure cycle storage area plus staff shower

- 2.4 The totals of **42 or 82 car parking** spaces provided are therefore in excess of the minimum standards for the relevant B class development (39 and 78 spaces respectively). The requisite number of accessible bays and motorcycle parking spaces are also provided. Long stay cycle storage for staff is provided within the building, together with a staff shower, whilst externally there is a covered cycle shelter with 10 stands.

3.0 Summary

- 3.1 To conclude, the proposed levels of parking within Plot 3b will exceed the minimum adopted standards and provide a level of parking wholly appropriate to the type and scale of development that may be apparent on the site.