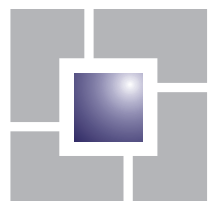


# **Langstone Technology Park Havant**

## *Car Parking Appraisal*

*October 2020*



david tucker associates  
transport planning consultants



**Langstone Technology Park**  
**Havant**

*Car Parking Appraisal*

27<sup>th</sup> October 2020  
RJM/20428-09e Car Parking Phasing

***Prepared by:***

**David Tucker Associates**

Forester House, Doctors Lane  
Henley-in-Arden  
Warwickshire  
B95 5AW

Tel: 01564 793598  
Fax: 01564 793983  
inmail@dtatransportation.co.uk  
www.dtatransportation.co.uk

***Prepared For:***

**AG Langstone B.V. and Trinity  
Investment Management**

## 1.0 INTRODUCTION

1.1 Planning consent (LPA reference APP/19/00703 was granted for the development at Langstone Technology Park, Havant. It is planned to demolish part of an existing employment unit, develop existing areas of car parking for new employment units, provide replacement car parking and refurbish part of the retained employment unit.

1.2 Several conditions were attached to the consent including the pre-commencement Condition 3 which states that:

*No development shall take place until plans and particulars setting out a phased programme for implementation of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved phasing programme unless an alternative is first agreed in writing with the Local Planning Authority.*

*Reason: To ensure adequate parking is provided on site in advance of the first use of the proposed new flexible use industrial units and that adequate foul drainage capacity is available having due regard to policies CS15 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.*

## 2.0 CAR PARKING

2.1 As set out in the Transport Assessment which supported the planning application there are currently 1,854 car parking spaces on the site. As a result of the development this will increase to 1,881 car parking spaces:

- 1019 car parking spaces will be retained.
- 835 car parking spaces will be lost.
- 575 replacement car parking spaces will be provided.
- 287 new car parking spaces will be provided for the new employment units

2.2 A summary of the elements of parking provision (existing and proposed) across the site is illustrated on AWW Plan 0159C included at **Appendix A**.

2.3 It is understood that the rationale for Condition 3 relates to ensuring that there is sufficient capacity on site to serve the needs of the businesses on the site during the construction periods.

## 3.0 PHASING

3.1 It is envisaged that there will be four development phases. These are

### **Part demolition of building 1000 (bays 1 and 2) and strip out of bay 3**

3.2 The demolition of building 1000 will result in a reduction in area of 6,952m<sup>2</sup>. In addition, the stripping out of Bay 3 will reduce the area by a further 4,000m<sup>2</sup>. The site currently has parking at a ratio of 1 space per 32m<sup>2</sup>. The loss of floor area will release 217 spaces permanently, 125 spaces temporarily: overall 342 car parking spaces.

- 3.3 To accommodate the construction compound for the demolition works equivalent to 116 car parking spaces. The temporary loss of car parking capacity is therefore far less than the reduction in car parking demand.

**Construction of additional car parking spaces within the retained car parks**

- 3.4 There are five areas within the existing car parking areas where additional spaces will be provided. In total these will net contribute 39 (north of B1000), 37 (northeast of B1000), 70 (to the south of B6000), 67 (to the south of B5000) and 46 spaces (to the east of B7000) respectively (total 259 car parking spaces).

**Construction of additional car parking adjacent to building 1000 and new façade to B1000/B4000**

- 3.5 The construction of additional car parking adjacent to building 1000 will create an additional 316 car parking spaces on an upper deck.

**Construction of new employment units**

- 3.6 The construction of the new employment units will result in a reduction in the number of car parking by 805 spaces (including the 8+1 on the access road) which is equivalent to 43% of the total car parking. The construction compound will be located within the development area for the new employment buildings and there will be no additional loss of car parking.

**4.0 SEQUENCE**

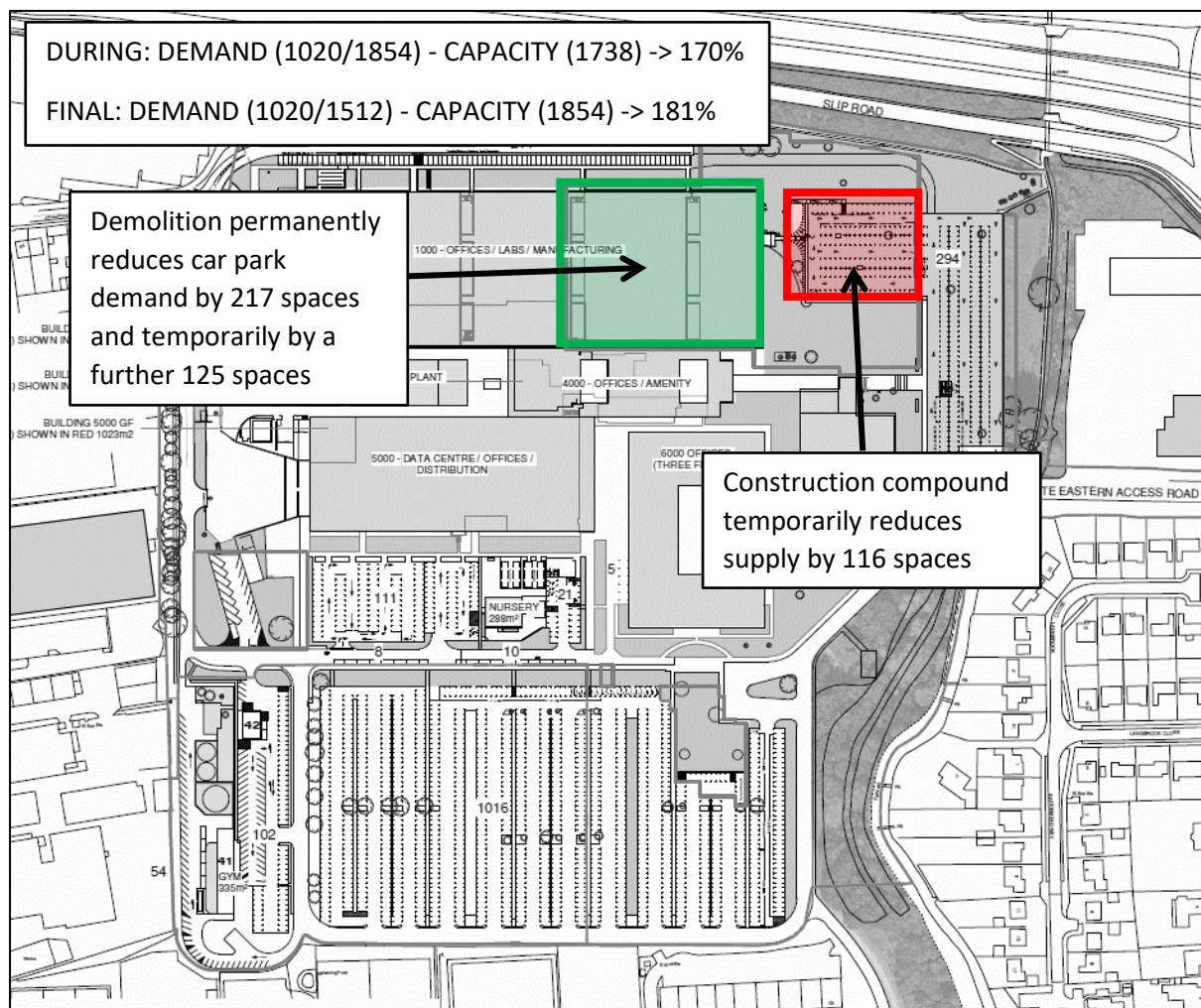
- 4.1 There are currently 1,854 spaces on site.
- 4.2 Current pandemic restrictions and the resulting working practices have significantly reduced car parking demand below 'normal' levels. As such there is significant spare capacity within the site at present.
- 4.3 Notwithstanding the pandemic the site is not fully occupied. At present 55% of the available floorspace is occupied (including building 1000). At 'normal' levels of demand therefore there would be a requirement for 1020 spaces.
- 4.4 The part demolition (bay 1 and 2) and stripping out (bay 3) of building 1000 will reduce the available employment floor area by circa 11,000m<sup>2</sup>. This area is within the 45% unoccupied space. The associated parking is 342 spaces. 116 spaces will be temporarily unavailable in providing for a construction compound/working space.
- 4.5 The construction of the new employment units will reduce the number of spaces by 805 but the parking for the new employment units will be wholly within this area. The construction compound will be created within the site and no additional car parking will be temporarily required outside of the site.
- 4.6 There are two phases of car park construction to compensate for the lost spaces; additional car parking adjacent to building 1000 (316 upper deck) and additional car parking within the retained car parks (259 (net) spaces).
- 4.7 There are two options for the sequence of construction:

- 4.8 Option 1 entails the demolition first, the construction of the new units, the construction of additional parking in retained parking areas including to the north and northeast of B1000, and finally the construction of parking on the upper deck adjacent to building 1000.
- 4.9 Option 2 entails the demolition first, the construction of the new units, the construction of parking on the upper deck adjacent to building 1000 together with the construction of additional parking in the retained parking areas to the north and northeast of B1000 and finally the construction of the additional parking in retained parking areas.

### Option 1

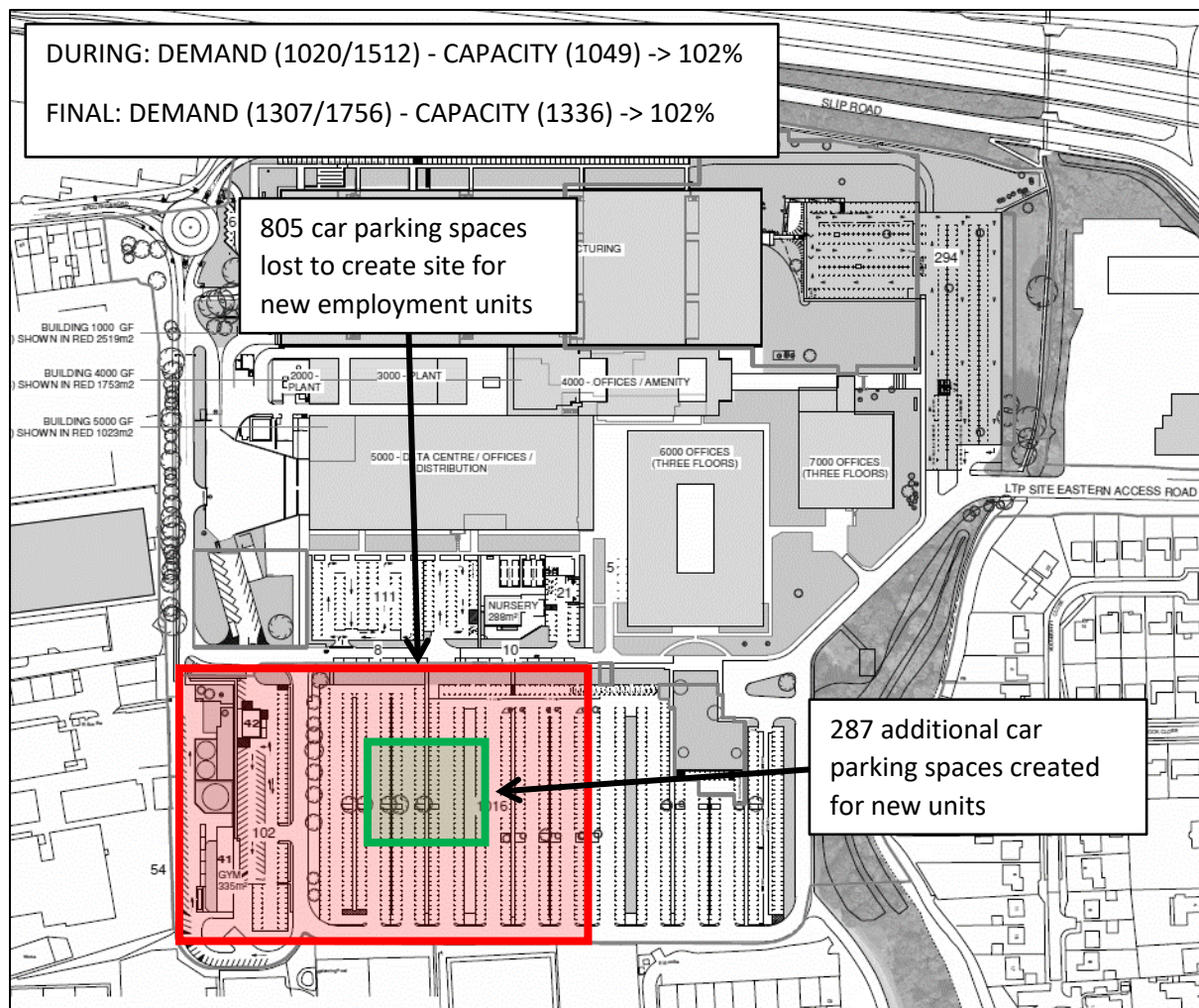
- 4.10 The preferred option seeks to ensure that sufficient car parking is retained on site to serve the needs of the businesses on site considering the current occupancy.
- 4.11 As illustrated on **Figure 1**, during the partial demolition of building 1000, the number of spaces on site (Capacity) will reduce to 1,736 spaces due the creation of the construction compound. Demand is represented as a range based on the existing occupancy and the maximum occupancy. However, the maximum demand reduces from 1,854 spaces by 342 spaces to 1,512 spaces.

**Figure 1 Partial demolition of B1000 phase**



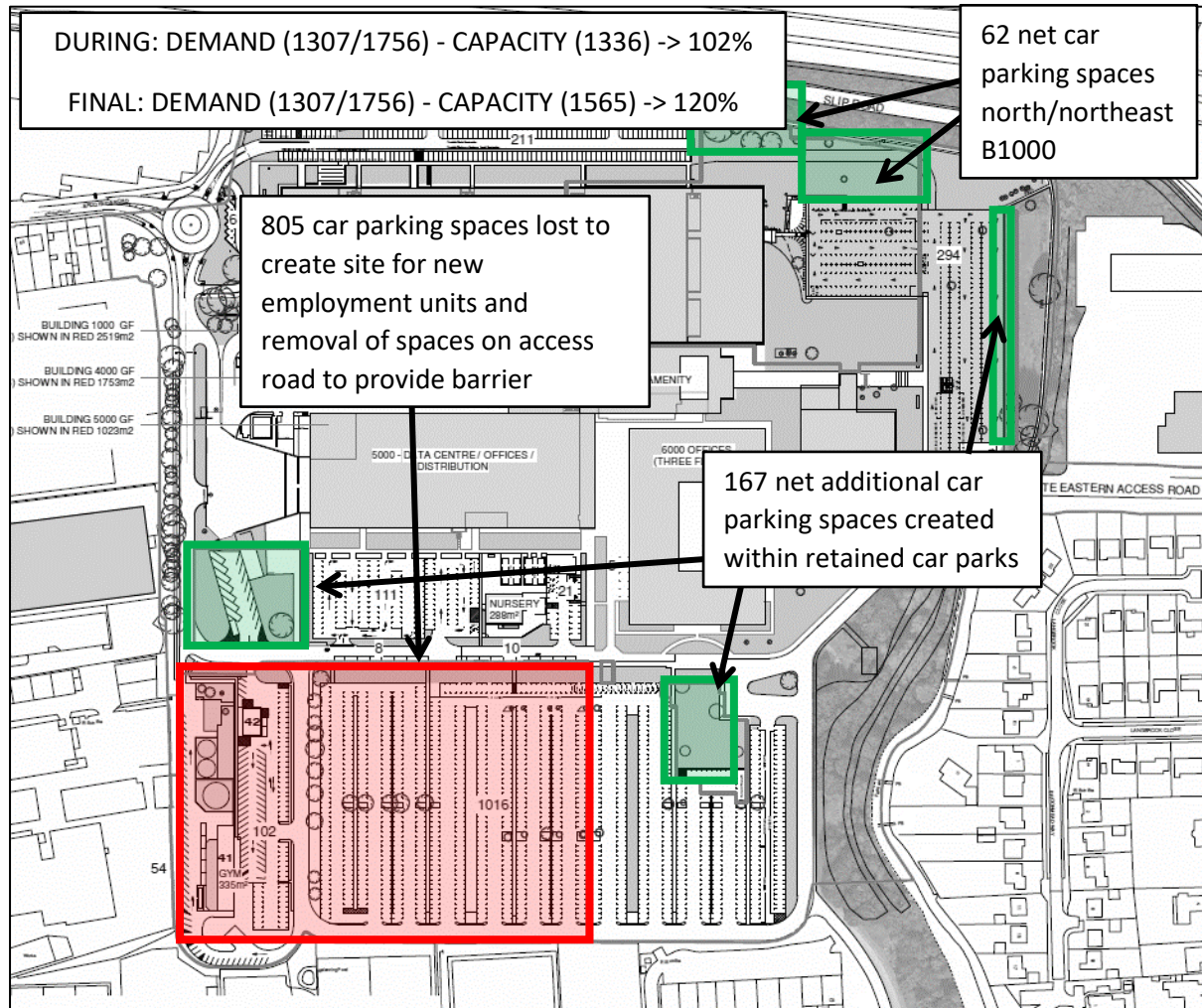
- 4.12 The new employment units will not be constructed concurrently with the demolition. On completion of the demolition, when the construction compound is restored to car park use (116 spaces), as shown on **Figure 2**, there would be sufficient spaces to allow the new employment buildings to be commenced; there would be a headroom of 29 spaces. This would allow the reletting of circa 750m<sup>2</sup> GFA of currently vacated space although in practice these spaces would allow for temporary closures in existing car parking areas where new spaces are to be provided.
- 4.13 The assumptions below assumed that the new units are occupied on completion with commensurate increases in demand and capacity.

**Figure 2 Construction of New units**



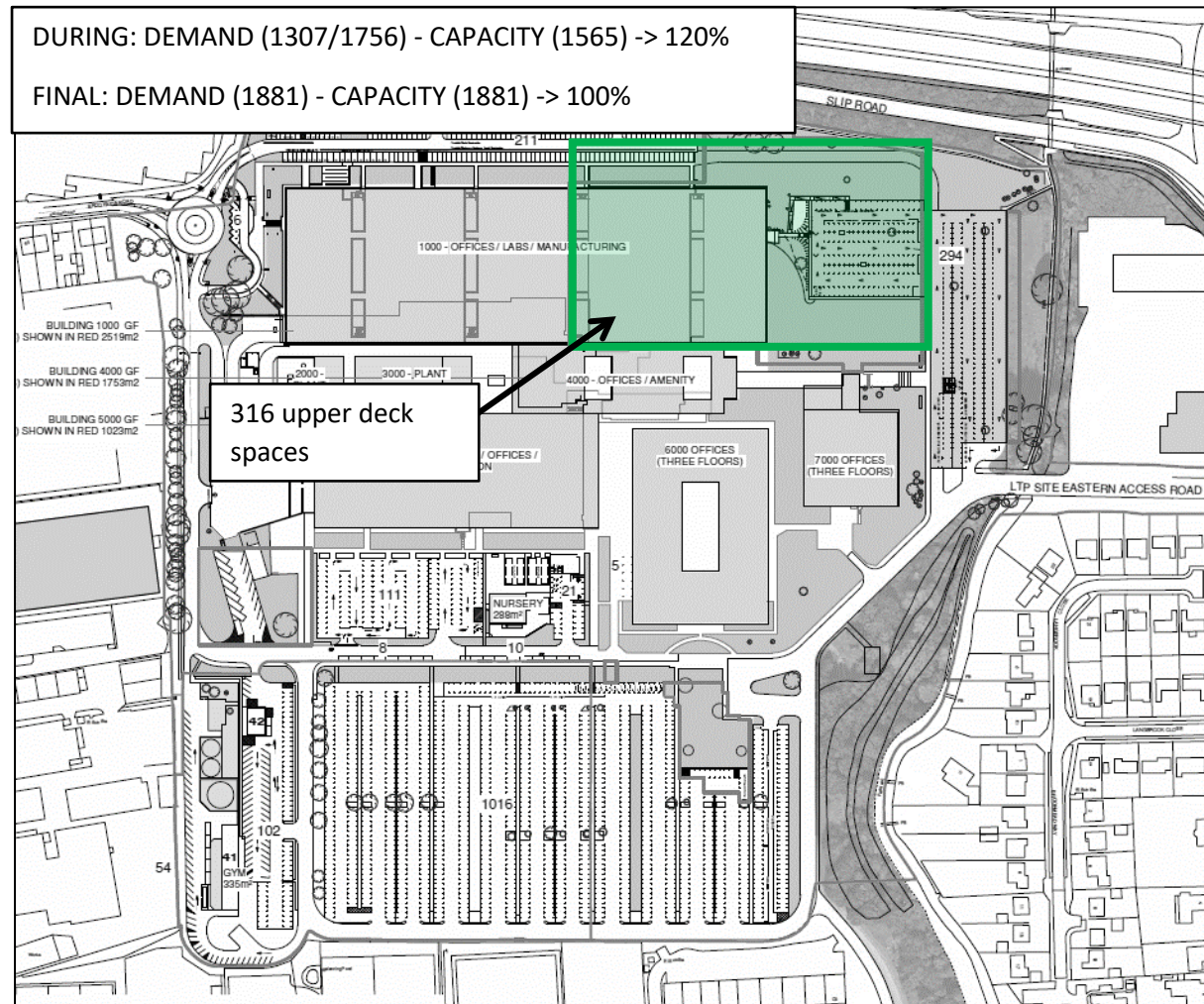
4.14 As shown on **Figure 3**, the additional spaces within the retained car parks will add to the net capacity 229 spaces. This will allow the reletting of a further 7,300m<sup>2</sup>. This is in addition to the 750m<sup>2</sup> as per para 4.10.

**Figure 3 Additional car parking**



- 4.15 This sequence would provide the additional spaces adjacent to building 1000 concurrently works to the facades of B1000 and B4000. 316 spaces will be provided on the upper level. This capacity would meet the needs of future occupiers in the currently vacant spaces. These would be completed at the same time as works to Bay 3 B1000.

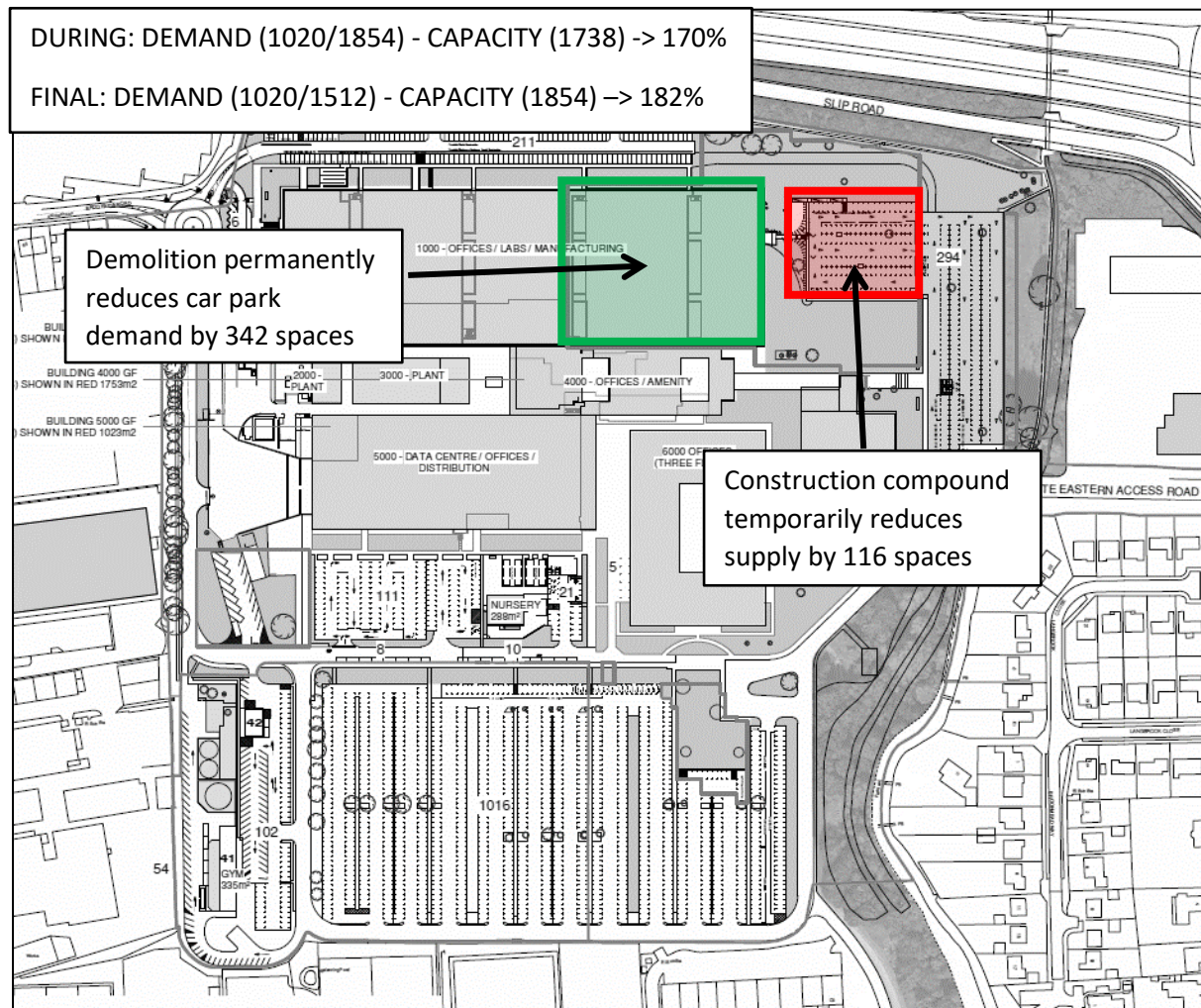
**Figure 4 Final car parking re-provision**



## Option 2

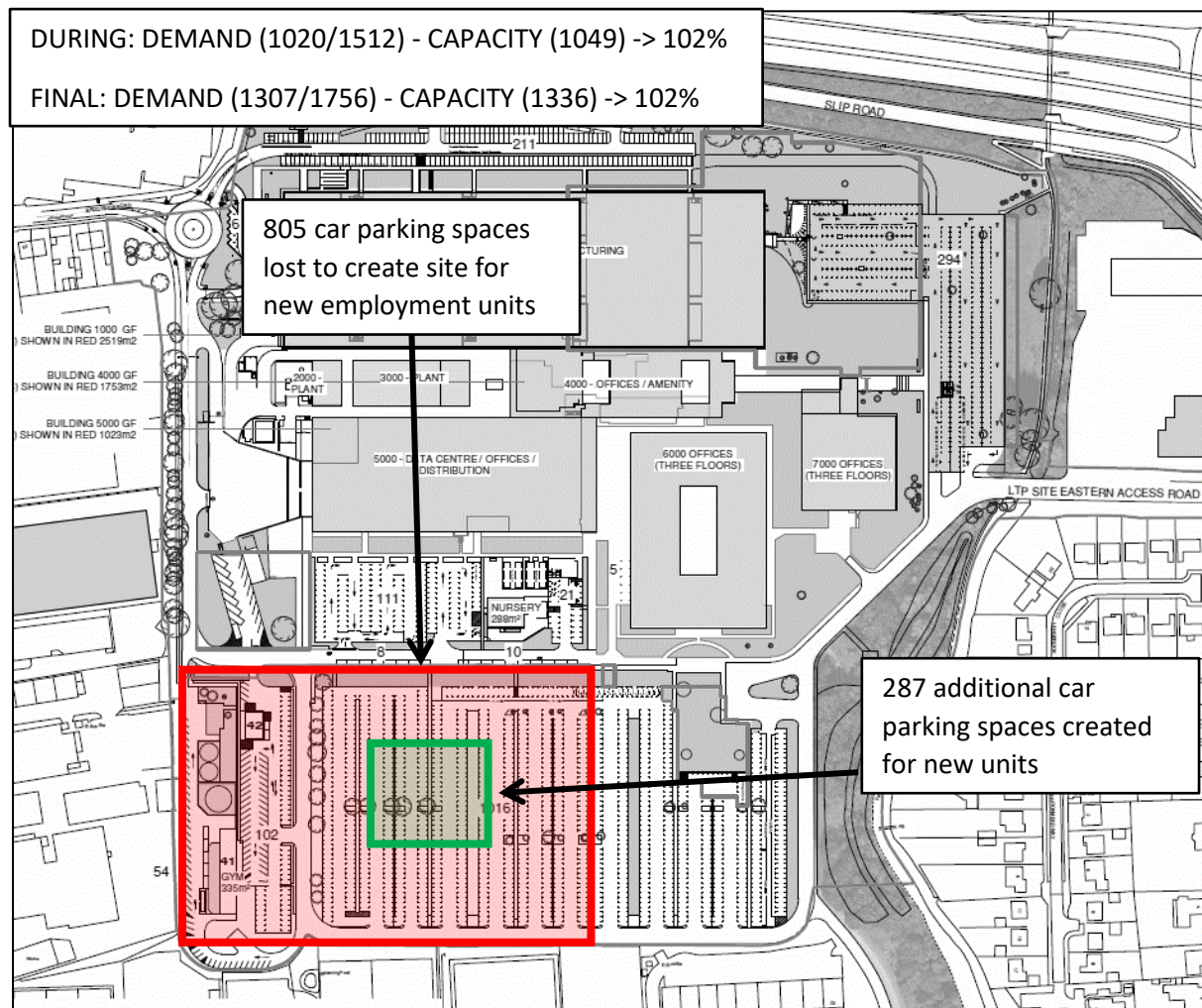
- 4.16 Option 2 is as per Option 1 but prioritises the car parking adjacent to B1000 allowing the re-letting of B1000 Bay 3 earlier (subject to the level of vacancy elsewhere within the Park).
- 4.17 As per Option 1 as illustrated on **Figure 5**, during the partial demolition of building 1000, the number of spaces on site will reduce to 1,736 spaces due the creation of the construction compound. This demolition will permanently reduce the car parking demand by 342 spaces. In addition the current occupancy at 55% (including B1000) reduces demand by 492 spaces. The overall demand is therefore 1020 spaces.

**Figure 5 Demolition phase**

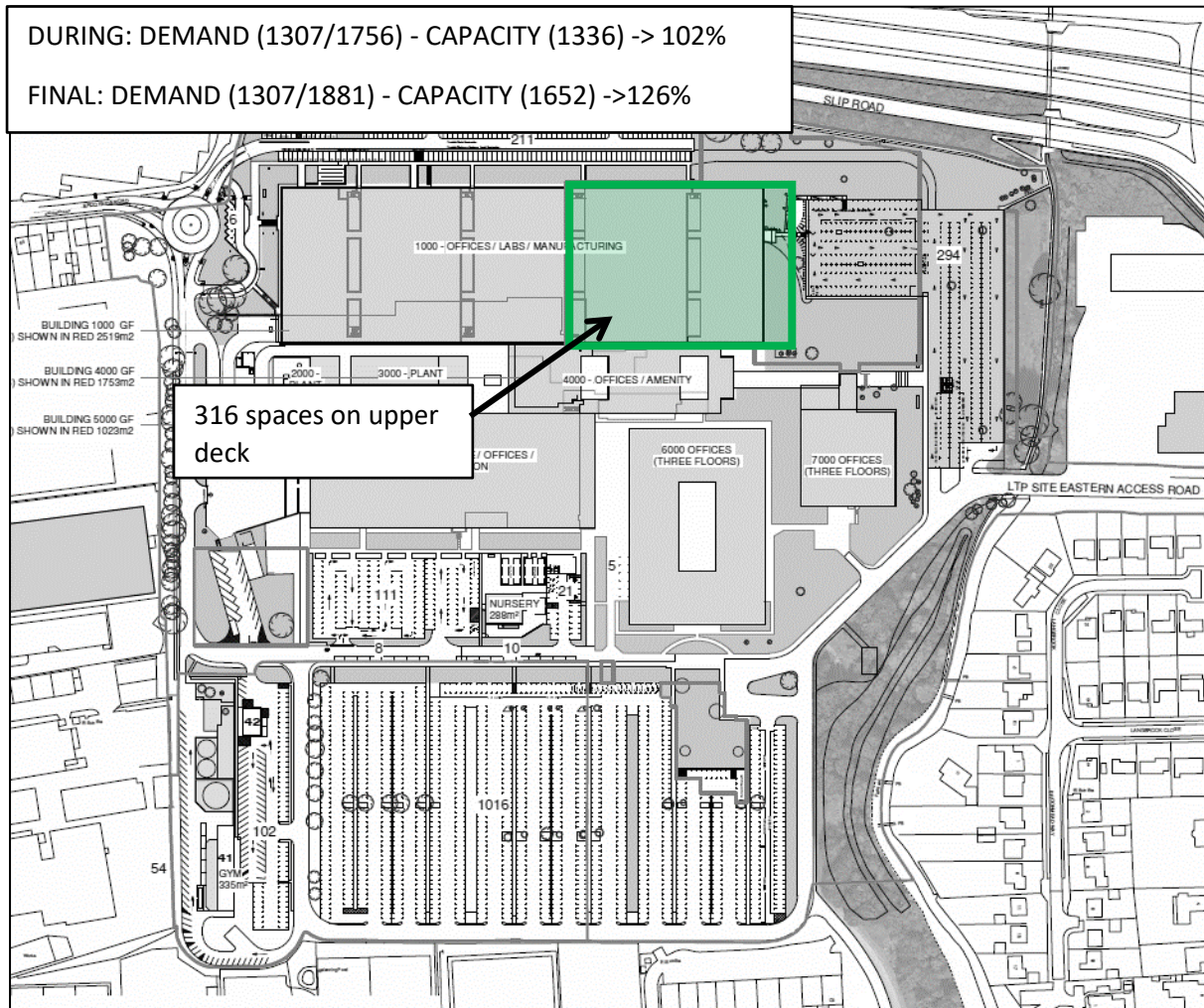


- 4.18 On completion of the demolition, the construction of the new buildings would reduce the capacity by 805 spaces resulting in a car park capacity at this stage of 1059 spaces against a demand for circa 1020 spaces. This would allow the reletting of circa 750sqm GFA of currently vacated space although in practice these spaces would allow for temporary closures in existing car parking areas where new spaces are to be provided.
- 4.19 The new units will provide 287 car parking spaces for the users of these buildings. The re-provision parking result in a commensurate increase in demand and capacity therefore there is no additional parking for the existing park.

**Figure 6 Construction of New units**

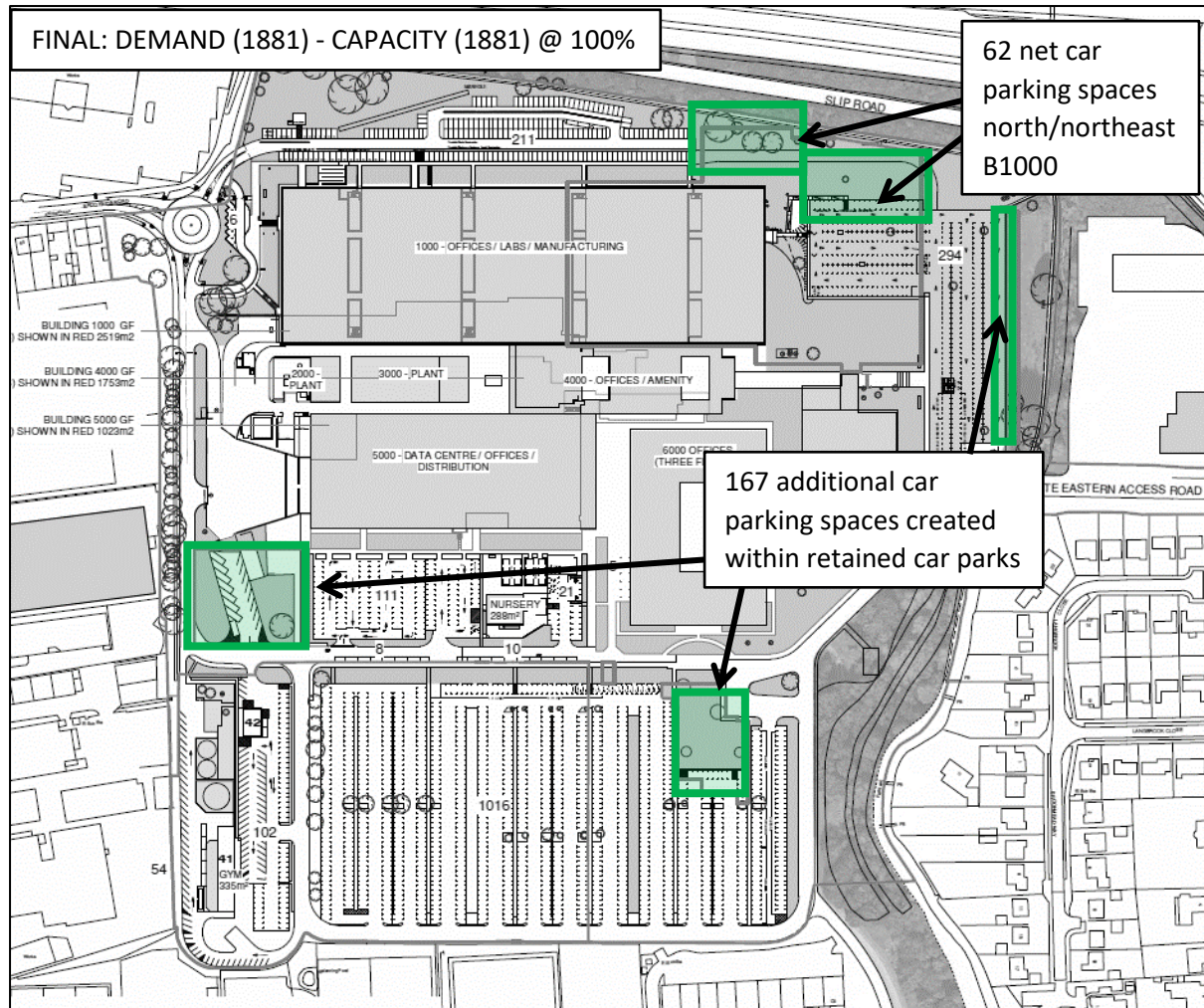


- ### Figure 7 Car parking re-provision



4.21 The final re-provision of car parking within retained car parking areas will add a further 229 spaces which will allow the reletting of the remaining vacant areas.

**Figure 8 Additional car parking**



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## **5.0 CONCLUSION**

- 5.1 Condition 3 always requires sufficient car parking supply to be retained on site to meet the needs of the users.
- 5.2 There are two options:
- 5.3 Option 1 allows the new units to be brought forward earlier taking in account the prevailing level of occupancy within the wider park.
- 5.4 Option 2 is as per Option 1 but prioritises the car parking adjacent to B1000 allowing the re-letting of B1000 Bay 3 earlier.
- 5.5 The options provide the applicant with flexibility to rapidly respond to the requirements of the market. As such prior to commencing the new employment units the applicant will confirm whether we are proceeding with Option 1 or Option 2 in terms of delivering new car parking spaces.



## Appendix A

**EXISTING**

### EXISTING PARKING LOST

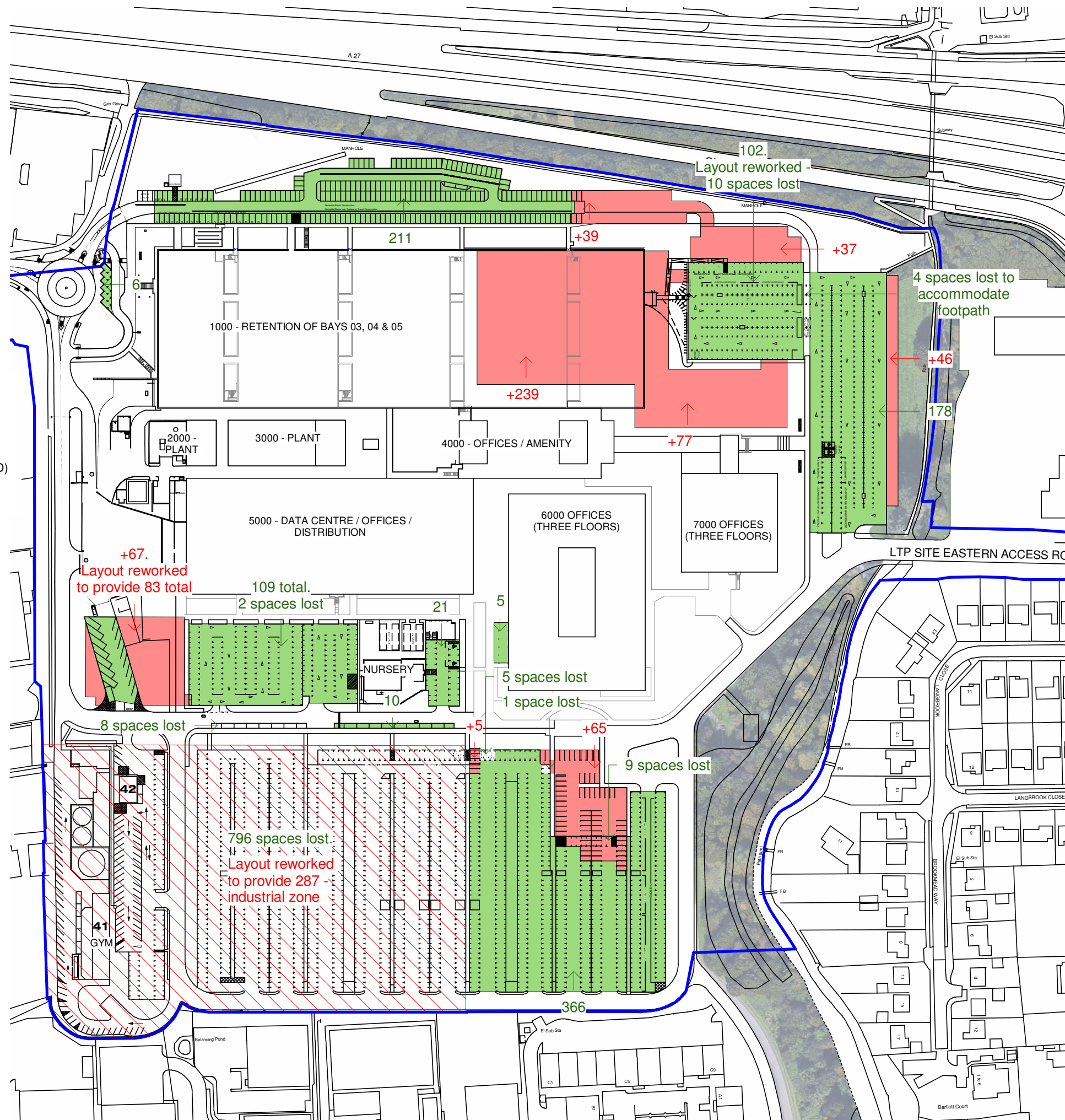
**RETENTION BREAKDOWN:**

**PROPOSED BREAKDOWN:**

**TOTAL PARKING:** AS PER 4046/0152N

 EXISTING CAR PARKING  
 PROPOSED CAR PARKING  
 INDUSTRIAL AREA

NOTE;  
CALCULATIONS IN ACCORDANCE  
WITH FASSET DRAWINGS AND  
AWW DRAWING 4046/0152N

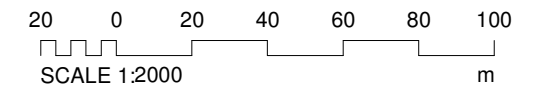


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|   |          |    |                                         |    |
|---|----------|----|-----------------------------------------|----|
| C | 27.10.20 | CJ | Planning status                         | IJ |
| B | 14.10.20 | CJ | Parking annotation and summary updated. |    |
| A | 30.07.20 | CJ | Parking summary reconfigured            | IJ |

| Rev | Date | Init | Notes | Chkd |
|-----|------|------|-------|------|
|-----|------|------|-------|------|



Client

Drawing Originator



London - 106 Weston Street London SE1 3QB 020 7160 6000  
Bristol - Rivergate House, Bristol, BS1 6LS 0117 923 2535  
Plymouth - East Quay House, Plymouth, PL4 0HX 01752 261 282

RIBA Chartered Practice

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Project Title

Langstone Technology Park

Drawing Title

## Parking Analysis

|          |       |       |         |          |
|----------|-------|-------|---------|----------|
| Scale    | Sheet | Drawn | Checked | Date     |
| 1 : 2000 | A3    | CJ    | IJ      | 29.07.20 |

|                   |             |          |
|-------------------|-------------|----------|
| Status            | Project No. |          |
| <b>PLANNING</b>   | <b>4046</b> |          |
| Drawing Reference | Drawing No. | Revision |
|                   | <b>0159</b> | <b>C</b> |



**david tucker associates**

Forester House  
Doctor's Lane  
Henley-in-Arden  
Warwickshire B95 5AW  
Tel: +44(0)1564 793598  
Fax: +44(0)1564 793983  
[inmail@dtatransportation.co.uk](mailto:inmail@dtatransportation.co.uk)  
[www.dtatransportation.co.uk](http://www.dtatransportation.co.uk)