

Jennifer Parkin

From: Steve Weaver
Sent: 09 November 2015 11:03
To: bst shared
Subject: FW: APP/14/01225 - Market Parade Development site

Please could you index the consultation response below from the Parking and Traffic Team to this case and publish to web.

Thanks

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From: Emma Pond
Sent: 26 October 2015 08:48
To: Steve Weaver
Subject: FW: APP/14/01225

Application No. APP/14/01225

Site Address: Market Parade Development Site, Market Parade, Havant

Proposed Development: Outline application with all matters reserved for demolition of existing buildings and redevelopment of site to erect 130No. apartments and 1126sqm of ground floor commercial/retail space (Use Classes A1-A5 and B1(a)) and associated service, access and 58 private residential basement parking spaces (indicative height of building between five and thirteen stories).

Thank you for the opportunity to comment on the proposals.

We note the following:

- Paragraph 5.5 of the Transport Assessment (Part 1) states that in order to accommodate the southbound visibility splay, looking north from the basement car park, there will be a requirement for the removal of c.18m of existing on-street car parking, which currently allows for up to 3 vehicles to park.
- Paragraph 5.24 of the Transport Assessment (Part 1) states that the layout of the site has been designed so that refuse vehicles can stop within 30m of all bin collection points within the site, in accordance with Manual for Streets. It is the intention for refuse collection to be undertaken from Market Parade, to the south of the site, via the proposed loading / unloading bay. It is not clear from the documentation submitted the exact location of the proposed loading bay and its dimensions so we would request that this be made available

as it would result in a further loss of on-street parking and we would wish to submit further comments once this information is available.

In any event, both of the above proposals will require an amendment to the existing Traffic Regulation Order (TRO), the Traffic Management Team request that provision is made for a sum of no less than **£3000** be set aside to allow the amendment to the TRO be processed at the required time, to be invoiced to the developer on receipt of a TRO Application Form (available from the Traffic Management Team upon request).

We would also like to submit the following comments/questions:

- Paragraph 5.27 envisages a Site Management Plan is put in place once the development is occupied and goes on to state that this could include the suspension of short term parking bays along Market Parade at off peak times in order to allow delivery vehicles to park up safely to unload. The suspension of any parking bays would require a Temporary Traffic Regulation Order to be prepared for each suspension and this would involve a cost each time a parking bay is suspended. This contravenes the information at paragraph 5.24 which states a loading bay will be available which would negate the need for a parking bay suspension. Further information is required regarding this point so that further comments can be made.
- Paragraph 6.7 of the Transport Assessment (Part 1) assumes that workers will be able to park in the town centre car parks as surveys indicate the town centre car parks have capacity to accommodate additional vehicles. Paragraph 4.8 advises that visitors to the development could also be accommodated within the local public car parks. We would like to advise that not all town centre car parks are long stay car parks (over 4 hours). The long stay council operated car parks in Havant are as follows:
 - o Elmleigh Road
 - o Civic Centre Road North
 - o Civic Centre Road East
 - o Town End House

Prince George Street and East Pallant Car Parks are not long stay car parks.

It should be noted that town centre car parks are to aid the economic viability of the town centre during trading hours. We do also have a night time trade albeit a small one as well that requires spaces for customers to use.

- Paragraph 5.14 states that where car parking has not been allocated residents will not be eligible to purchase on-street parking permits. We can confirm that Havant Borough Council do not currently provide on-street parking permits in the vicinity of the proposed development. There is no long stay on-street parking spaces available to residents and their visitors in the immediate vicinity of the development as the majority of the roads in the vicinity are already subject to waiting restrictions. It is unlikely that residents/visitors would choose to park in Civic Centre Road North, Civic Centre Road East or even Town End House as they are not particularly close to the development. The closest car park to the development would be Elmleigh Road which is very well utilised during the working week and offers limited spaces.
- For those residents who would not be allocated a parking space, how would they be expected to manage tasks such as shopping/unloading if there is no parking available on street and they are not permitted to park in the basement car park? The same can also be said for those with babies/prams.

- It is noted that the parking provision is below the maximum residential parking standards set by Havant Borough Council but due to the site being located within a high accessibility area, the level of car parking is in line with HBCs car parking policies and is considered to be appropriate and acceptable. Whilst sustainable travel is promoted the local area is very car dependant and this should be taken into consideration as part of this application as I do not feel that the car parking within the development is sufficient and will create increasing competition for the already limited on-street parking spaces available in other residential roads.
- How would the allocated parking be enforced to ensure it was being used as intended?
- As there is no parking for the commercial development and it is assumed that staff will utilise public transport or use town centre car parks we would request that mechanisms are put in place to allow the Traffic Management Team to request further funds (£3000 per TRO), in order to amend any existing TRO should this be required, within a period not exceeding 5 years from the completion of the development should parking migrate to other residential areas within the town centre.

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