

## Transportation Comments (12<sup>th</sup> October 2022)

This is an application for demolition of existing buildings and construction of 87 residential apartments across two new development blocks, central amenity space including soft landscaping and planting, cycle storage, bin stores, plant store and enabling works.

The existing site is occupied by a mixed-use development consisting of 3 no. ground floor retail units and 6 no. residential duplex flats above. There are some car parking spaces to the rear which I assume are used by the flats and retail units.

The site falls within Zone B of the Birmingham Parking SPD (Nov 2021). The author of the Transport Assessment notes that within the guidance it states: 'The car parking standards should be considered as a maximum for all uses in Zones A and B. Zero or low car parking development will be supported as long as it can be demonstrated that this would not result in detrimental problems on the local highway. However, they don't mention (or not aware) that Harborne is listed (pg12) as an urban centre for a programme of parking control measures.

I am concerned with the comment in the TA that 'It can now be safely assumed, that on the basis of these improvements (reference to improved public transport services, bicycle hire, e-scooters and investment in sustainable infrastructure) and more common 'hybrid working patterns, there is, in reality, a higher sustainable mode share and mode share for driving to work has declined. However, they do not consider that whilst residents may use an alternative mode of transport for work or work from home, they are still likely to have a car for leisure/shopping/family needs. The author acknowledges that Census data is 10-years old and travel to work patterns have changed since the Covid-19 pandemic. That's not to say that things won't change again as time passes.

Gill Brook has noted that Target 2 of the Travel Plan states 'The Travel Plan Coordinator will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in the single occupancy vehicle car driver modal share by the end of the monitoring period'.

As the development will not have any car parking provided, this target implies that it is expected that some residents in the development will have cars and will therefore be forced to find space on street to park. As there are double yellow lines on both the High St and Harborne Park Rd in the vicinity of the development, this would suggest any such parking would be pushed onto other local roads. Even then there is limited unregulated on street parking on these roads putting undue pressure on the existing residents who park there.

I am also concerned that there is no on-site parking for disabled users. I think it is unreasonable to expect someone to try and find a space on street, which in reality may be some distance away from the development. There is a vehicle access to the courtyard at the rear and provision should be considered in this location.

In summary whilst the development may promote zero parking within the development, their Travel Plan expects the occupants will need to be encouraged to reduce their reliance on the car.

If you are mindful to approve this application, I would recommend that a financial contribution is secured in order to monitor the impact of the development on the immediate highway network and implement parking control measures if deemed to be necessary.

Demolition/Construction Management Plans will need to be approved prior to works commencing on site.

The formalisation of the existing access off Harborne Park Road will need to be undertaken to City specification at the applicants expense.

Gates to the courtyard should be set back 5m into the site.

Pedestrian visibility splay of 3.3m x 3.3m x 600 mm high to be incorporated into the access.