Highway Comments	ADL Response
The Parking Note seeks to justify the parking allocation for Phase 2 of the development comprising 4 units and has concluded that, as the maximum parking standards require a provision of 149 spaces, then the 151 spaces proposed is acceptable. However, this is based on the assumption that Unit 15 will be solely B8 use and to ensure that, Unit 15 would need to be restricted to B8 as the parking standard for B2 would result in a significantly higher parking requirement.	The assessment of Units 12-14 as Use Class B2 and Unit 15 as Use Class B8 was based on the Highways response provided on 26th July 2023 as per below: *"Units 12, 13 & 14 are shown with either B2 or B8 use; however, in the absence of any identified end-user it would be reasonable to assume that these units are well suited to B2 use.* *Unit 15 is more likely to be used as B8 storage and distribution and so a parking allocation as shown or nearer the B8 parking standard would be acceptable."*
If Unit 15 is restricted to B8 use then the provision of 87 parking spaces is a significant over-provision and is skewing the overall parking numbers, i.e., with Unit 15 being allocated more spaces than are required by the parking standards the other three units are being under-resourced with a shortfall of 45 spaces across Units 12, 13 & 14.	Assuming Unit 15 is reserved for Class B8 Use, the maximum standard would be 40 spaces. There are 28 car parking spaces proposed in the car parking area fronting Unit 15 and 13 spaces proposed along the east side of the service yard (i.e., 41 spaces total). This provision would align with the maximum standards. The remaining 46 car parking spaces to on the west side of Unit 15 will instead serve as overflow parking for Units 12-14 (if required) – this arrangement can be secured by a Car Park Management Plan.
Given that the units will be occupied separately there will not be the opportunity for parking to be shared across the site. Therefore, the parking should be allocated on an individual unit basis rather than as a whole site.	Parking will be allocated to each Unit with an overflow area at the southwest corner of the site adjacent to Unit 15 (46 spaces).
The parking shortfall for Unit 12 is 24 spaces, given the proximity of this unit to Sunrise Way it is considered likely that parking overspill will occur on the adjacent public highway.	The number of spaces proposed is 20 (increase of 2 spaces within car park). This leaves a shortfall of 22 spaces based on robust B2 standards – overflow parking will be available at the southwest corner of the site.
I suggest that the applicant should look to add more car parking to Units 12,13 & 14, for example, this could be achieved by reducing the amount of turning space given to the HGVs and by allocating a number of spaces for unit 15 to the adjacent Unit 14.	There are 2 additional spaces proposed for Units 12 and 13 and 5 additional spaces proposed for Unit 14. The revised Phase 2 parking schedule is summarised below: Unit 12 car park = 20 spaces (42 max standard) Unit 13 car park = 22 spaces (30 max standard) Unit 14 car park = 31 spaces (37 max standard) Unit 15 car park = 41 spaces (40 max standard) Shortfall (Units 12-14) = 36 spaces Overflow car park = 46 spaces

	Based on the above, the proposed overflow car park could accommodate any additional parking demand associated with Units 12-14 which fall below the maximum standard. The revised car park plan is attached to this Note.

Parking Accumulation Assessment – Phase 2

To further justify the parking provision for the proposed Phase 2 development, ADL have prepared a parking accumulation assessment based on the approved trips rates as per the Transport Statement (Ref. ADL/AM/3956/12A).

The inbound, outbound, and 2-way traffic generation of the proposed 13,377 sqm Phase 2 development is summarised in Table A.

Table A Phase 2 Trip Generation (Based on TS) – 13,377 sqm.

Time	In	Out	2-Way
05:00 – 06:00	14	0	14
06:00 – 07:00	18	5	23
07:00 – 08:00	58	37	94
08:00 – 09:00	83	40	124
09:00 – 10:00	50	49	99
10:00 – 11:00	39	35	74
11:00 – 12:00	28	28	56
12:00 – 13:00	29	39	68
13:00 – 14:00	55	43	98
14:00 – 15:00	33	31	64
15:00 – 16:00	27	26	53
16:00 – 17:00	29	47	76
17:00 – 18:00	12	75	86
18:00 – 19:00	9	19	28
19:00 – 20:00	27	27	54
20:00 – 21:00	14	18	32

Based on the trip generation in Table A, the hourly parking accumulation of the Phase 2 development on a typical weekday is shown in Table B.

Table B Phase 2 Trip Generation (Based on TS) – 13,377 sqm.

Time	In	Out	2-Way	Parking Acc.
05:00 – 06:00	14	0	14	14
06:00 – 07:00	18	5	23	27
07:00 – 08:00	58	37	94	48
08:00 – 09:00	83	40	124	91
09:00 – 10:00	50	49	99	92
10:00 – 11:00	39	35	74	96
11:00 – 12:00	28	28	56	96
12:00 – 13:00	29	39	68	86
13:00 – 14:00	55	43	98	98
14:00 – 15:00	33	31	64	100
15:00 – 16:00	27	26	53	101
16:00 – 17:00	29	47	76	83
17:00 – 18:00	12	75	86	20
18:00 – 19:00	9	19	28	10
19:00 – 20:00	27	27	54	10
20:00 – 21:00	14	18	32	6

Table B demonstrates that, based on TRICS, the maximum parking accumulation would occur between 15:00 and 16:00 hours with a peak demand of 101 cars.

As mentioned previously, the revised parking schedule would be as follows:

Unit 12 car park = 20 spaces
Unit 13 car park = 22 spaces
Unit 14 car park = 31 spaces
Unit 15 car park = 41 spaces

Total (Allocated) = 114 spaces
+
Overflow car park = 46 spaces

Total = 160 spaces

The Phase 2 development could therefore safely accommodate the maximum parking demand of 101 cars within the allocated spaces on site without any overspill to the local highway network. Should there be demand for parking in Units 12-14 which exceeds the parking allocation for these units, there will be an overflow car park with 46 spaces available to the west of Unit 15.

I regret that I have not been persuaded to change my view and I am therefore not in a position to support the proposal due to the insufficient parking allocation across the 4 proposed units and the likely result in vehicles being parked on the public highway.	Based on a revision of the parking layout and the above assessment, we trust that the proposals can be reconsidered as there would demonstrably be no negative impact on the local highway network (i.e., no parking overspill onto Sun Rise Way). The parking demand would be fully accommodated within the Phase 2 demise.

SUNRISE WAY

MERIDIAN WAY

The Bluestone Centre

The Crescent

ETL

Boundary line is the inside edge of the red line

20 car parking spaces allocated to Unit 12

22 car parking spaces allocated to Unit 13

31 car parking spaces allocated to Unit 14

46 car parking spaces to be shared use / overflow car parking

41 car parking spaces allocated to Unit 15

+2 spaces
= 20 car parking spaces
allocated for Unit 12

+2 spaces
= 22 car parking spaces
allocated for Unit 13

+5 spaces
= 31 car parking spaces
allocated for Unit 14

Completed units 1-11

12

13

14

15

18 cars
20 cars

20 cars
22 cars

8 cycles
2 PTWs

1,581+244m2 GEA
1,511+212m2 GIA

substation

46 cars

28 cars

2 PTWs

32 cycles

13 cars

7,166+407+407m2 GEA
7,012+364+364m2 GIA

Retaining wall along the western boundary

Acoustic screen

Retaining wall along the southern boundary

Existing off site trees to remain

Gabion retaining wall as Phase I

Retaining wall

Acoustic screen

Gas Gov

El Sub Sta

ADL TRAFFIC & HIGHWAYS

Title
Additional Car Parking Spaces and Allocations for Helix Phase 2

Scale
1:1000 (A3)

3956-09