



Tim Speed Consulting

*Highway and Parking Statement
Residential Use
Long Row, South Shields*

for
Keywest Three Ltd

Document Validation

Project: Long Row, South Shields, Highway and Parking Statement

Project number: TSC398

File reference: TSC398-01

Issue/Revision	Draft	Issue 1	Issue 2	Issue 3	Issue 4
Issue Date		12 th May 2017			
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1. Introduction

1.1. Keywest Three Ltd is applying for planning permission for external modifications associated with a residential use at Low Row, South Shields.

1.2. This Highway and Parking Statement has been prepared to accompany the planning application.



2. Existing Conditions

- 2.1. The site is just 500 metres from South Shields defined town centre.
- 2.2. On 30th March 2017, the two buildings at Long Row gained Prior Approval for the Change of Use from B1 offices to C3 flats.
- 2.3. Long Row has a maximum speed limit 30mph and has street lighting.
- 2.4. A barrier to driving from one end of Long Row to the other exists at a location approximately adjacent to the space between the two buildings. It comprises a kerbed chicane with bollards and No Entry traffic signs. It is understood that the barrier was created to ensure that vehicles associated with the northern building (when an employment building) reached the wider highway network by being driven through the employment area to the northeast rather than through the residential area to the south.
- 2.5. There is no adopted highway turning head on approach to the barrier in either direction.
- 2.6. The site on which the two buildings are located has a total of 59 car parking spaces, 13 of which are located on the ground floor of the southern building and six of which are marked for the disabled.



3. Proposals

- 3.1. It is proposed, subject to agreement by South Tyneside Council highways officers and to a Traffic Regulation Order, to relocate the driving barrier to the north of the access to the northernmost four car parking spaces as shown in Appendix B. This would ensure that vehicles associated with both residential buildings would reach the wider highway network by being driven through the residential area to the south rather than through the employment area to the northeast. It would also enable refuse collection vehicles to turn around at the access to the northernmost car parking spaces.
- 3.2. At the proposed location, the two existing access roads to the west of Long Row would act as a turning head on approach to the barrier in each direction.
- 3.3. The majority of the buildings will comprise two-bedroom flats. There will be 36 two-bedroom flats and six three-bedroom flats.
- 3.4. The site is located in an extremely sustainable location with shopping streets of South Shields town centre starting at 500 metres from the site. South Shields Metro station is approximately 750 metres from the site, within the recommended maximum walk distance to a station of 800 metres. Long Row is a cycle route and is part of National Cycle Network route 72.
- 3.5. South Tyneside Council's car parking standard for dwelling houses and flats in urban areas is a maximum normally (our underlinings) of two spaces per dwelling plus one space per three dwellings for visitors. Because the site is in such a sustainable location and because the majority of the flats will have only two bedrooms, the maximum parking standard should certainly not be required to be provided. The car parking standard for South Shields town centre, just 500 metres from the site, is a maximum of one space per dwelling.
- 3.6. It is proposed to revise a part of the ground floor of each of the buildings and the layout of the site such that there would be six single garages, six double garages and 54 car parking spaces within a secure fenced and electronically operated gated area, two of which would be marked for the disabled, and two residents' and 18 visitor car parking spaces outwith the fenced area, two of which would be marked for the disabled. There would be parking space for a total of 92 cars. The proposed layout is shown in Appendix A.
- 3.7. There would be an average of 1.8 car parking spaces per flat and of 1.3 car parking spaces per three flats for visitors.



Long Row, South Shields, Highway and Parking Statement

- 3.8. In the northern building, there is an internal and secure cycle store for each of 13 of the 14 flats. In addition, there are two garages in which a cycle could be stored.
- 3.9. In the southern building (28 flats), there is an internal and secure cycle store for 18 cycles and there are ten garages in which a cycle could be stored.
- 3.10. The cycle parking provision would therefore accord with South Tyneside Council's standard of one cycle parking space per dwelling.



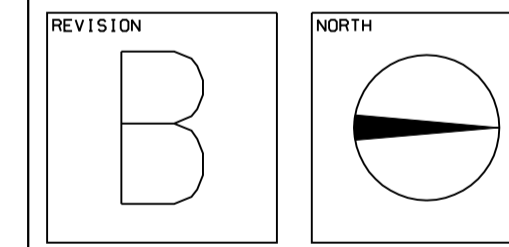
Appendix A
Proposed Site Layout



REVISION DATE / DESCRIPTION

REVISION 'A' - 27.01.17
- BIN STORE MARGINALLY REVISED
- PAVING FOOTPATH WIDTH REVISED
- LANDSCAPING REVISED ACCORDINGLY

REVISION 'B' - 12.05.17
- GENERAL CLIENT UPDATE



STAGE PLANNING

PROJECT
PROPOSED EXTERNAL MODIFICATIONS
FOR RESIDENTIAL PRIOR APPROVAL
AT MARKET DOCK, LONG ROW,
SOUTH SHIELDS, NE33 1JA

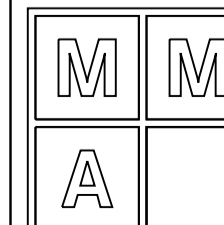
DRAWING
PROPOSED SITE PLAN

PROJECT NO. 2924	DRAWING NO. C-14	REVISION B
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DATE JAN '17	SCALE 1:250@A1 1:500@A3	DRAWN BY MM
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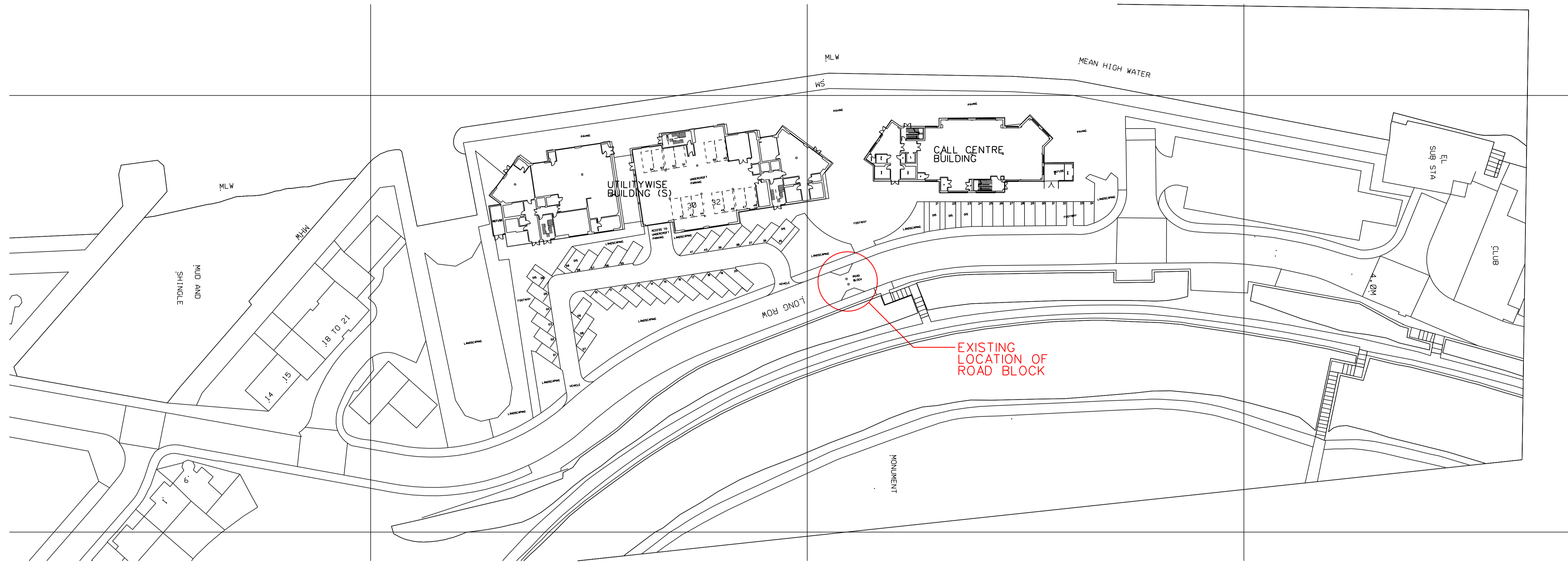


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Appendix B
Proposed Barrier Relocation



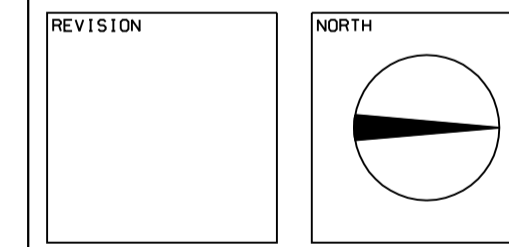
EXISTING ARRANGEMENT



PROPOSED ARRANGEMENT



REVISION DATE / DESCRIPTION



STAGE: PLANNING

PROJECT: PROPOSED EXTERNAL MODIFICATIONS FOR RESIDENTIAL PRIOR APPROVAL AT MARKET DOCK, LONG ROW, SOUTH SHIELDS, NE33 1JA

DRAWING: PROPOSED RELOCATION OF EXISTING TRAFFIC CONTROL

PROJECT NO. 2924	DRAWING NO. C-15	REVISION
DATE MAY '17	SCALE 1:500@A1 1:1000@A3	DRAWN BY MM

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