

Highway Development Management Team's response

1. i) Traffic

The Site currently has a mix of uses mainly around industrial and a car sales and repair. The existing site benefits from accesses onto Pitt Road and Paynes Road and also benefits from onsite parking (with the level of parking being an increase of 2 overall)

In terms of trip generation, as a whole, the proposed development will generate less but the nature of the trips will change. The result of the development will change the times of trips whereby Paynes Road will likely see an increase of trips during AM peak (TA suggests an increase of 5 increase trips during AM peak with one less during PM peak). Although the access fronts onto Paynes road which is a popular classified highway, the level of difference in trips during the peak is considered acceptable and will not generate a severe impact on the highway. There is however a change in the nature and environment whereby there will be less industrial/commercial trips and will result in more residential trips which should be encouraged to travel sustainably especially considering the location (edge of city centre and close proximity to Shirley centre/High Street). The existing uses would also generate more HGV movements whereby the proposed would mainly be domestic-sized vehicles.

2. ii) Access

The access onto Paynes Road will be altered slightly but the added buildout will provide for better sightlines. Detailed designs can be addressed at the Section 278(or relevant Section 106) stage but in principle, the buildout is acceptable and is considered an improvement. Trips on Pitt Road will decrease significantly as a result of development.

It is assumed that the refuse vehicle will enter the site but there does not appear to be a tracking diagram provided and therefore would be required. Furthermore, due to other similar sites, there are concerns with informal parking taking place in long small roads such as this which could obstruct the refuse vehicle. Therefore, a condition would be required to prevent informal parking as much as possible and should include measures such as double yellow lines etc.

3. iii) Summary

In summary, the overall impact on the highway will be less. There is a slight increase of vehicular movements during the AM peak but is considered to be acceptable and not severe, furthermore, on balance, it is considered to be an overall improvement.