

Shirley Advance

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**Parkgate Shirley**

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Proof of Evidence of  
Johnny Ojeil

**SMBC8/2**

**ARUP**

Shirley Advance

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CPO and Stopping up  
Order Inquiry

April 2008

**Ove Arup & Partners Ltd**

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Job number 124615-00

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## **1 Qualifications and Experience of Witness**

- 1.1 My name is Johnny Ojeil and I am representing Shirley Advance.
- 1.2 I am a Master of Science (Engineering) in Transportation and Traffic Planning from the University of Birmingham. I am a Chartered Transport Planner and a Member of the Institution of Highways and Transportation.
- 1.3 I am a Director of Ove Arup and Partners (Arup) and have responsibility for managing our Transport Planning Group in the Midlands. Arup is a multi disciplinary engineering practice with 11 offices in the United Kingdom and some 50 overseas with over 7,500 staff covering all areas of engineering and planning.
- 1.4 I have worked on a wide variety of transportation projects in the United Kingdom and overseas which includes multi modal studies and public transport studies in addition to some 300 studies related to developments that include offices, residential, retail and business parks in the Midlands and beyond.

## 2 Scope of Evidence

- 2.1 This Proof of Evidence (PoE) has been prepared in a manner to deal with objections raised by Compulsory Purchase Order (CPO), core document CD/B/4, and the Stopping up Order, core document CD/D/1, in relation to the proposed Parkgate development at Shirley, Solihull.
- 2.2 I have held discussions with Piers Cockcroft of Solihull Metropolitan Borough Council to establish how the impact of the development could be minimised with regard to Compulsory Purchase and Stopping up Orders.
- 2.3 A Transport Assessment Report, core document CD/A/1/e, was prepared by Mott MacDonald which addressed the highway implications of the scheme. The Transport Assessment Report was and submitted with the planning application and approved by Solihull Metropolitan Borough Council.
- 2.4 I will provide an overview of the scheme with regard to the agreed transportation elements and discuss the need for the Compulsory Purchase and Stopping up Orders from a transportation perspective.
- 2.5 I will respond to each of the objections to the CPO and Stopping up Orders in turn, a full list of which is included in **Appendix A**.

### 3 Technical Case for the Scheme

#### Site Location and Surrounds

- 3.1 This section broadly identifies the main elements of Shirley Town centre and of the scheme and summarises the need for the respective CPO and Stopping up Orders from a transportation perspective. **Figure JMO1** shows the location of the Parkgate Shirley development and the surrounding environs.
- 3.2 The development is located on land to the rear of the A34 Stratford Road, in Shirley, Solihull. The site broadly forms a triangle, with Shirley Park to the rear which forms the western boundary to the site. Existing development fronting to A34 Stratford Road forms the sites eastern boundary. Haslucks Green Road forms the northern boundary to the site.
- 3.3 The existing core of Shirley Town centre extends from Haslucks Green Road in the north, along the A34 Stratford Road to Solihull Road in the south. Shirley Town centre is linear in nature along the A34 Stratford Road with retail and commercial premises fronting both sides of the A34 Stratford Road between these two junctions.
- 3.4 The A34 Stratford Road is 4-lane principle distributor road with a 1-metre wide central reserve (on average) separating northbound and southbound carriageways. There are also service roads on both sides of the carriageway for most of the section between Haslucks Green Road and Solihull Road. The A34 Stratford Road through Shirley has a speed limit of 30 mph and typical daily traffic volumes are in the order of 45,000 vehicles per day.
- 3.5 The junction of A34 Stratford Road with Solihull Road at the southern end of Shirley Town centre is a three arm signalised junction incorporating pedestrian crossing facilities across all arms enabling pedestrians to cross safely.
- 3.6 The junction of A34 Stratford Road with Haslucks Green Road at the northern end of Shirley Town centre is a four arm skewed signalised cross roads with no dedicated pedestrian facilities. The Transport Assessment Report submitted as part of the planning application indicated that this junction presently experiences queues and delays during the morning and evening peak hours.
- 3.7 There are three signal controlled pedestrian crossing facilities on the section of A34 Stratford Road between Solihull Road and Haslucks Green Road. The approximate location of these is opposite 144 Stratford Road, 180 Stratford Road and 212 Stratford Road.

#### Consented Development

- 3.8 The consented development comprises of a new 7,790m<sup>2</sup> supermarket (without Petrol Filling Station), 11,721m<sup>2</sup> high quality non-food retail units, 188 residential units, public facilities (including toilets, cycle parking etc) and 784 car parking spaces with the majority located in a new central under cover car park.
- 3.9 The scheme is designed to provide high quality retail in vehicle free area. As a result the design of the scheme is such that the proposed retail unit are located around two public squares linked by pedestrian only links. The development will link and complement the existing linear high street in Shirley via the main pedestrian access linking directly to the A34 Stratford Road. This pedestrian link is located approximately along the axis of the existing access into the Shirley Shopper Car Park and will therefore necessitate the closure of the existing access. This access also provides access to the existing service yards affected by the scheme and discussed earlier in this section and this access to the service yards will therefore be removed.
- 3.10 In order to facilitate the development, modifications are proposed to the highway network at the junction of the A34 Stratford Road / Haslucks Green Road. The proposed modifications include replacement of the existing skewed crossroad

junction with a part signalised gyratory. Under this option, the A34 Stratford Road approaches to the junction are signalised as are the circulatory sections of the gyratory. The Haslucks Green Road and Olton Road approaches to the junction operate under giveaway conditions as at a standard gyratory. The proposed junction includes pedestrian crossing facilities to enable pedestrians to cross all approaches safely which are a significant enhancement of the existing situation where pedestrians have no dedicated pedestrian facilities.

### Existing Servicing Arrangements

- 3.11 The existing servicing arrangements for the retail premises fronting on to the A34 Stratford Road comprise of a combination of rear servicing and servicing from the service road in front of the individual units. The principal areas for which servicing are affected by the scheme comprise of 146-172 Stratford Road and 192-206 Stratford Road. The existing servicing arrangements for these units are discussed below.
- 3.12 146-150 Stratford Road is the Woolworths shop which has no rear servicing and is serviced via the service road layby only. Servicing arrangements for Woolworths will not be affected.
- 3.13 152-160 Stratford Road is occupied by Dominos Pizza, Age Concern, Shirley Temple Restaurant and at present a vacant unit (running from north to south). This block of units is labelled as 'A' on **Figure JMO2**. All of these units can be serviced from the service layby to the front of the units as well as having rear access. The rear service area is labelled as 'B' on **Figure JMO2**. The service area shown on **Figure JMO2** is only used in the eastern half where there is hard standing for car parking and some outbuildings used for storage and / or car parking. The western half of the rear service area is mainly disused and overgrown. Access to the service area is presently provided via the existing one-way service road which runs between 160 Stratford Road and 162 Stratford Road. The access and egress route from the A34 Stratford Road is shown by the red line on **Figure JMO2**.
- 3.14 162-170 Stratford Road is occupied by Adams, Cancer Research and Blockbuster (running from north to south). This block of units is labelled as 'C' on **Figure JMO3**. All of these units can be serviced from the service road in front of the units as well as from a shared service yard to the rear. The shared rear service yard is labelled as 'D' on **Figure JMO3**. Access to the service yard is presently provided via the existing one-way service road which runs to the rear of the units. The access and egress route from the A34 Stratford Road is shown by the blue line on **Figure JMO3**.
- 3.15 172 Stratford Road is occupied by Wilf Gilbert and can be serviced from the service road in front of the unit as well its own service yard to the rear. This unit is labelled as 'E' on **Figure JMO4**. This unit can be serviced from the service road in front of the unit as well as from the service yard to the rear. The rear service area is labelled as 'F' on **Figure JMO4**. Access to the service yard is presently provided via the existing one-way service road which runs to the rear of the unit. The access and egress route from the A34 Stratford Road is shown by the green line on **Figure JMO4**.
- 3.16 192-206 Stratford Road is occupied by Nandos, The Branded Clothing Store, It's a Pound, The Holiday Warehouse, Pruden, Rogans and Debra (running from north to south) and at present a vacant unit. This block of units is labelled as 'G' on **Figure JMO5**. All of these units can be serviced from the service road in front of the units as well as from a shared service yard to the rear. The shared rear service yard is labelled as 'H' on **Figure JMO5**. Access and egress to the service yard is presently provided via the existing Shirley Shopper Car Park access and the rear of Westminster House and the former Bank of Ireland. It is understood that this access is provided under temporary consent only. The main access and egress route is between 192 Stratford Road and Westminster House. The access

and egress route from the A34 Stratford Road is shown by the pink line on **Figure JMO5**.

- 3.17 Traffic surveys of usage of the existing service yards affected by the development have been undertaken and can be found in **Appendix B**.
- 3.18 **Figure JMO6** shows the Parkgate Shirley development will integrate with the surrounding environs.

#### **Proposed Servicing Arrangements**

- 3.19 As a result of the design of the scheme and the loss of the existing access road new servicing arrangements are proposed.
- 3.20 Servicing for 152 Stratford Road through to 172 Stratford Road will be provided in a shared service yard combined with the servicing facilities for the Parkgate development. The proposed shared service yard is labelled 'A' on **Figure JMO7**. **Figure JMO7** also shows areas 'A1', 'A2' and 'A3' which are the dedicated areas for use by 152-160 Stratford Road (Dominos Pizza, Age Concern, Shirley Temple Restaurant and the vacant unit), 162-170 Stratford Road (Adams, Cancer Research and Blockbuster) and 172 Stratford Road (Wilf Gilbert) respectively. The proposed single point of access and egress from the A34 Stratford Road is shown by the red line on **Figure JMO7**. The combined servicing facilities will require the land currently occupied by the servicing facilities for 152 Stratford Road through to 172 Stratford Road to be consolidated with land from Parkgate Shirley to enable the shared area to be developed. This is therefore lead to the CPO application in respect of the service yard areas for 152 Stratford Road through to 172 Stratford Road.
- 3.21 The development of the main pedestrian link from the Parkgate development to the A34 Stratford Road will require the closure of the existing access route into 192 Stratford Road through to 206 Stratford Road. It is understood that these units presently use the access road to access under a temporary operating licence. Servicing for 192 Stratford Road through to 206 Stratford Road revert back to the existing access between Westminster House and 192 Stratford Road. The proposed service yard is labelled 'B' on **Figure JMO8** and the access and egress route from the A34 Stratford Road shown by the blue line. This therefore requires the closure of the existing access road and the associated Stopping up Orders.

## 4 Objections to CPO

4.1 This section responds to the transport objections to proposed CPO.

### **Objection Raised by DP Realty Limited and DPGL Birmingham Limited**

#### **Objection**

4.2 *I understand that DP Realty Limited and DPGL Birmingham Limited are a leasehold tenant and subtenant of 152 Stratford Road, Shirley. The principal objection raised relates to the ability to service from the rear of the premises on which they hold a lease.*

#### **Response**

4.3 I refer you to **Figure JMO2** and **Figure JMO7** which show the existing and proposed service areas and access and egress routes available for use by DP Realty Limited and DPGL Birmingham Limited. The existing service area is labelled 'B' on **Figure JMO2** while the proposed service area is labelled 'A1' on **Figure JMO7**.

4.4 This objection relates principally to proposed Service Yard H. The construction of the proposed service yard will result in a modification to the existing access arrangement. However, access to the rear of 152 Stratford Road, Shirley will still be available via the two-way service access between 158 and 162 Stratford Road.

4.5 The construction of Service Yard H will also include substantial improvements to the existing service area to the rear of 152 Stratford Road. The improvements comprise of a newly marked parking and servicing area to replace the existing service area which is poorly maintained and marked.

4.6 Surveys of the utilisation of the existing shared service yard show that the turn over of spaces is extremely low throughout the day. The surveys showed that on average, there was only 1 goods or delivery vehicle which used the service yard on any one day with a maximum of 3 goods or service vehicles using the service yard on any surveyed day. The vehicles principally comprised of small to medium vans with the refuse vehicle. In addition, the surveys showed that on average, there were 9 private cars which used the service yard on any one day with a maximum of 10 private cars using the service yard on any surveyed day.

4.7 I am satisfied that the proposed servicing and parking arrangements are suitable for the expected level of turnover of vehicles.

### **Objection Raised by Age Concern Solihull**

#### **Objection**

4.8 *I understand that Age Concern Solihull are a leasehold tenant and occupy 154 Stratford Road, Shirley. The objection raised relates to the ability to service from the rear of the premises on which they hold a lease and the loss of storage space.*

#### **Response**

4.9 I refer you to **Figure JMO2** and **Figure JMO7** which show the existing and proposed service areas and access and egress routes available for use by Age Concern. The existing service area is labelled 'B' on **Figure JMO2** while the proposed service area is labelled 'A1' on **Figure JMO7**.

4.10 This objection relates principally to proposed Service Yard H. The construction of the proposed service yard will result in a modification to the existing access arrangement. However, access to the rear of 154 Stratford Road, Shirley will still be available via the two-way service access between 158 and 162 Stratford Road.

4.11 The construction of Service Yard H will also include substantial improvements to the existing service area to the rear of 154 Stratford Road. The improvements

