

Dunsbury Park - Plot 3a

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 3a at Dunsbury Park and demonstrating compliance with adopted standards.
- 1.2 This current application seeks reserved matters permission for a new B2 Commercial vehicle repair and maintenance facility with ancillary sales. The site will deliver over 1,000 sqm of brand new B2 floorspace. A total of **33** car parking spaces are proposed 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 B2 development such as that on Plot 3a **the minimum standard is 1 space per 45 square metres**, which for the proposed building of 1,190 sqm equates to a minimum of **27** spaces. 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 3a, as set out in section 4 of the Design & Access Statement, is detailed below:

17 visitor car parking spaces (**1** of which is an accessible bay equating to 5% of the total)
16 staff car parking spaces
2 motorcycle parking spaces
4 covered external cycle parking spaces
1 internal secure cycle storage area plus staff shower

- 2.4 The total of **33 car parking** spaces provided therefore comfortably exceeds the minimum standard. 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 4 stands.

- 2.5 In addition to the car and cycle parking, the plot also comprises sufficient waiting bays and parking areas for commercial vehicles that are being repaired, maintained or sold. These are located at the front of the site (sales) and to the north of the building (service waiting).

3.0 Summary

- 3.1 To conclude, the proposed levels of parking exceed the minimum adopted standards and provide a level of parking wholly appropriate to the type and scale of development proposed.