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Enquiries to	Tom Fisher	My reference	6-3-6-183 (APP 1873)
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Date	21 st June 2019	Email	Tom.fisher@hants.gov.uk

For the attention of Mr D Eaves

Dear Sirs

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

Thank you for consulting the Highway Authority on the above application which seeks the permission for the erection of a three-storey car park on the existing Wellington Way car park which currently provides 126 car parking spaces, of which 98 are pay and display, 25 are permit holders only and 3 are reserved for blue badge holders.

The proposals increase the provision by 137 to 263 parking spaces, of which will be allocated for pay and display, permit holders only, parent and child and blue badge holders. It is noted that the proposed permit bays are stated to provide parking for the adjacent planning application, APP/18/000234 and retain the existing business permits.

Existing Conditions

The proposed site is located on Wellington Way, Waterlooville which is served via the A3. Wellington Way is an unclassified adopted road subject to a 40mph speed limit. It is a one way road and provides access to local businesses as well as the existing Wellington Way car park.

Personal Injury Accident (PIA) data

The Transport Assessment uses data provided by CrashMap which is not accepted by the Highway Authority without accompanying police data.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

CrashMap obtains data from the Department for Transport which does not include a description of the recorded accident from the police. The applicant should update the PIA commentary by providing data from Hampshire Constabulary to establish if the increased trips associated with the proposals will result in the compromise of highway safety.

Access

The existing access is located on the north western point of the site with the egress at the south east. The proposals, as shown on drawing PB8382 SK04 Rev P02, alter the locations of the access and egress. The proposed access is located on the eastern side of the site with a short off slip section and the egress is located to the north west of the site.

The Transport Assessment states that altering the access and egress points improves the visibility for the egress which now can provide 2.4m by 25m unobstructed by parking bays which provides a betterment over the current egress arrangement. Hampshire County Council require visibility splays to be based on recorded speeds as per the latest HCC Technical Guidance Note 3. However, due to the alignment and potential improvements to pedestrian infrastructure the Highway Authority is satisfied that recorded speeds do not need to be provided. However, the applicant should show the maximum visibility splay that can be provided on an updated drawing for the Highway Authority to review.

The works will need to be delivered via a Section S278 legal agreement and should be secured appropriately should the planning application be approved.

It is noted that Havant Borough Council's Traffic Management Officer has raised concerns over potential queuing back onto Maurepas Way due to the relocated access. The Transport Assessment confirms that there will not be any barrier to prevent access into the car park and the potential for queuing is reduced. Additionally, Wellington Way allows two cars to pass and vehicles wishing to drive round Wellington Way will not join any queue. However, the applicant should confirm the maximum number of vehicles which could queue on Wellington Way, without overhanging or queueing onto Maurepas Way to overcome these concerns.

Drawing 100 Rev B shows a change in surfacing from the pedestrian public entrance to the car park and Wellington shopping centre which is supported in principle by the Highway Authority, however further information should be provided regarding the surfacing and materials. The applicant should explore providing a modest change in gradient to reduce vehicle speeds and enhance pedestrian facilities. The same could be explored to the south of the car park to provide pedestrian facilities to the high street.

Changes to the eastern side of the existing car park are proposed which may fall within public highway although it is not clear from the plans. The highway boundary should be imposed onto the drawings to establish the scale of works being proposed within the public highway.

The above proposed works will need to be subject to a Stage One Road Safety Audit and should be submitted to the Local Planning Authority to form part of this planning application.

Allocated Parking Bays

The Transport Assessment provides commentary with regard to the split in how the parking spaces will be allocated and is set out in the table below. It should be noted that the Pay and Display bays include 8 allocated spaces for both blue badge holders and parent and child.

Allocation	Existing	Proposed	Net Increase
Pay and Display	98	151	+53
Residential Permits	0	84	+84
Business Permits	25	25	0

The above does not equate to the 263 proposed spaces and the Transport Assessment suggests in paragraph 5.2.2 that 179 car parking spaces will be available to the general public. The Transport Assessment also states in paragraph 4.2.2 that all additional spaces could be utilised for residential permit parking and 4.4.2 states that up to 137 parking permits would be made available to the nearby development. The applicant needs to clarify the exact amount of spaces which are being proposed for allocated use.

It is understood that the Local Planning Authority has not yet agreed the level of parking required to serve the adjacent planning application. Any agreement regarding the number of allocated parking spaces should correspond with an approved provision and should not be undermined if this planning application is decided prior to the adjacent application. The Local Planning Authority will need to consider if the proposed parking increase is desirable regardless of the link with the concurrent planning application.

It is not clear from the Transport Assessment how the applicant will manage the allocation and enforce prohibited vehicular parking. It is also not known where the allocated spaces would be located within the car park which could result in residents parking in better located parking bays for quick trips or unloading items from their vehicles. In addition to this, the applicant should clarify if the residential parking bays be allocated to specific flats or will it be on a first come first serve basis.

Vehicular Impact

It should be noted that the vehicular impact of the residential allocated parking bays will be captured through the adjacent application APP/18/000234. However in the scenario that the residential development does not come to fruition and these proposals are developed for full pay and display allocation. The planning permission does not restrict the use and therefore the worse case scenario should be assessed.

Using the figures set out within the Transport Assessment of 4.2 trips per parking space, this would equate to 576 trips or an additional 1,152 daily two way vehicular trips on the local highway network. The applicant has stated that

the increase has a minimal percentage increase on Maurepas Way over a 24 hour period however does not comment on the impact on local junctions during the peak hours. The applicant should provide commentary on the likely peak hour demand and the impact this will have on local junctions.

Recommendation

The Highway Authority cannot provide a recommendation until the above is provided. For clarity the outstanding information is set out below

- Updated PIA data from Hampshire Constabulary
- Updated visibility splays
- Highway boundary information to be provided on drawings
- Improvements to pedestrian provision
- Drawing showing limit of queuing vehicles
- Stage One Road Safety Audit
- Confirmation of parking allocation
- Commentary of vehicular impact on local junctions

I trust that the above is clear but I would ask you not to hesitate to contact Tom Fisher should you wish to discuss anything further.

Yours faithfully

Ben Clifton
Team Leader- Highways Development Planning