
PROJECT : Former Mecca Bingo Hall
CLIENT : Harlea Homes
LOCATION : Dean Road, South Shields
REFERENCE : SOUTH TYNESIDE 01 **DATE** : 15 November 2016
DOCUMENT : Technical Note – Site Layout

INTRODUCTION

Curtins have been appointed by Harlea Homes to provide a commentary on the changes to the site layout for the proposed development at the former Mecca Bingo Hall on Dean Road, South Shields.

This note has been commissioned to answer concerns from adjoining properties that the development proposals may harm access to their properties and cause disruption on Dean Road. Therefore, the purpose of this Technical Note is to provide a commentary on:

- The revised development proposals and parking layout;
- An assessment of the revised parking provision;
- Revised servicing arrangements;
- Provide details on the interactivity of the development and the Cadet Centre; and
- Assess the existing on-street parking provision available around the development.

THE REVISED DEVELOPMENT PROPOSALS AND PARKING LAYOUT

The development proposals have been reduced from 56 apartments and 5 commercial units to 43 apartments and 4 commercial units, in response to previous comments on the scale of the development. The parking provision has also been raised from 47 spaces to 58.

Curtins have undertaken further work on the car park layout to ensure that the best use is made of the available space and that vehicle circulation performance is at its optimal level.

The revised car park layout is attached to this note, which shows the changes that Curtins have made to the original design. It shows that the cycle storage area in the middle of the site has been moved. This replaced a parking space close to the cadet centre entrance but has allowed an additional space to be added elsewhere, where the previous cycle store was located (vehicle tracking attached). All spaces have been vehicle tracked to ensure their operational suitability. To aid servicing operation, space 22 is now a servicing layby. The car parking provision is therefore revised to 57.

ASSESSMENT OF THE REVISED PARKING PROVISION

With reference to SPD6 . Parking Standards (December 2010), which is part of the South Tyneside Local Development Framework, the maximum parking provision per dwelling on developments located on lands qualified as Urban Area (where the site is classified as being located) is 2, adding an extra space every 3 dwellings for visitors. This would suggest a parking provision of 100 spaces would be the maximum provision allowable, based on 86 for the 43 flats with 14 visitor parking spaces

However, it may be appropriate to allow provision below these figures in the case of dwellings, where provision can be linked to the demographics of the area, locality of important facilities and access to local public transport.

Local car ownership levels should also be taken into account when establishing an appropriate parking provision. Data from the 2011 Census data for area E08000023 (South Tyneside) have been obtained for this purpose as shown in **Table 1**.

	Number of Households	Households with X number of cars					Number of Vehicles
		0 cars	1	2	3	4 + cars	
England & Wales	23,366,044	25.6%	42.2%	24.7%	5.5%	1.9%	27,294,656
South Tyneside	67,167	38.5%	41.1%	16.6%%	3.0%	0.8%	58,301
Development Dwellings	43	17	18	7	1	0	
Number of Cars		0 (17*0)	18 (18*1)	14 (7*2)	3 (1*3)	0 (0*4)	35

Table 1 . Car Ownership in England & Wales and South Shields and predicted number of cars owned on the development. Source: 2011 Census.

The above shows that around 39% of households in South Shields don't have a car, 41% have access to one vehicle, and 17% have access to two vehicles. Based on this vehicle ownership census data and the number of dwellings proposed, it is possible to suggest that 35 spaces are needed. The development provides 57 car parking spaces, which therefore adds some comfort to the existing likely requirements of the development.

The site is in a highly sustainable location with very frequent bus and light rail services close to the site, which reduces the need for a reliance on a car. The excellent public transport provision and local facilities should lessen the need for a car and therefore the need for excessive parking provision.

We would argue that the commercial elements of the development are ancillary uses and complement the existing shops already located in the locale, which do not have any specified parking. As the above table shows, the likely requirements for parking at the development will be around 35 spaces for the residential element. There would therefore be some spare capacity available for use by employees and customers of the retail units, if required.

ASSESSMENT OF THE REVISED SERVICING PROVISION

The original proposals were for the bin store to be serviced from the parking area, with the delivery area for the commercial elements not being specified. The improvements to the car park layout have allowed the applicant to be able to specify a servicing layby within the car park. This results in no loss of parking provision.

Vehicle tracking of the servicing layout and bin stores is appended to this note.

ASSESSMENT OF INTERACTIVITY WITH THE CADET CENTRE

One of the concerns raised during the planning process has been the access to the Cadet Centre to the rear of the property. It is worth noting that the access to the development site has been improved as part of this application so there is already an inherent betterment with the scheme in place.

The access to the Cadet Centre has been vehicle tracked with standard use vehicles which include a minibus and a MAN army lorry. These have been shown to be able to access the site satisfactorily.

To ensure that access to the Cadet Centre is maintained, ~~%~~Keep Clear+markings will be placed at the access to the Cadet Centre as part of the improvement works to the car park.

ASSESSMENT OF THE ON-STREET PARKING PROVISION

There are numerous on-street parking spaces available on the surrounding highway network, as the majority of the roads close to the development site have sections where parking is permitted without any restriction and there are also two car park areas accessible via Wawn Street and Back Dean Road. In addition, there are also some bays available for short stays (one or two hours maximum) as well as spaces reserved for resident permit holders only.

A detail assessment of the on-street parking provision on roads which are at a maximum of 400m away from site has been undertaken. Results can be found on the following paragraphs and on **Plan 006**, appended at

the rear of this document, which shows the location of the different types of parking spaces available in the aforementioned area.

a) Car parking is allowed free of charge for all users without any time restriction on the following streets in the area:

- Imeary Street . both sides except around the Dean Road roundabout;
- E Stainton Street . both sides;
- E Moffet Street . both sides;
- E Stevenson Street . both sides;
- E George Potts . both sides;
- Ada Street . both sides;
- Westoe Road . western side;
- Wawn Street . cul-de-sac and a short section on the western side close to the junction with Dean Road;
- Back Dean Road . both sides;
- Dean Road . northern side section between Wawn Street and bus stop adjacent to Chichester Road roundabout;
- Hartington Terrace . both sides;
- Canterbury Street . both sides;
- Albany Street E . both sides;
- Wood Terrace . northern side;
- College Drive . northern side; and
- Car Parks on Back Dean Road and Wawn Street surgery.

b) In addition, there are parking bays free of charge but with some restrictions:

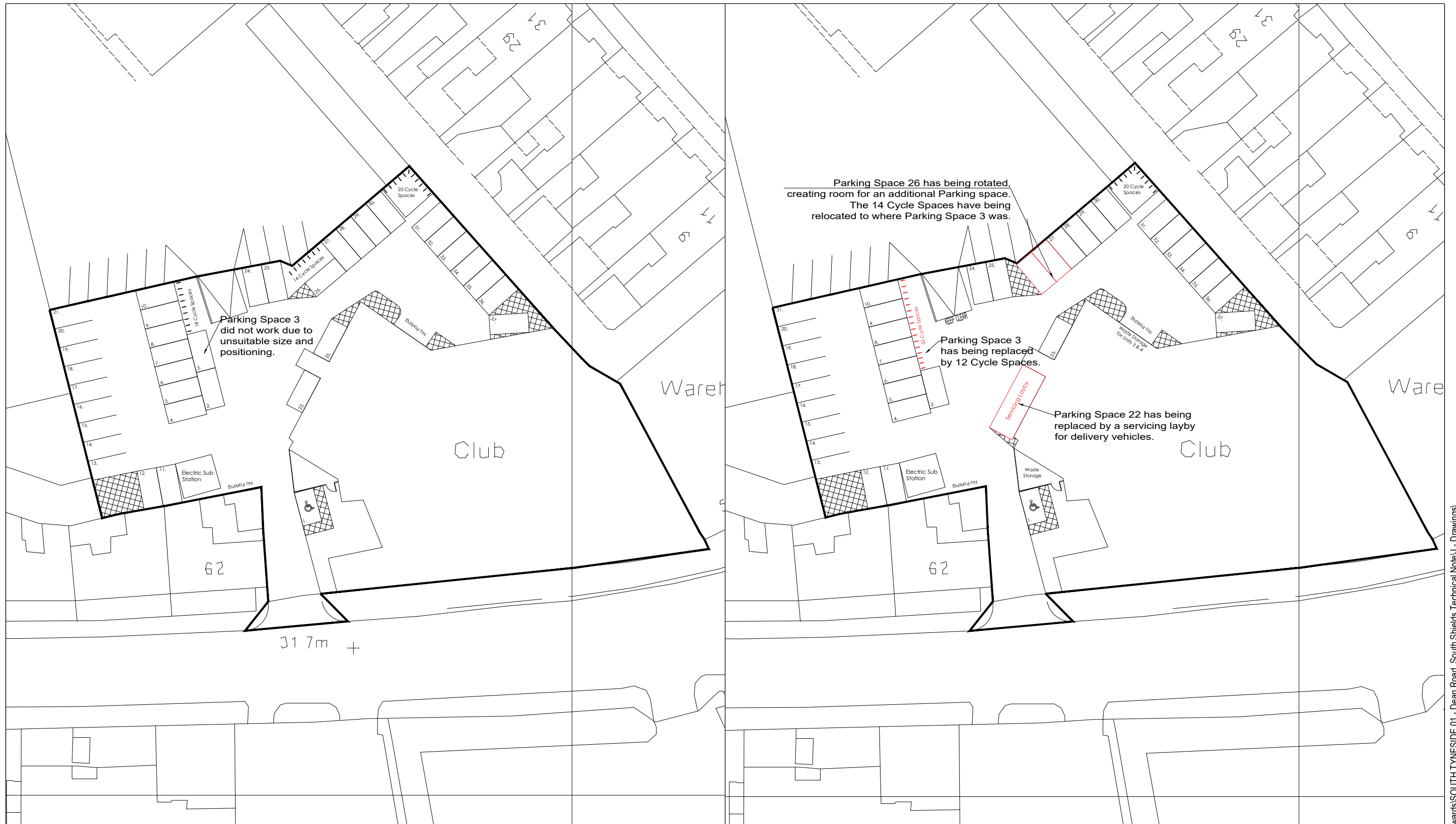
- Imeary Street . eastern side around Dean Road roundabout (1h maximum);
- Coble Dene . southern side and cul-de-sac (for resident permit holders only, no time restriction);
- Westoe Village . northern side and cul-de-sac (2h maximum but no limit for resident permit holders);
- Sunderland Road . western side from the pedestrian crossing close to the Dean Road roundabout to the junction with College Drive (for resident permit holders only, no time restriction);
- Northcote Street . both sides (2h maximum but no limit for resident permit holders); and
- Marlborough Street N . both sides (2h maximum but no limit for resident permit holders).

c) Meanwhile, on the following road sections parking is not permitted:

- Westoe Road . eastern side;
- Back Imeary Street . carriageway is narrow and cars parked would block vehicle circulation;
- Horsley Hill Road . both sides;
- Coble Dene . northern side;
- Westoe Village . southern side;
- St George's Avenue . both sides;
- Sunderland Road . eastern side and western side around the Dean Road roundabout and to the south of College Drive junction;
- Dean Road . both sides from Wawn Street to the junction with Weston Road and southern side from Chichester Road to Wawn Street also;
- Wawn Street . both sides of at various sections;
- Wood Terrace . southern side; and
- College Drive . southern side.

CONCLUSION

The changes and revisions to the car parking layout and provision has improved the operational efficiency of the car park. The car park has been vehicle tracked to show that servicing of all elements of the development can take place from the car park without any impact on Dean Road. In addition, the offer of on-street parking spaces is wide and can be used by development vehicles if need it.



Summary:
New adjustments have resulted in the loss of 1 Parking Space however it has being replaced by an essential servicing layby.



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Project:
Mecca Bingo, Dean Road

Drg Title:
**Proposed Site
Layout Adjustments**

Status:
PRELIMINARY

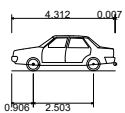
Drawn By: AG	Checked By: TP
Designed By: AG	Date: 10/11/16
Scale: NTS	

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
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062999 - CUR - 00 - 00 - DR - Z - 05006 -P01

GENERAL NOTES:

P01	Initial Tracking	10/11/16	AG
Rev:	Description:	Date:	By:



Medium Sized Car
 Overall Length 4.312m
 Overall Width 1.686m
 Overall Body Height 1.466m
 Min Body Ground Clearance 0.228m
 Max Track Width 1.591m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 5.042m

GENERAL NOTES:

P01	Initial Tracking	10/11/16	AG
Rev:	Description:	Date:	By:



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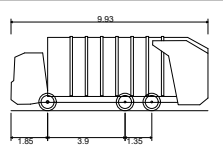
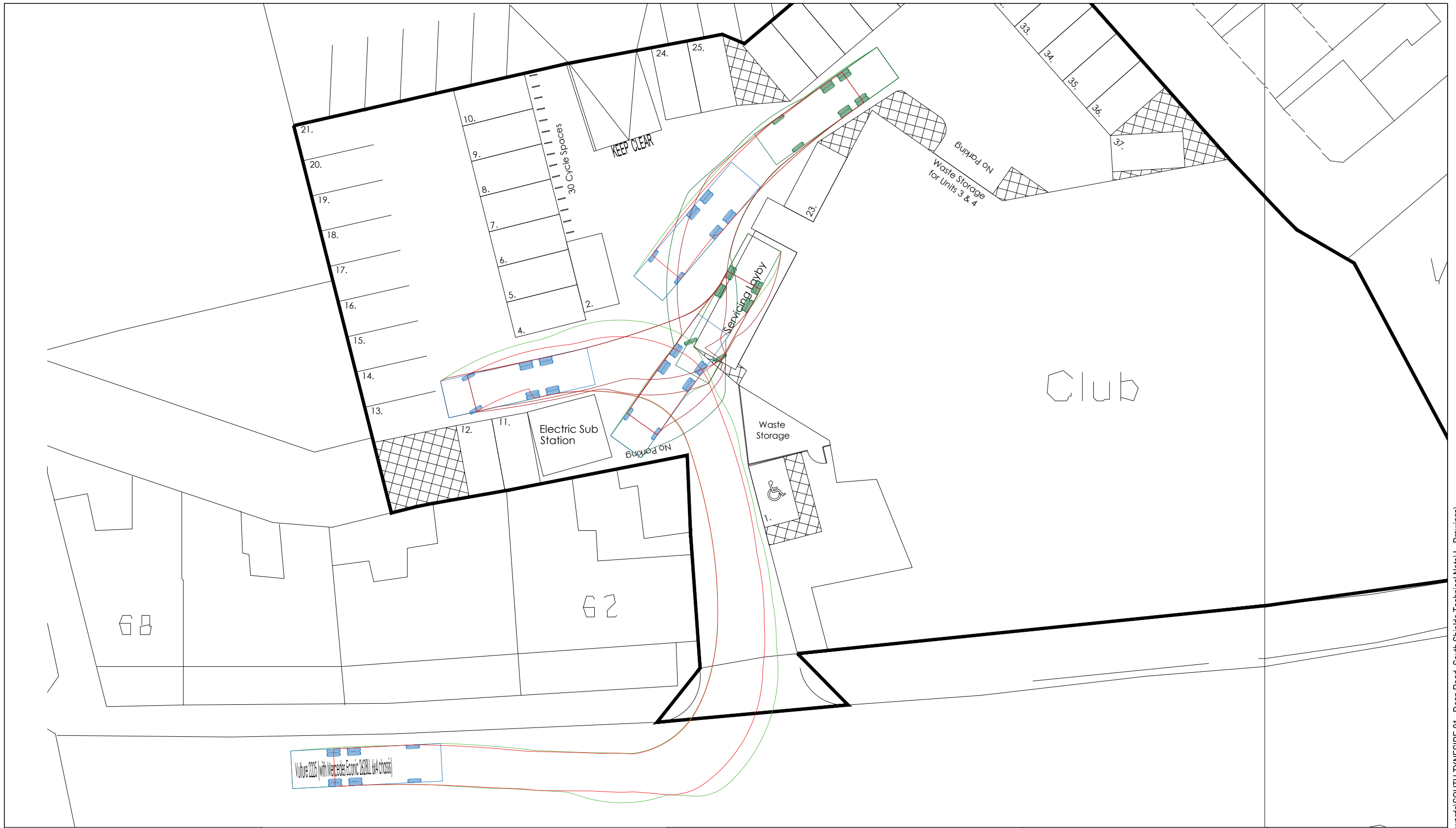
Project: Mecca Bingo, Dean Road

Drg Title: Tracking into New Proposed Spaces

Status: PRELIMINARY

Drawn By: AG	Checked By: TP
Designed By: AG	Date: 10/11/16
Scale: NTS	

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
062999	CUR	00	00	DR	Z	05005	-P01



Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)
 Overall Length 9.930m
 Overall Width 2.490m
 Overall Body Height 3.749m
 Min Body Ground Clearance 0.302m
 Track Width 2.490m
 Lock-to-lock time 4.00s
 Wall to Wall Turning Radius 9.100m

GENERAL NOTES:

P01	Initial Tracking	10/11/16	AG
Rev:	Description:	Date:	By:



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Project: Mecca Bingo, Dean Road

Drg Title: Refuse Turning
 in Proposed Site Layout

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

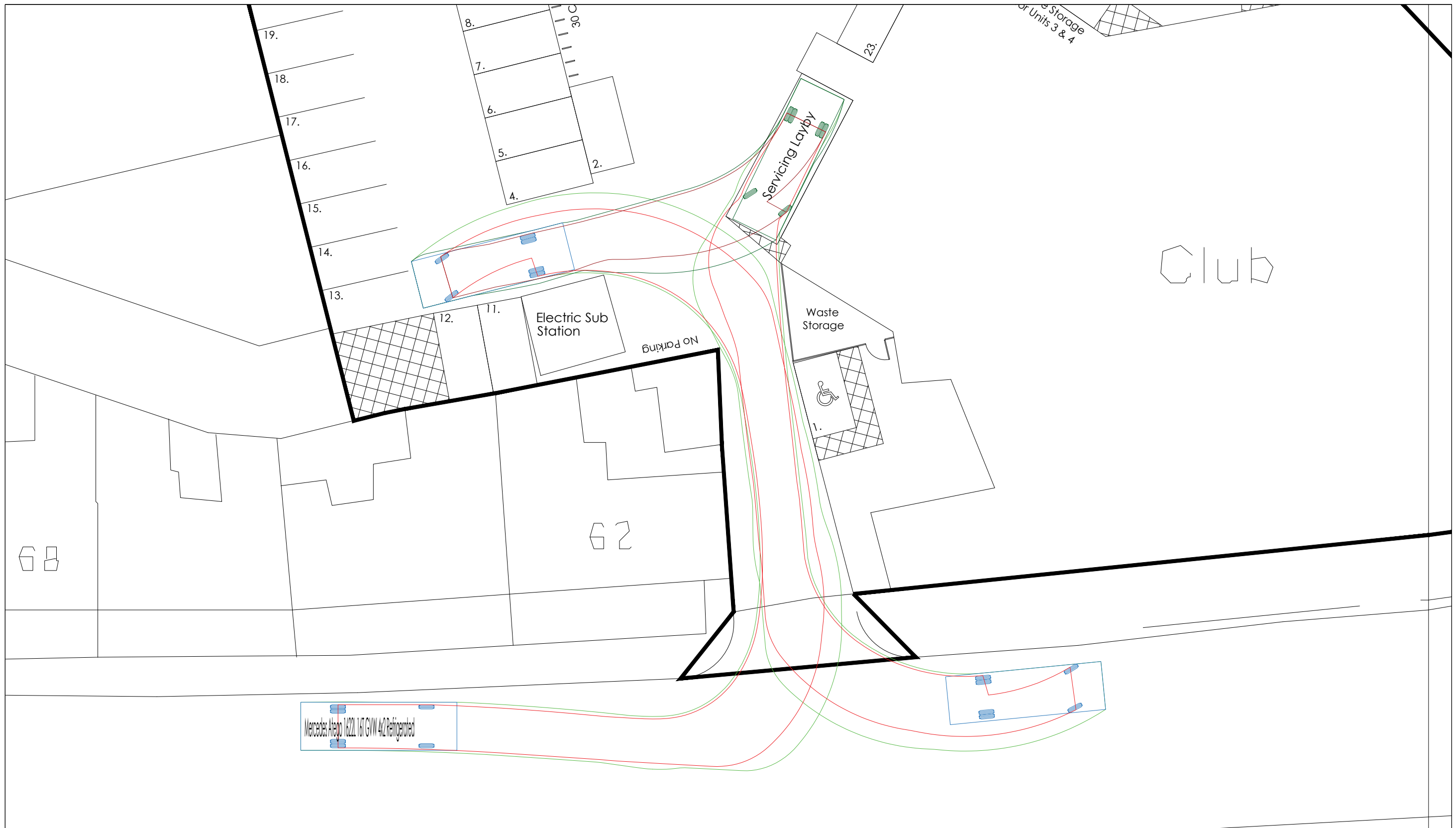
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Status: PRELIMINARY

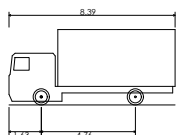
Drawn By: AG Checked By: TP

Designed By: AG Date: 10/11/16

Scale: NTS



Mercedes Atego 1622L 16T GVW 4x2 Refrigerated



Mercedes Atego 1622L 16T GVW 4x2 Refrigerated
 Overall Length 8.390m
 Overall Width 2.587m
 Overall Body Height 3.811m
 Min Body Ground Clearance 0.188m
 Track Width 2.321m
 Lock-to-lock time 5.00s
 Max Steering Angle (Virtual) 45.00°

GENERAL NOTES:

P01	Initial Tracking	10/11/16	AG
Rev:	Description:	Date:	By:



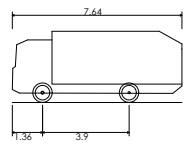
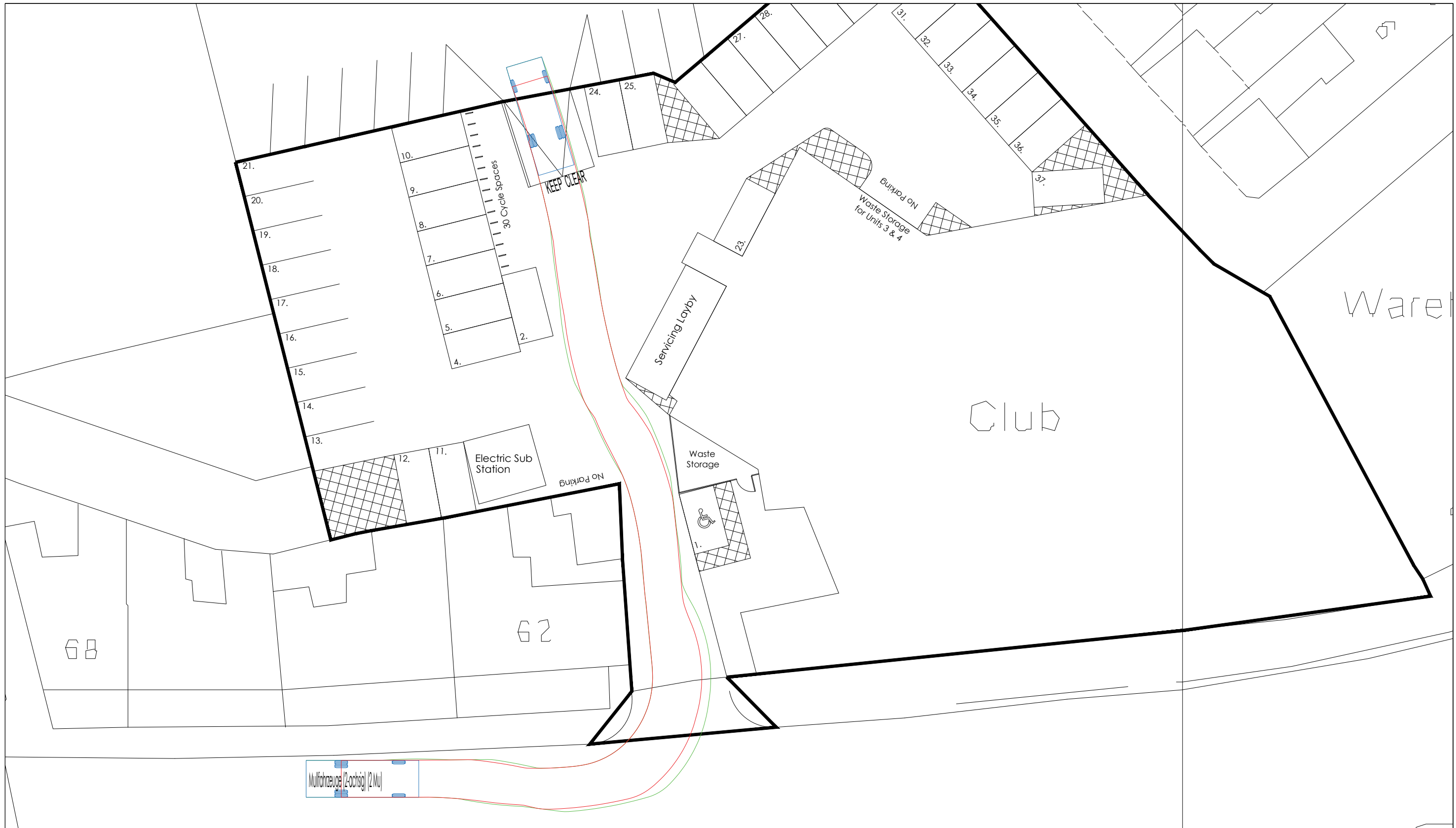
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Project: Mecca Bingo, Dean Road
 Drg Title: Vehicle Tracking Into Proposed Servicing Layby

Status: PRELIMINARY
 Drawn By: AG Checked By: TP
 Designed By: AG Date: 10/11/16
 Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:
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Mulfahrzeuge (2-achsige) (2 Mu)
 Overall Length 7.640m
 Overall Width 2.500m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock-to-lock time 4.00s
 Wall to Wall Turning Radius 7.800m

GENERAL NOTES:

P01	Initial Tracking	10/11/16	AG
Rev:	Description:	Date:	By:



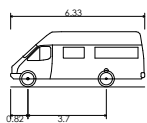
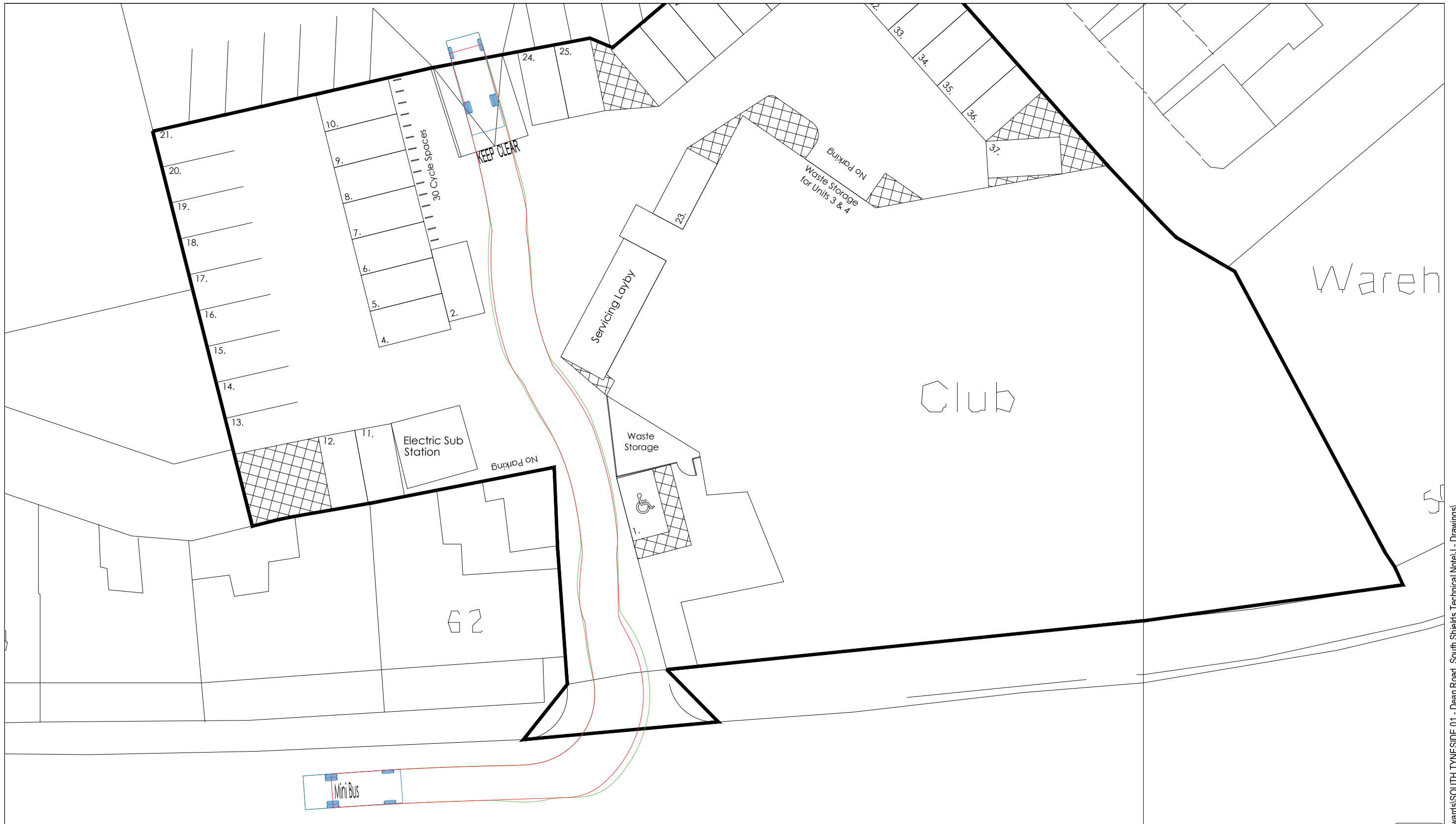
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Project: Mecca Bingo, Dean Road
 Drg Title: Man HX60
 Entering CADET Site

Status: PRELIMINARY
 Drawn By: AG Checked By: TP
 Designed By: AG Date: 10/11/16
 Scale: NTS

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
062999	- CUR	- 00	- 00	- DR	- Z	- 05002	-P01



Mini Bus
 Overall Length 4.330m
 Overall Width 2.192m
 Overall Body Height 2.601m
 Min Body Ground Clearance 0.374m
 Track Width 2.192m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 6.450m

GENERAL NOTES:

P01	Initial Tracking	10/11/16	AG
Rev:	Description:	Date:	By:



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Project: Mecca Bingo, Dean Road

Drg Title: Mini Bus
 Entering CADET Site

Status: PRELIMINARY

Drawn By: AG Checked By: TP
 Designed By: AG Date: 10/11/16
 Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

062999 - CUR - 00 - 00 - DR - Z - 05003 -P01



Key:

Free Parking	
Free Car Park	
Permit Holders Only	
Time Restricted Parking (1hr/2hr)	
No Parking Permitted	
Site Boundary	

GENERAL NOTES:

P01	Location Plan	15/11/16	AG
Rev:	Description:	Date:	By:



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Project: Mecca Bingo, Dean Road

Drg Title: On Street Parking Provision

Status: PRELIMINARY

Drawn By:	AG	Checked By:	DRM
Designed By:	AG	Date:	15/11/16
Scale:	NTS		

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
062999	CUR	00	00	DR	Z	05006	-P01

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