

Consultee Comments for Planning Application APP/19/00513

Application Summary

Application Number: APP/19/00513

Address: Car Park, Wellington Way, Waterloooville

Proposal: Erection of three-storey multi-storey car park to provide 263 car parking spaces on existing Wellington Way car park.

Case Officer: David Eaves

Consultee Details

Name: Consultee Traffic Team

Address: Public Service Plaza, Civic Centre Road, Havant PO9 2AX

Email: trafficteam@havant.gov.uk

On Behalf Of: Traffic Management Team

Comments

The traffic team would raise concerns regarding:

The entrance and exit to the car park, originally the entrance was relocated to the far side of the car park to alleviate possible queuing back on to the A3. With the proposed additional space being more than doubling in capacity and the potential to increase this in the future re-siting the entrance to this location would risk further the possibility of queuing back on to the A3. With the amount of traffic that could be left queuing out of the exit onto the A3 with no extra stacking space this would further increase the flow of traffic around the lower floor of the car park especially at peak times and weekends.

I can see no mention of a height restriction in the car park, at present vehicles up to 3.5 tons are able to park. so presently Transit vans could park. Would these still be able to fit? If not this could effect parking for market days and nearby local traders.

Disabled bay parking, this is required at a rate of 5% of the total amount of available car parking space, therefore there is insufficient amount of space designated. The disabled bay markings are also not currently correct as there should be a minimum bay width of 3.6 m with 1.2 m of this being hatched in yellow around the vehicle.

There appears to be no allocated space for the pay meters, and would be expecting there to be at least 2 parking meters on each floor plus a safe area around.

Any child bays should be sited on the ground floor.

There appears to be no mention of the current facilities for the electric vehicle charging point.

There appears to be no mention or allowance for motorcycle parking and we would expect to have a minimum allowance of 1 space per 25 vehicles.

Ideally with any new car park we would like to see pedestrian walkways marked around the perimeter of each floor.

Consideration needs to be taken with regard to car park space widths in those bays that have any support columns and the possibility of further increasing the width of that space. KRC