

TRANSPORT STATEMENT

Demolition of existing building and redevelopment of the site to provide a part two, part three, part four storey building comprising of 22 flats (15 x 1, 7 x 2 beds) with associated bin/refuse, cycle storage and landscaping. Former Rileys Snooker and Poole Hall, Church End.

SO15 3JE.

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Introduction

I act on behalf of Parnoso Ltd relating to redevelop the site to provide a part two, part three, part four storey building comprising of 22 flats (15 x 1, 7 x 2 beds) with associated bin/refuse, cycle storage and landscaping. Former Rileys Snooker and Poole Hall, Church End.
SO15 3JE.

I am Philip Caseley, Managing Director of JPC Highway Consultants Ltd; I attained Incorporated Engineer status in 1996 with some 28 years experience in the highway engineering field.

Background

- 1.1 The site has operated as a pool and snooker hall accessed from Church End.
- 1.2 A residential application was submitted in 2017 which sought to provide parking on site. On officer advice the application was withdrawn as it was considered that Church End had insufficient capacity for the vehicular movement proposed.
- 1.3 The Council have advised that the site is located in a central location in Shirley, defined in the Parking SPD as a 'High Accessibility Area'. Standards set out in the SPD are maximum parking standards. The existing D2 use comprises 992 sq. metres, with 7 spaces on site. This represents a shortfall of 7 spaces, in accordance with the standards which require 1 space/ 66 sq. metres.
- 1.4 The submission now seeks a car free development based on officer recommendations however a parking survey has been requested.
- 1.5 A parking survey seeks to assess the parking availability within a small radius however in this location parking in Church End is not permitted and would block the thoroughfare should parking occur. Shirley Road has parking available but is restricted during the day and would not normally be considered for residential parking. Limited parking could occur in Cherry Walk and spaces have been observed.

Highway Data

- 2.1 The site fronts Church End, a back lane of single vehicular width with traffic calming measures along its length linking Shirley High Street to the Lidl car park. There are no prospects to park along this length other than in the shortest of terms.
- 2.2 Shirley High Street has parking restrictions along its length limiting parking to one hour between 08:00 and 18:00 Mon – Sat. No return within one hour.
- 2.3 Cherry Walk was the only road which experienced small levels of available on street parking but this is very limited and has no restrictions.



- 2.4 Shirley Avenue has restricted parking between 08:00 & 18:00 restricted to 30 mins. Villiers Road opposite has restricted parking for some distance which then frees up to residential on street parking.
- 2.5 According to the accident records there have been no reported collisions in the area considered for residential parking.
- 2.6 There is a 30mph limit in force and there is street lighting in the vicinity.

Highway Considerations

- 3.1 The proposal seeks to provide 22 flats (15 one bed and 7 two bed). The previous application was asked to be withdrawn over safety concerns over the use of Church End and conflict between vehicles and pedestrians.
- 3.2 It was acknowledged that the area is suitable for car free design.
- 3.3 The maximum parking guidelines are not exceeded and is considered to be in line with policy.

On Street Park

- 3.4 In my opinion parking competition within the area does not exist as the area is controlled by parking restrictions however this does not make it available for resident as and when they need the space.

Car Usage/Trip Generation

- 4.1 I consider that there is no significant implication for road safety arising as a consequence of this scheme. On-site parking was provided as part of the previous scheme which led to other issues over road safety.
- 4.2 The LHA acknowledge the area is highly sustainable and appropriate for car free development. The fact that incoming residents would be aware of the lack of available parking would be a matter on which the decision to occupy the accommodation would be made let alone the cost price would reflect the lack of parking.
- 4.3 Shirley High Street operates as a high frequency bus route with links to many areas considered as good employment centres.
- 4.4 Visitors would not normally expect to park on site and there is available space nearby for the anticipated shortfall.

Mitigating circumstances

- 5.1 The surrounding area can accommodate on street parking for a limited shortfall and the shortfall of the existing should not be forgotten. The wider area away from the parking restrictions on Shirley High Street present parking options.

- 5.2 The site is adjacent to a bus route and within cycling distance of the local centres being a likely destination for work.
- 5.3 The site has the capability of providing car parking however as per the previous application this leads to safety implications over the use of Church End which is outside this applicant's control.
- 5.4 A planning judgement will need to be taken bearing in mind the maximum parking guidelines have not been exceeded and there is an existing shortfall

Sustainability Issues

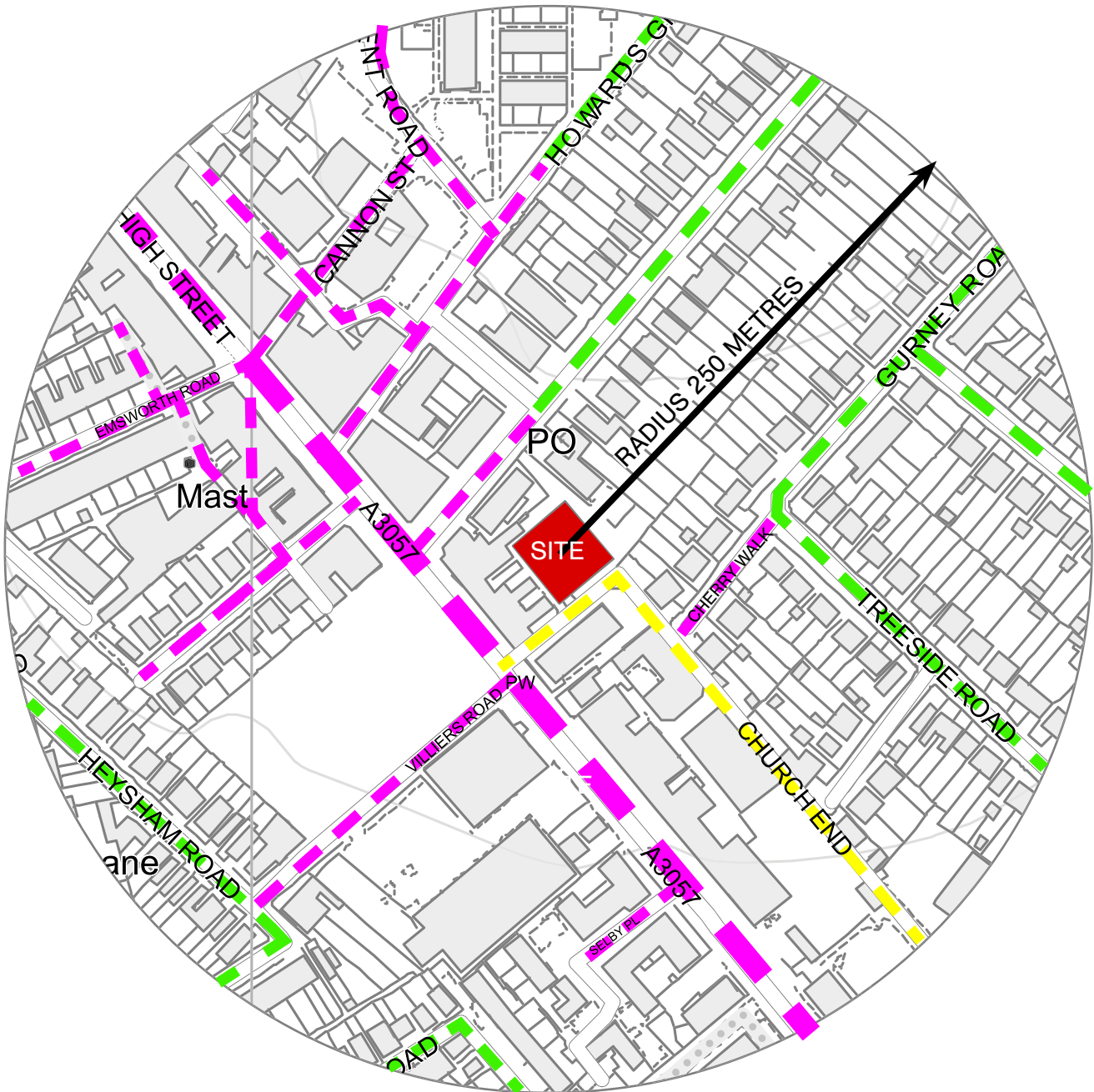
- 6.1 The site is adjacent to primary route of Shirley High Street carrying numerous bus services to a choice of end destinations but does not rely on being car free but seeks to reduce car ownership by restricting parking in line with the maximum standards.
- 6.2 I consider that this proposal is located in a highly sustainable location and even though reliance upon a car is anticipated for some residents those vehicles will be catered for within the area especially bearing in mind the shortfall from the existing site.

Summary & Conclusion

- 7.1 The proposal seeks a redevelopment where there is an existing shortfall in parking using what has been described as an access with problems. A previous application was withdrawn under the advice of the LHA due to the concerns over the use of Church End.
- 7.2 The LHA agree that the area is highly sustainable and could be considered a car free area. Nevertheless parking in the immediate area is very limited due to parking controls which could resolve any issues should they arise.
- 7.3 The maximum parking standards have not been breached.

I trust this allays the fears of the Local Highway Authority however if they require any further clarification please do not hesitate to contact me on the number above.

RILEY'S PARKING SURVEY



KEY:



1. Application site



2. 250m radius from the site



3. Church End- parking not permitted due to narrow thoroughfare



4. Restricted parking areas- either single, double yellow lines or restricted to 30 mins/1 hr in the day



5. Parking unrestricted. Some spaces available on-street