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Sent: 17 November 2015 12:21
To: Steve Weaver
Cc: Michelle Good; Emma Pond
Subject: RE: Acolaid Case APP/14/01225 - Market Parade

Formal Response

The basement parking layout show 6 spaces as tandem spaces. These are not recommended because of the manoeuvring required to “release” the front car. Also each pair of tandem spaces can only be assigned to one residential unit therefore of the 58 spaces only 55 units can have assigned spaces.

The travel plan/statement needs to justify the amount of parking taking into account the time restrictions on the local Council car parks (see the Traffic Team’s consultation responses which I fully agree with). I am concerned that the positioning of car parking at the bottom of the ramp will result in danger to cars. Swept vehicle paths have been shown on the basement car park layout which show that spaces can be assessed but I am concerned that in use the spaces would cause congestion and would lead to queuing on the ramps resulting in the blocking the footway and carriageway of North Street

In order to evaluate the practicality of providing parking within the basement the engineering detail of the design must be submitted as part of this application to show that it is possible to

economically build a basement in this high water/natural springs area. The details to address in the design are the gradients of the ramps to avoid vehicles “grounding” at the top and bottom, the positioning of barrier/ entrance controls and the sight lines available for emerging traffic with regard to pedestrians and vehicles on North Street?

The current proposal relies on servicing from the surrounding road network, in particular this includes Market Parade which has existing parking spaces that will need to be removed. As this wider area is subject to the potential for a more comprehensive redevelopment (which may include a re-think of road layouts, building locations etc.) there is a risk that the long term availability of this surrounding road network is not guaranteed or that the reliance on it for servicing could act as a future constraint to wider redevelopment objectives and ideas. In this regard a preferred solution would be that servicing was better provided within the site itself or areas not subject to potential future redevelopment’.

The three southern servicing doors facing onto Market Parade giving access to the residential and service corridors appear to open over the highway and this is not acceptable to the Highway Authority.

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