

I do not in principle object to the redevelopment of the area as the existing buildings are somewhat ugly and outdated and the piece of waste land on Harborne Park Road is scruffy and unused. What I do object to is the scale / density of the development. This will be a significant project adding 53 one-bedroom flats and 34 two-bedroom flats. That's 87 flats in total, across a fairly compact site.

The proposed zero-parking provision with this number of new residents in the development will no doubt result in substantial increased disruption an area which already has severe parking problems. Not just caused by residents but also shoppers on the high street and from workers at the Queen Elizabeth Hospital and The University of Birmingham who use Harborne Park Road, St Peter's Road, and the surrounding streets for parking.

The comment in the Transport Assessment of the planning application which states "The existing on-street parking (St. Peter's Road, Albert Road, Serpentine Road, Ravenhurst Road) will be able to accommodate the required motorcycle parking, parking requirements for residents" is utterly ridiculous. Having previously lived on Ravenhurst Road for 10 years I have first hand experience of how little free parking there is on this street.

Harborne is an area which is predominantly made up of Victorian era housing, much of which have little or no parking provision. This means that the streets surrounding the development are already full to capacity. The development itself is situated on the corner of Harborne High Street and Harborne Park Road – an area with double yellow lines extending some distance from the property and on many of the surrounding streets (Vivian Road, Greenfield Road, High Street etc). This will force parking onto streets further away from the development itself.

There seems to be a significant level of "gamesmanship" used by the developer in various documents over the numbers of vehicles this new development would cause.

According to recent survey data, the average household has 1.3 cars. Using this a guide would mean that the local streets would need to accommodate a further 113 vehicles. Let's be extremely generous and say that only 50% of the properties have the average number of vehicles, that' still 57 vehicles to find a space for.

Even using the numbers from the rebuttal document ([Link to rebuttal Evidence](#)) which are specific for flats in the Harborne Ward - 42.98% of households in the Harborne Ward have access to 1 **or more cars**. Taking just the base number of 42.98% and it being 1 car still makes 37 vehicles, **not including any cases of multiple cars in a single household**.

Finding space for a further 37+ vehicles on St. Peter's Road, Albert Road, Serpentine Road and Ravenhurst Road in no way achievable without resulting in detrimental problems on the local highway and therefore going against the local council guidelines. A development of this scale must provide suitable parking allocation (be it surface level or under-croft) in order to avoid further detrimental disruption to the local area. It is not reasonable to expect 83 new apartment owners to have zero vehicles between them and the local streets do not have capacity to take significant numbers of further vehicles. Additionally, it's not just the new residents that will be causing increased parking demand, but also visitors to the development.

Either the developers do not understand the parking situation in the surrounding area or are just choosing to ignore the issues that this zero-parking strategy will have.

The applicant's own parking survey ([Proof of evidence \(Parking Survey\)](#)) identifies a total of 99 parking spaces in the surrounding streets, however only 59 of these spaces are unrestricted. Of these 59 parking spaces what is the current available parking capacity? Have the developers carried out surveys on multiple days at different times of the day to find the existing spare parking capacity within the vicinity of the area? I don't just mean The Parking Beat Survey was undertaken on Tuesday 19th September and Wednesday 20th September 2023 between the hours of 00:30-05:30. This is a high-density residential area located off a busy high street with numerous schools and churches in the area. Overnight surveys conducted between 00:30-05:30 don't give a true reflection of the parking situation in the area.

I couldn't find the applicants parking survey in the planning data available and would be grateful if this could be provided for further assessment / crosschecking.

In fact, The Lambeth Parking Survey Guidance ([Lambeth Parking Survey](#)) states . . .

Additional survey times may be necessary where the development site:

• Is a town centre location

- The development site is on a busy high street.

• Has regular specific uses close to the site (eg. place of worship, education etc)

- The site is next door to Harborne Baptist Church and about 150m from St Mary's Church on Vivan Road. Also, about 200m from Harborne Primary School and St Mary's Primary School.

- ***Has commercial uses close to the site***

- The site is situated on Harborne High Street, a busy commercial area.

- ***Is close to railway stations/areas of commuter parking***

- As detailed in the planning applications, it's close to University Railway Station and workers from the Queen Elizabeth Hospital and The University use the surrounding streets for parking.

I would say that the development meets most of these additional requirements that would make carrying out further surveys at additional times necessary. However, none were conducted. The developers have only carried out the bare minimum parking survey requirements and they don't have a real understanding of the impact of their zero-parking provision upon the local community.

In summary I don't believe the development should continue in its current form, primarily due to the scale of the development and the impact that the zero-parking provision will have on the lives of the residents.