

CAR PARK MANAGEMENT PLAN

Kingsbridge Estates

32 New Lane, Havant

August 2022

Car Park Management Plan

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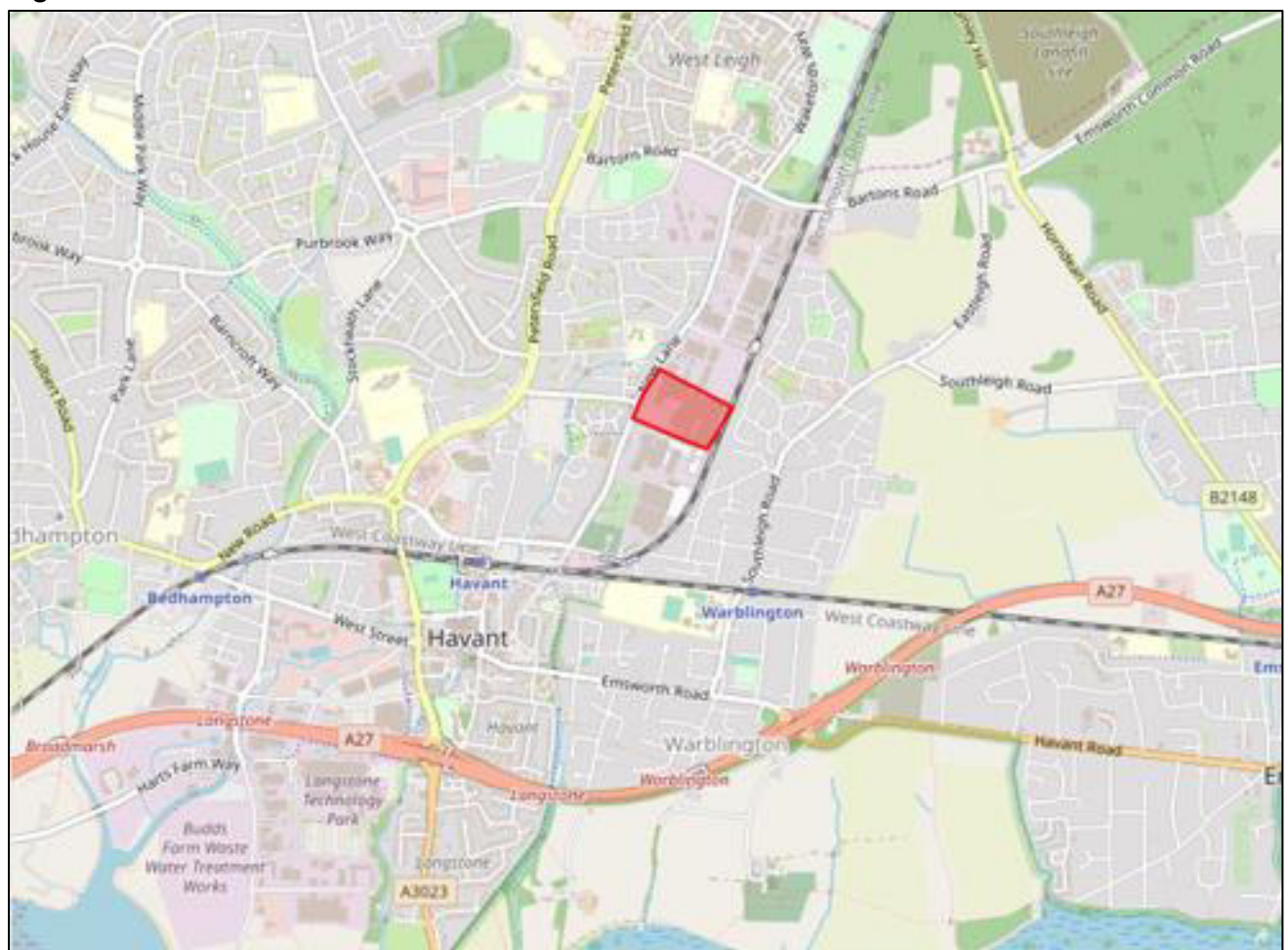
Figures

Figure 1 – Site Location

1 Introduction

- 1.1 The site is located within an existing employment area near an existing industrial estate and was previously occupied by a cold chain packaging, storage, and distribution facility.
- 1.2 A planning application has been approved at the site under planning reference APP/21/00200. This has subsequently been varied by a S73 application under reference APP/21/01244 which sought to amend various conditions and approved the final Operational Management Plan.
- 1.3 This Car Park Management Plan has been produced to discharge condition 5 attached to the above permission and provides further details on the parking arrangements associated with the use.
- 1.4 **Figure 1** shows the site location in relation to the local highway network.

Figure 1 – Site Location



- 1.5 Following this introduction, this Report includes:
 - An overview of how parking will be provided;
 - The results of an assessment into likely parking demands based on the shift patterns of the proposed building;

- An overview of the measures that will be provided;
- A series of potential mitigation measures that can be relied upon in the event that the measures that are incorporated into the design of the layout need to be supplemented at a later date.

2 Car Park Layout

Parking Provision

- 2.1 The staff car parking area is located to the west of the central sorting facility and provides a total of 208 car parking spaces including 11 disabled spaces. 20% of these spaces will be dedicated for use as electric charging bays.

Car Park Circulation

- 2.2 The approved development will provide three separate vehicle access/egress points from New Lane, all in the form of simple priority junctions.
- 2.3 The central access is also an existing access and would be used by staff based on the site.
- 2.4 This arrangement enhances the operation of the site by segregating operational vehicles from the car park.
- 2.5 Pedestrian routes that are proposed through the car park have zebra crossings provided across the main car park access road. Pedestrian access will also be taken from New Lane to connect directly to the public highway.

Electric Car Charging

It is proposed that 20% of total car parking provision will be served by electric car charge points. The electric car charge points in the car park would be standalone columns. Each column would permit two vehicles to charge simultaneously.

Cycle Parking

- 2.6 Covered and enclosed cycle parking spaces are to be provided in a cycle shelter to the north and south of the staff car park. The cycle shelter can accommodate 50 cycle parking spaces.

Physical Car Parking Controls

- 2.7 Only those arriving in electric vehicles will use the proposed electric charging bays.
- 2.8 A series of arrow and give way markings will be provided throughout the car park to control the internal circulation of vehicles.

Signage

- 2.9 Car park signage will be provided on the access road at the entrance to the parking area to direct the correct vehicle types to the correct locations.

3 Car Park Management

Overview

- 3.1 The physical measures outlined above will be supplemented by a package of softer measures that are outlined below.

Car Parking Allocation

- 3.2 Upon appointment employees will be advised on car parking procedures and the systems in place to inform them on arrival to the site.

Information to Employees

- 3.3 During each employee induction the details of the car park management procedures and systems will be reiterated.

Day to Day Management

Vehicle Arrivals

- 3.4 If employees are observed regularly abusing the parking arrangement, the site operations team will arrange for a member of the security team or specific car park attendant to be present in the car park entrance.

Monitoring

- 3.5 The security team will undertake regular patrols of the car parks throughout the day.

Electric Car Charge System

- 3.6 Any employee with an electric car will be permitted to use the electric car charge parking bays to charge their vehicle. Visitors to the site will also be permitted to use the charging points. The use of these spaces will be monitored by the security team.

Visual Security

- 3.7 The security team will undertake regular patrols of the car parks throughout the day..
- 3.8 In addition, there will be CCTV coverage to the external of the building which covers the cycle parking and car parking areas.

Car Park Management

- 3.9 If congestion is noted to build up in the car parks security team members will assist. The security team, or specifically appointed car park attendants will guide employees to available spaces.

Signage

- 3.10 The proposals include signage, plus staff management to control the direction of vehicles. Once operational if the permanent signage in place is not deemed sufficient to guide employees appropriately into and out of the site consideration will be given to whether additional signage can be provided.

Information

- 3.11 If employees regularly park in the incorrect areas within the car park additional information will be provided to inform them of the car park management requirements.

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