Highway Safety & Parking

Policy Standards & Requirements

Policy 7 of the Local Plan sets out that conversion of a property into a house in multiple occupation (HMO) will not be allowed if it would create unacceptable parking problems to the detriment of local amenity.

Minimum parking standards for HMOs are set out in Policy 32 and Appendix C.

Policy 32

Parking standards

- Development should comply with the parking standards and guidelines as given in Appendix C Parking Standards and Guidelines. The standards will be applied flexibly, particularly in the City Centre as defined on the Policies Map, to take account of:
 - a. the accessibility of the development;
 - the type, mix and use of development;
 - the availability of, and opportunities for, public transport;
 - d. local car ownership levels; and
 - e. the need to reduce the use of high-emission vehicles;
- In the City Centre, as shown on Policies Map, new residential uses will not qualify for on-street residential parking permits.

Policy 32 of the local plan sets out that development should comply with the parking standards and guidelines as given in Appendix C (Table A).

Table A Residential Parking Standards and Guidelines

Live Classe	Type	Space (s)	Visitor Space (s)	Gycle Farking	Disabled Furking	Powered Two-Wheelers/Motorcycle Parking
C3 Dwelling houses						
Colps Detected, on the half and and line word haven, numperson, there are fall conventional use by single person or family.	Etudio/ bo coll	1		1 under oover end loekable spesse zes uniil	Where communicipating proposed - 5-20 units: 1 space	Whose communal puriting proposed and is major exidential developments.
	1 bed	1				
	2 hed	2			ever 20 units then 8% of the total number of an king space is rought to provide of the extractive distribution time, plus 1 uplace of surfaces of measurement has been perfectly disabled persons for every 10 units.	5% () in 23t of the required our parking provision excluding on solective parking operate.
	2 bed	\$				
	4 had	3				
	5+ bed	4 igitations space per additions bedroom thoreofter()				
eactions are extendents: Person	with additional habitable resemb on apper floors/ roofspace	1 per stational habitable room "" where teen to provided	-	As pendass Copp	this peut disses (CA(a))	As per class (2/a)
	with schanole nubration revents on the ground or lever ground floor	1 per additional Fubrustionson *** where ficial be provided	-	As peretos Cape	Ris (Mr. 2006) CO((I)	As per class (Call)
Adolfore and extensions: Hats or bungdiena	with storalistic or more habitable rooms and bedreom	i per additional habitable room "" where toom to provided	-	As peretens Chipip	As per class C5(s)	As per class C3ss)

Line Claus	jNo	Space (t)	Visitor Space (t)	Cycle Farting	Disabled Forking	Powered Two-Wheelers/Motortycle Parking
Colei Elderly Haranna Houssay** Collegory I — Hartraneel deelings, no worden control	1 kedourn	1 per unit	1 shari tere soaco per suese, grac 1 long tere, quaco per 5 units			
	2 bedraan	S per unit			-	
Category II – Warean Centrel, snettered direttings	1 at 2 becision	1 per unit			-	
Chiples, Supported housing schemes such as flore for people with learning disabilities formands reset people will be to be a second to be a s	up to 6 people living legather se a single heasehold and receiving care	1 space per werden	I space per one divalling	As percises C3(s)	As per class CS(s)	As per class Clas)
Chiple g Shall religious community orthorn blump with lodger	groups of up to 6 people living logs/ther est a single household	As per class (3(a)	Aspercios C3(s)	As perclass C3(e)	As per class G5 (c)	Asperdina (Cel)
C4 Houses in Multiple Coccostion - andil secret houses	between 3 and 6 unrelated people sharing beoic emention	As perclass GS(s) except bity centre where 0.5 x no. of brokeams appears	Asperdana CO(a)	As percises C3(a)	As per class CS (s.)	As per class Cita

In line with local plan guidelines, the existing use of the property as a 4 bedroom C3 single family dwelling house would require 3 vehicle parking spaces.

For a 5 bed house in multiple occupation (HMO), guidance indicates that provision should be made for 4 vehicle parking spaces.

The proposed change of use would therefore result in an increase in parking requirement.

Pre-application Planning Advice

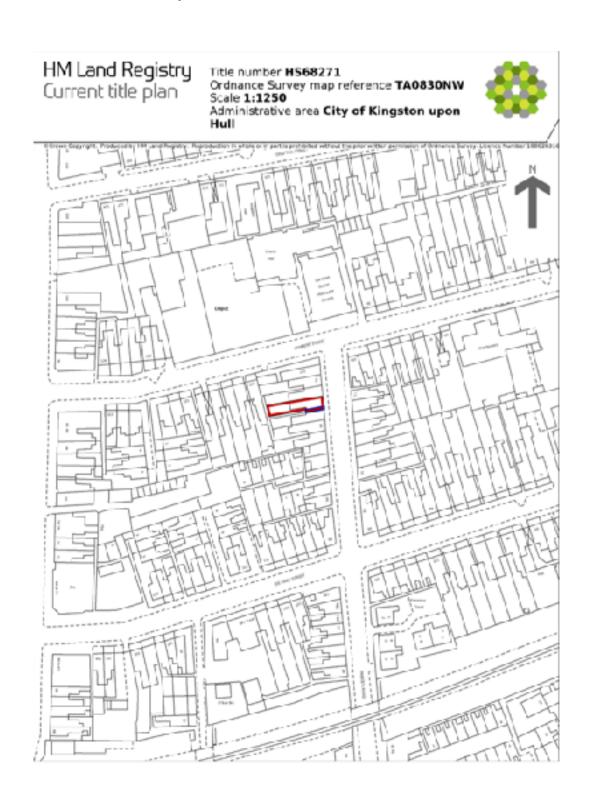
The advice provided from the pre-planning application indicates that whilst there does not appear to be any off street vehicle parking spaces available for either the existing or proposed use of the site and as the proposed use would result in an increase in parking, then the planning application would need to demonstrate that this could be accommodated within the surrounding area without having an adverse impact in terms of highway safety and residential amenity.

I was therefore advised to submit parking information to demonstrate whether or not there is spare capacity on the adjacent highway (at various times throughout the day) to accommodate the additional parking requirement with the proposed C4 use.

Evidence

As a result of the advice provided within my pre-planning application, I have undertaken a parking survey of the area to demonstrate spare parking capacity on Princes Road and the adjacent highways which include Lambert Street & De Grey Street which are situated to the North & South of Princes Road, respectively (Figure 1). Photographic evidence has been provided which have been date stamped to demonstrate available parking spaces at various times throughout different days (see below).

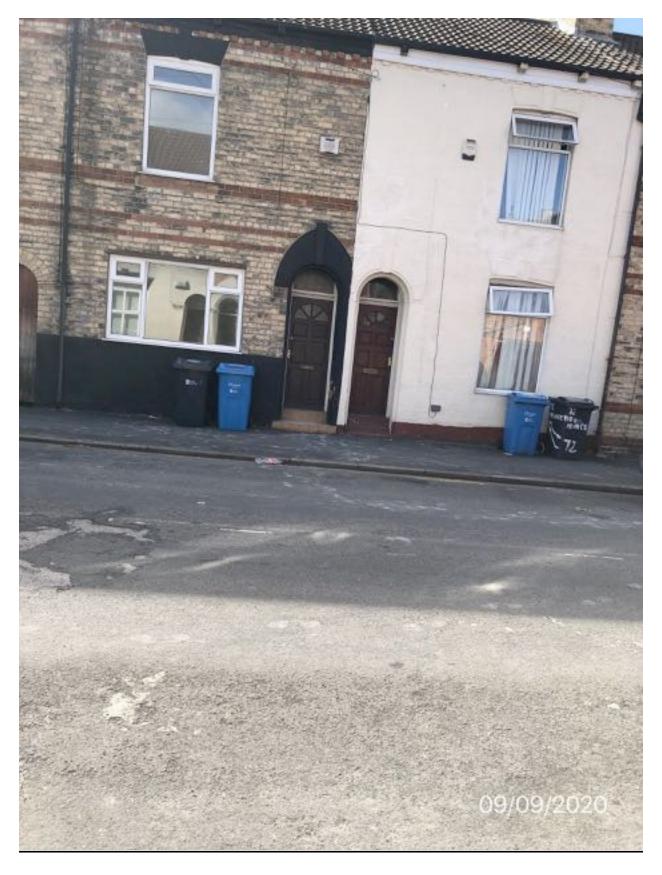
Figure 1. Title plan showing the address, 70 Princes Road (outlined in red), with Lambert Street to the north & De Grey Street to the south of Princes Road. Princes Road starts at the north junction at Lambert Street and continues south past De Grey Street to form a south junction with Queen's Road.



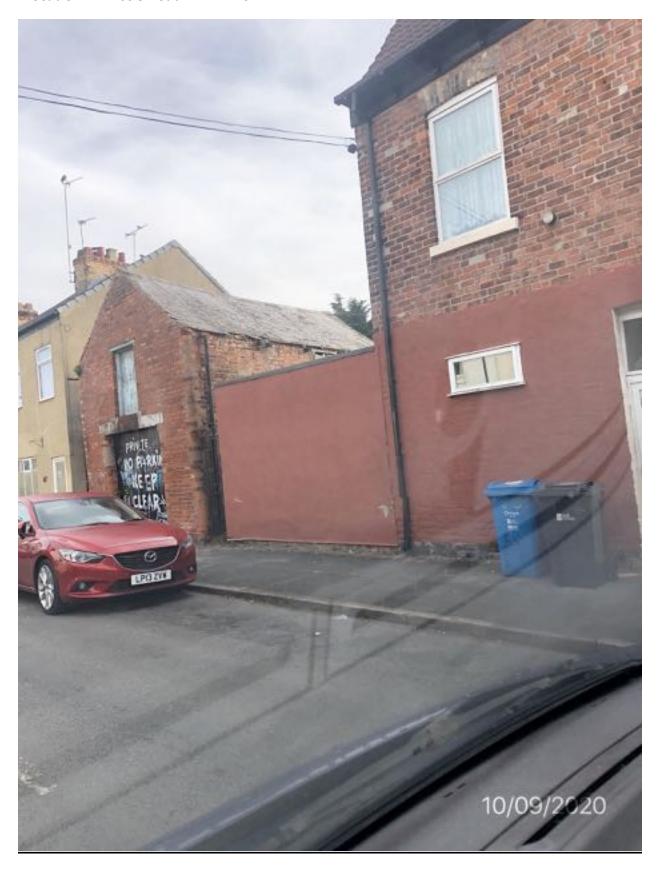








































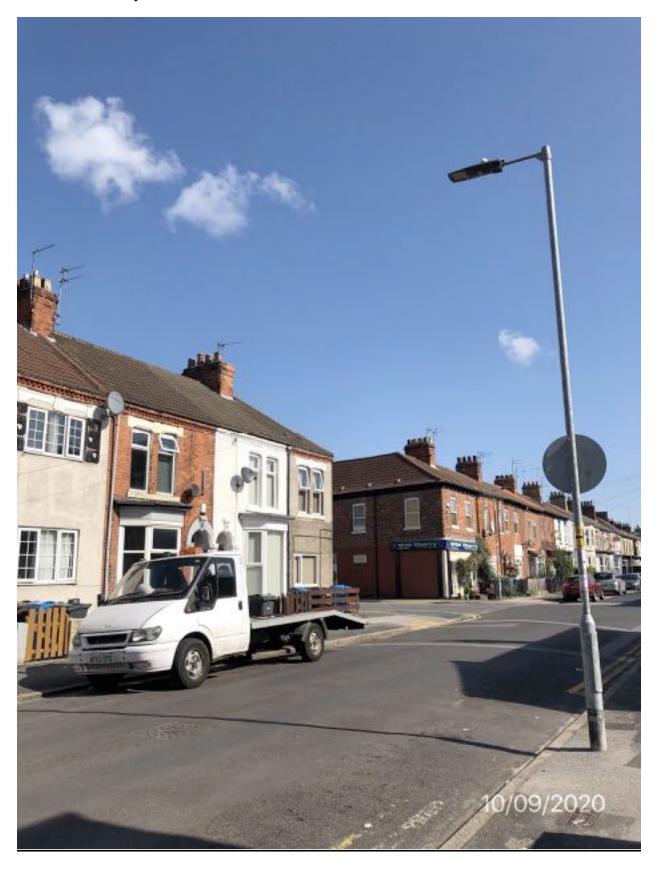














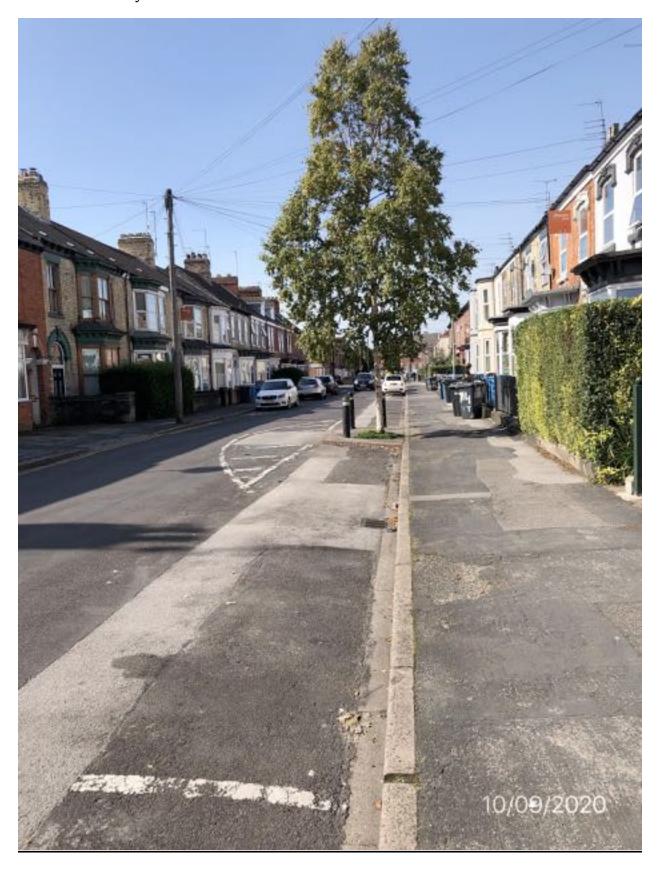




















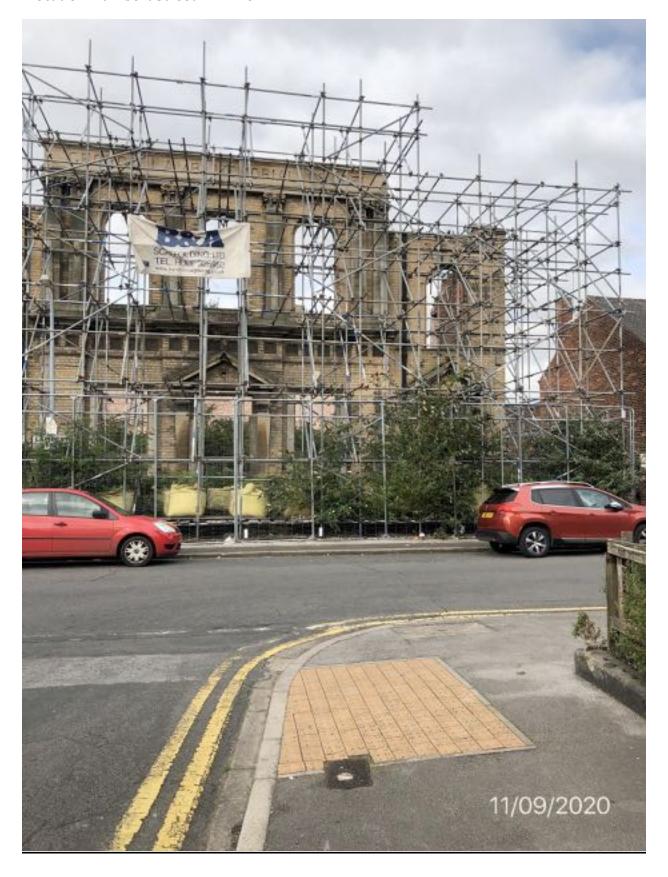






























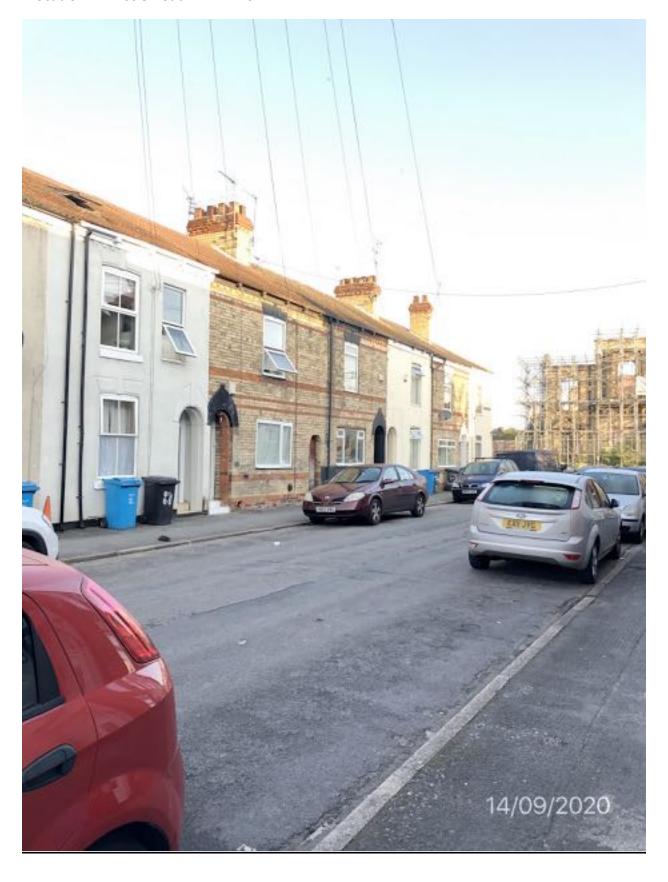








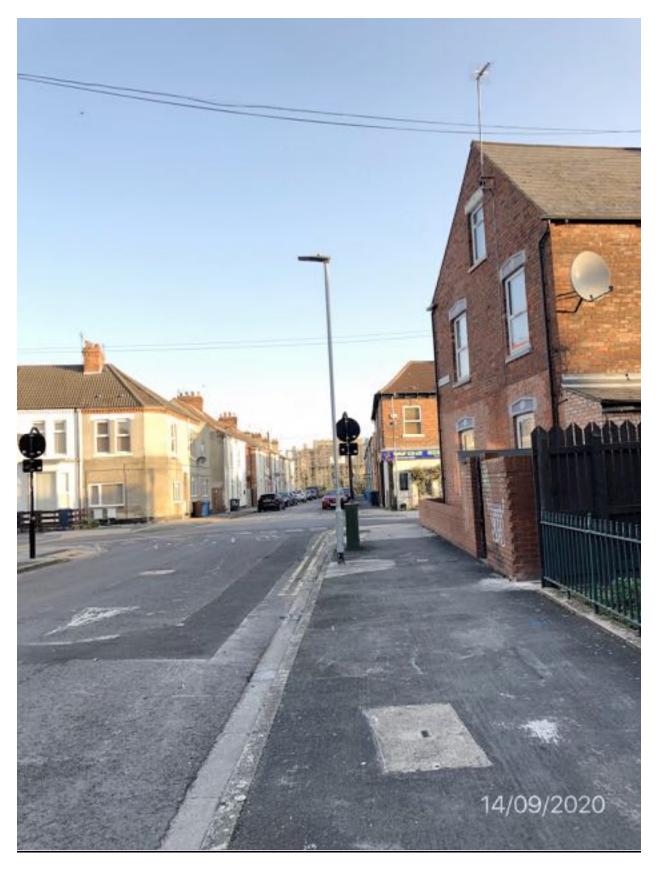




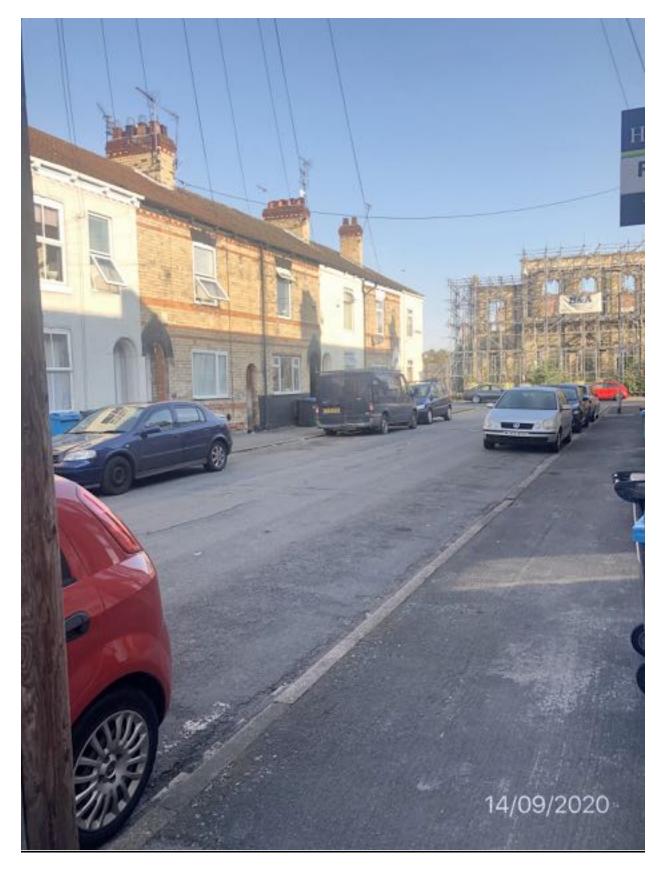










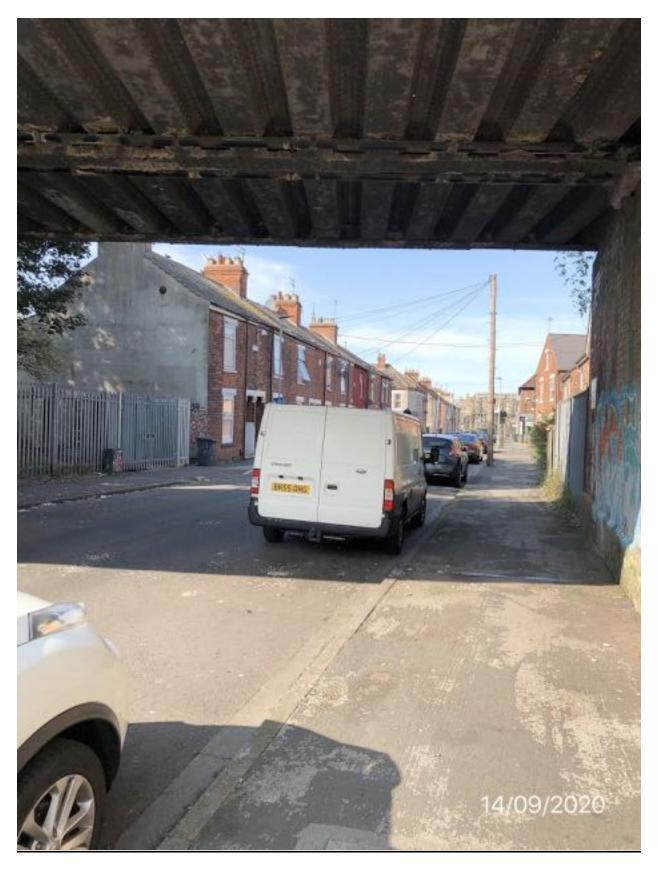










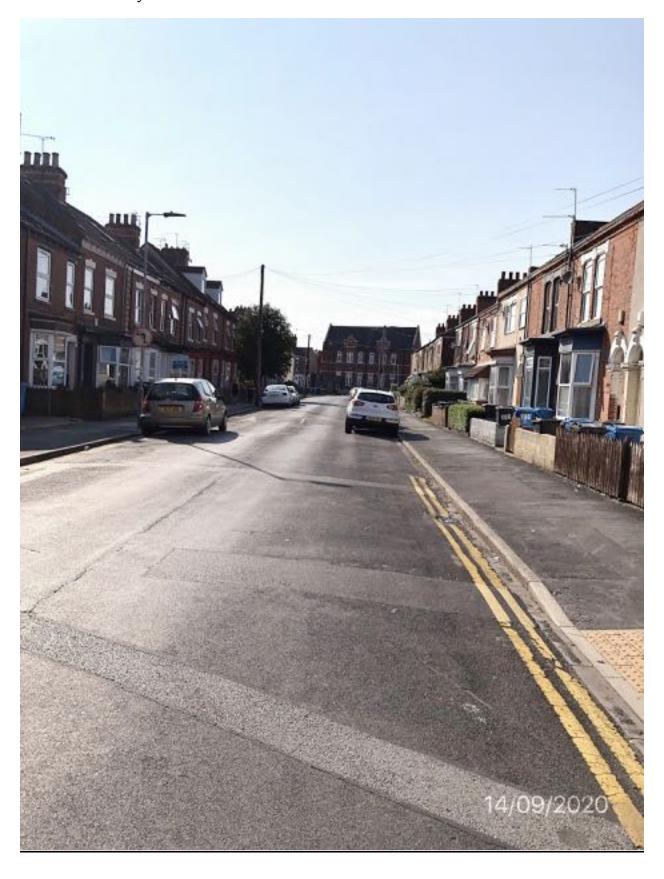


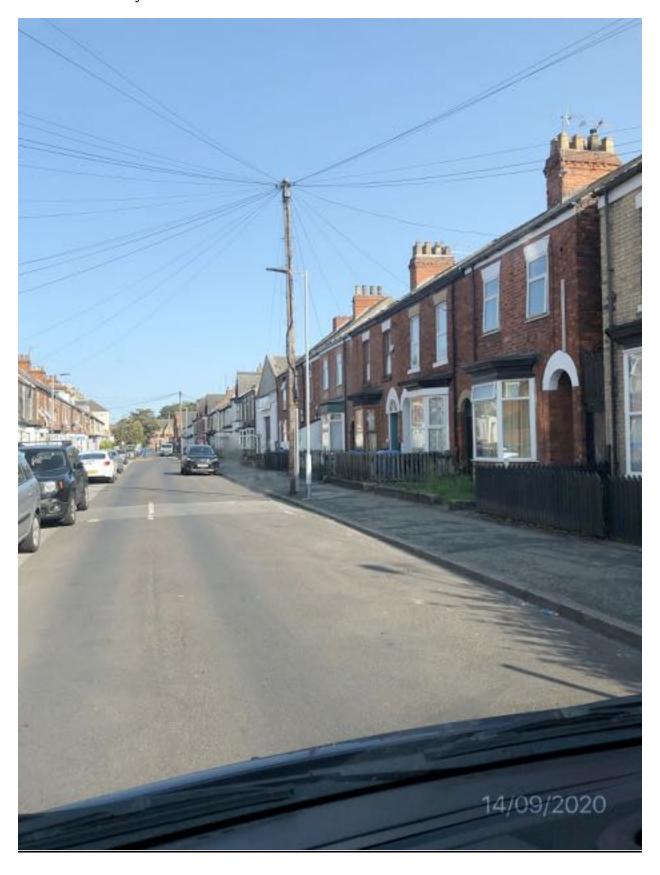




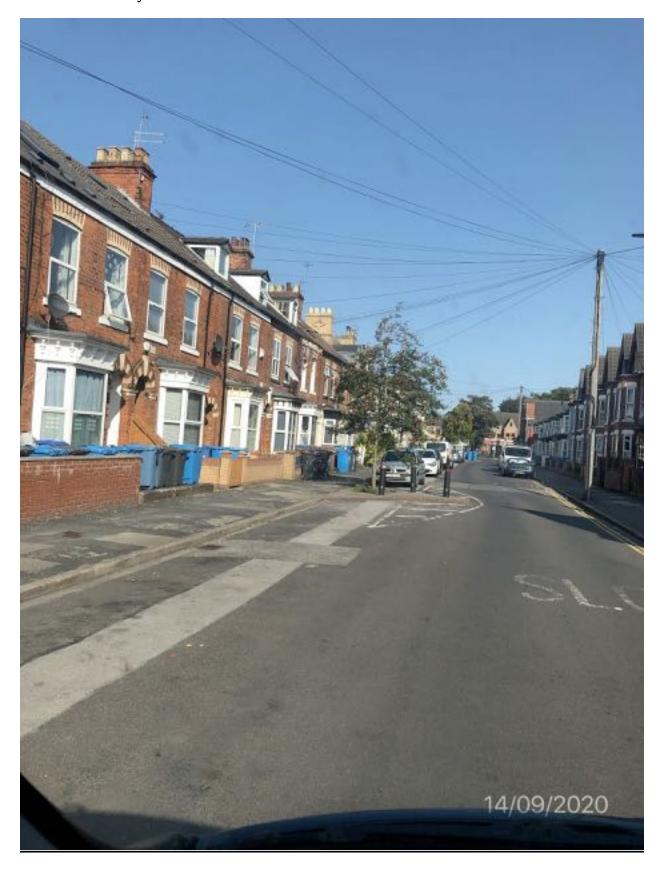


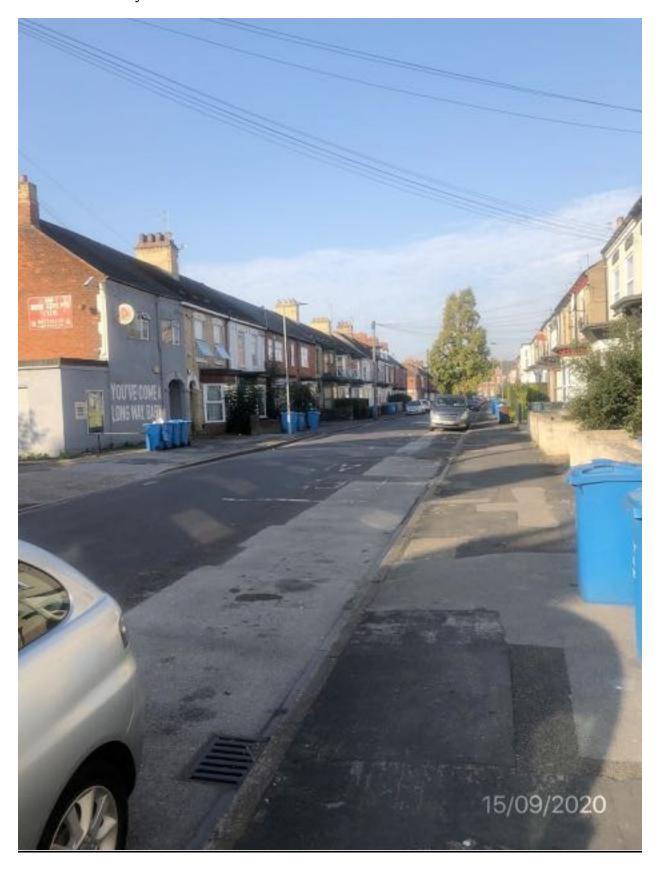


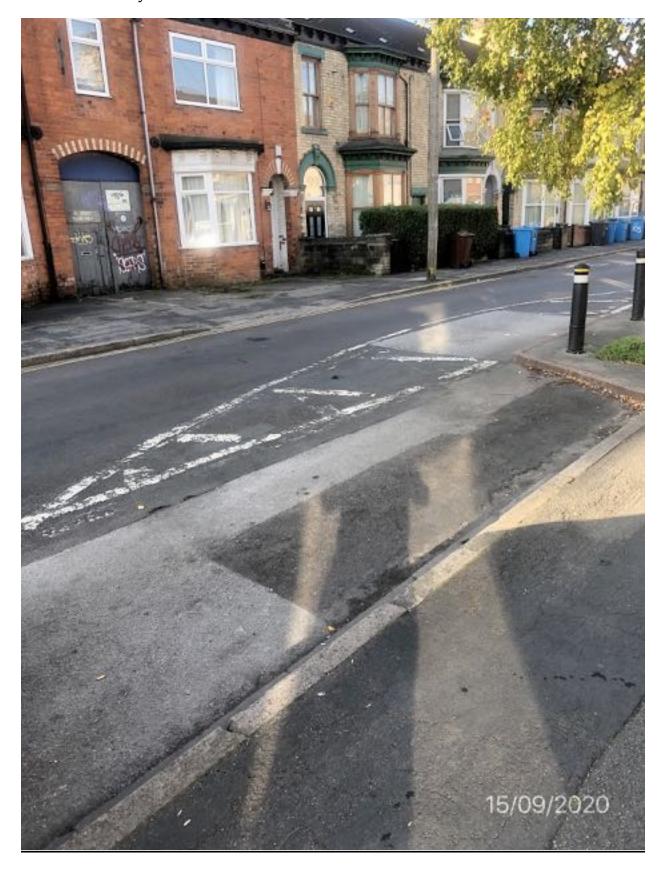






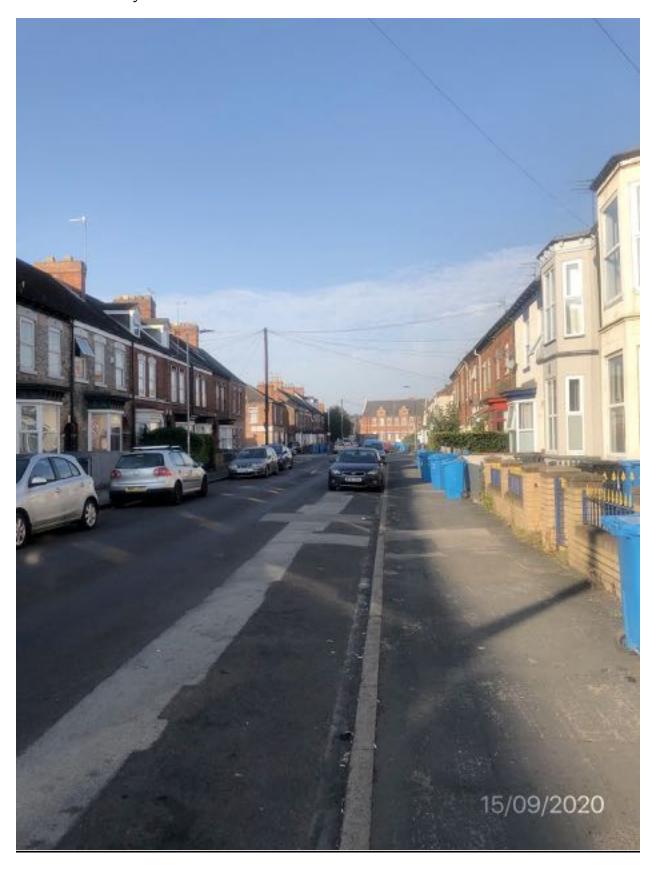














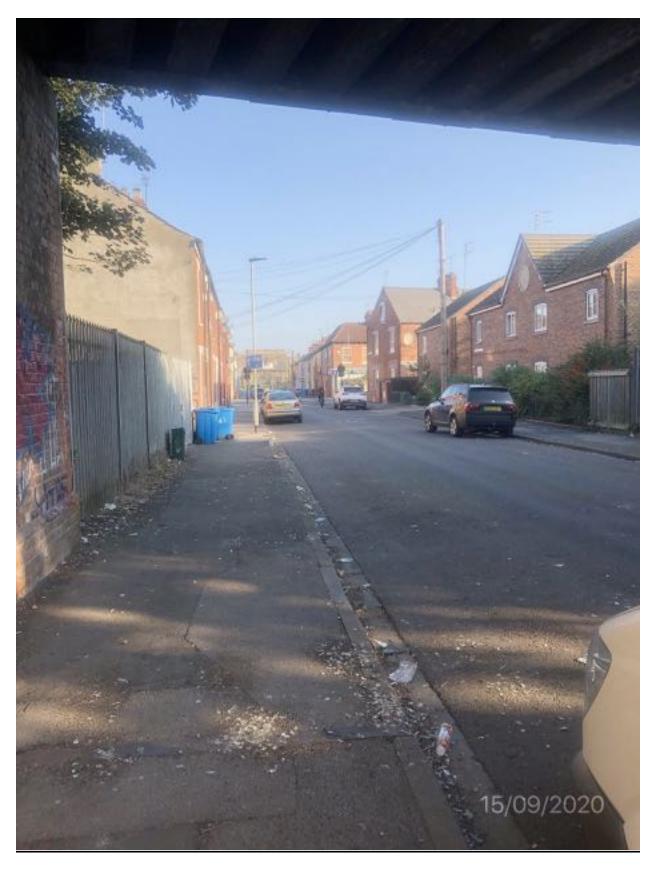


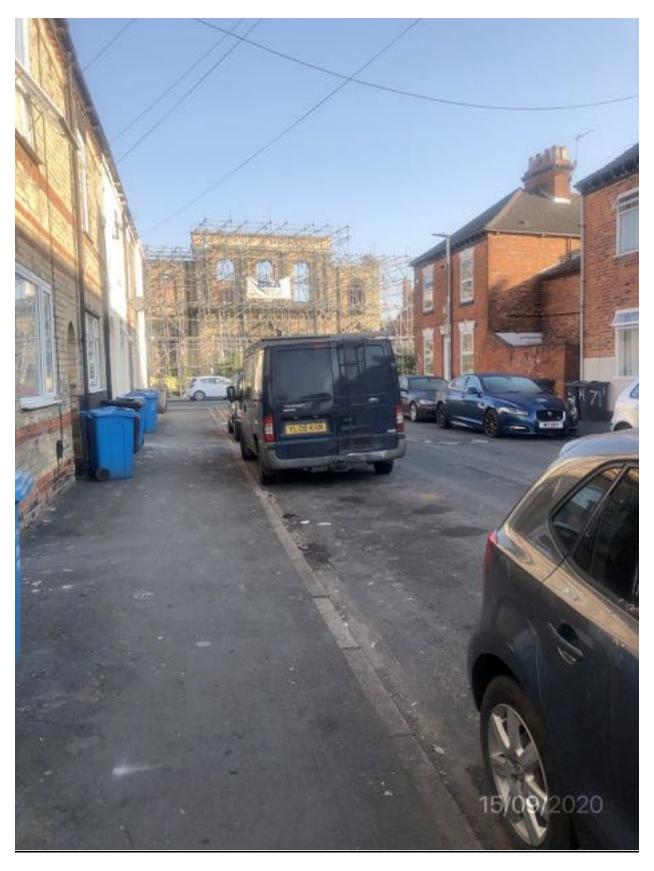






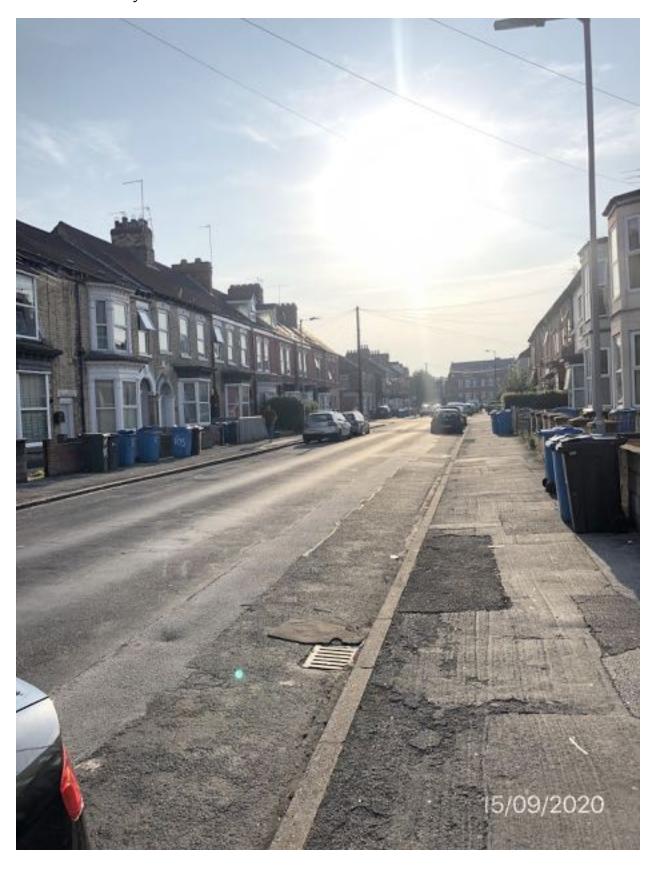




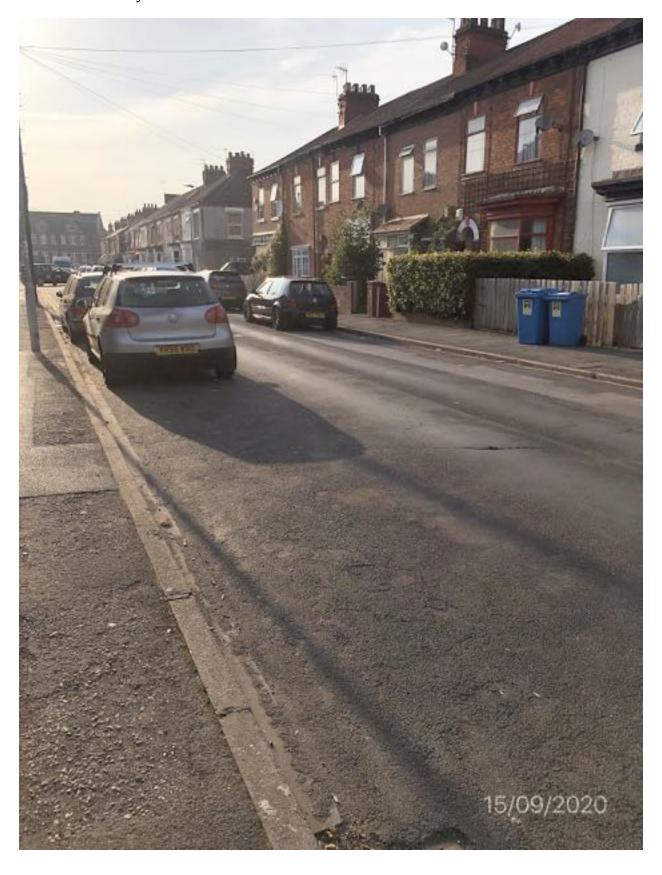




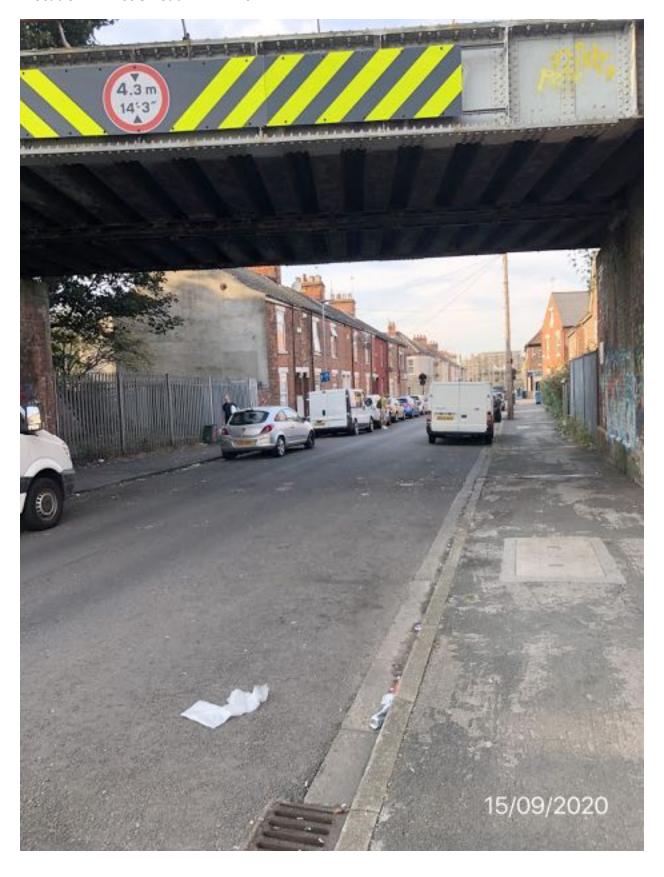


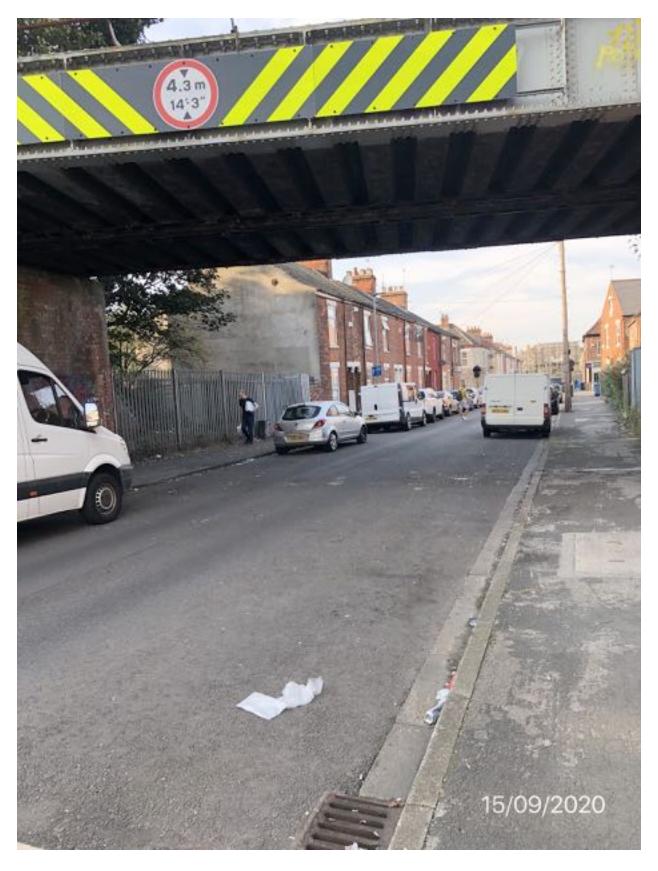














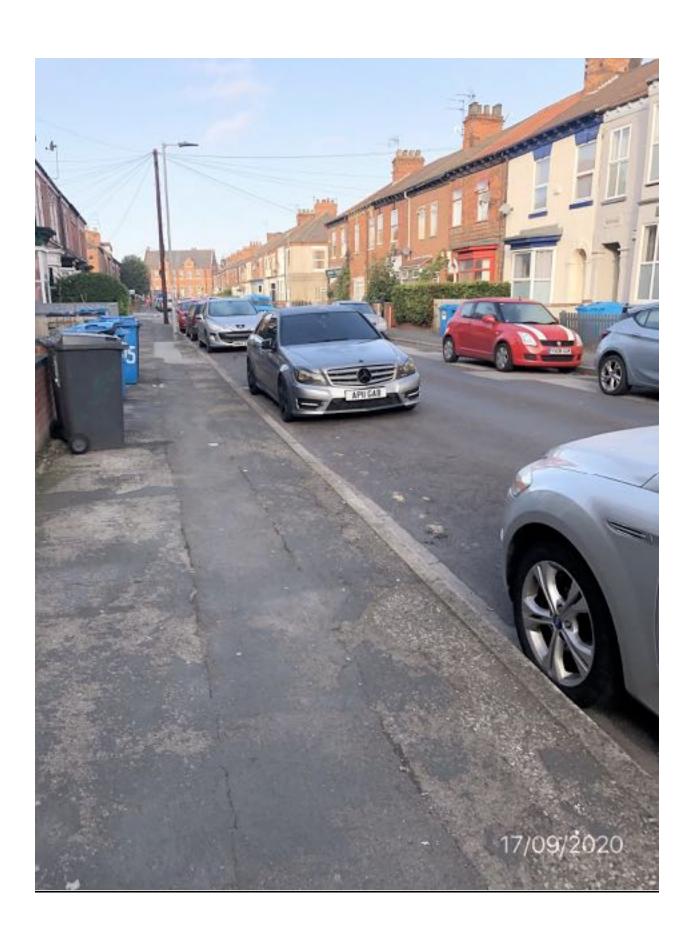


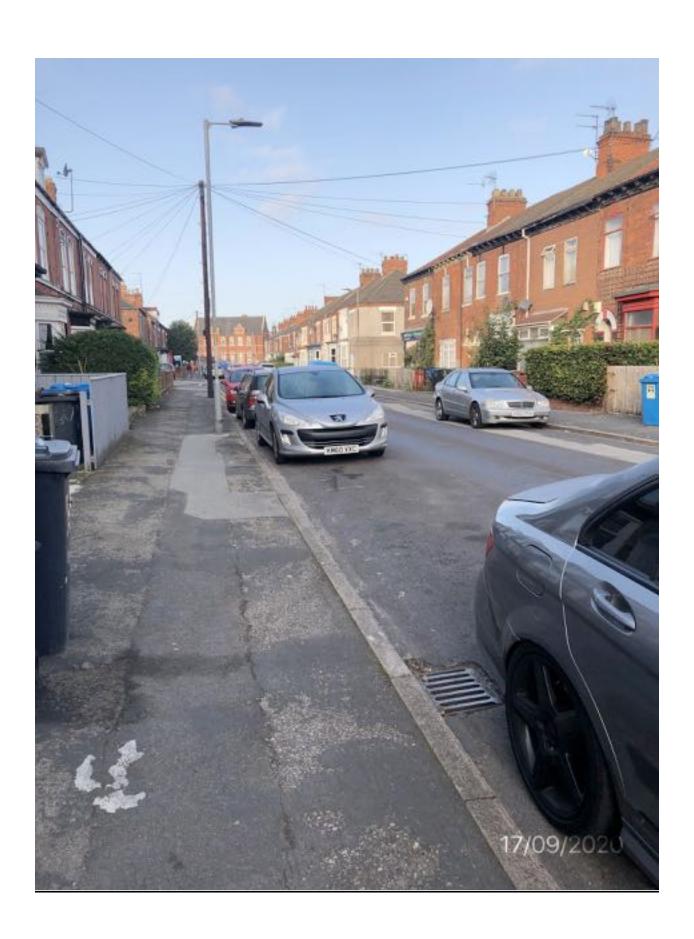


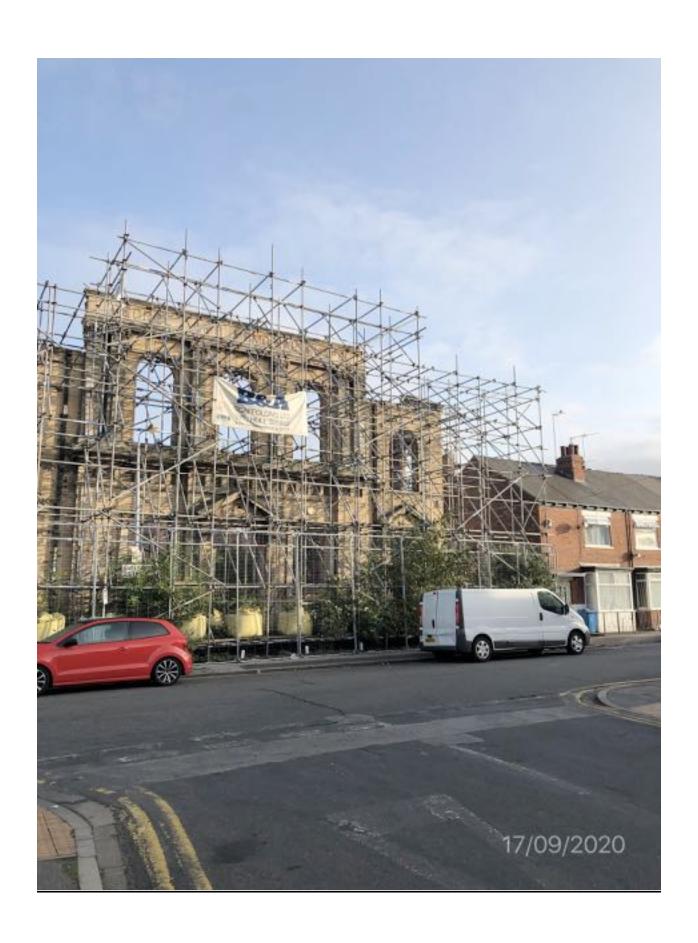


















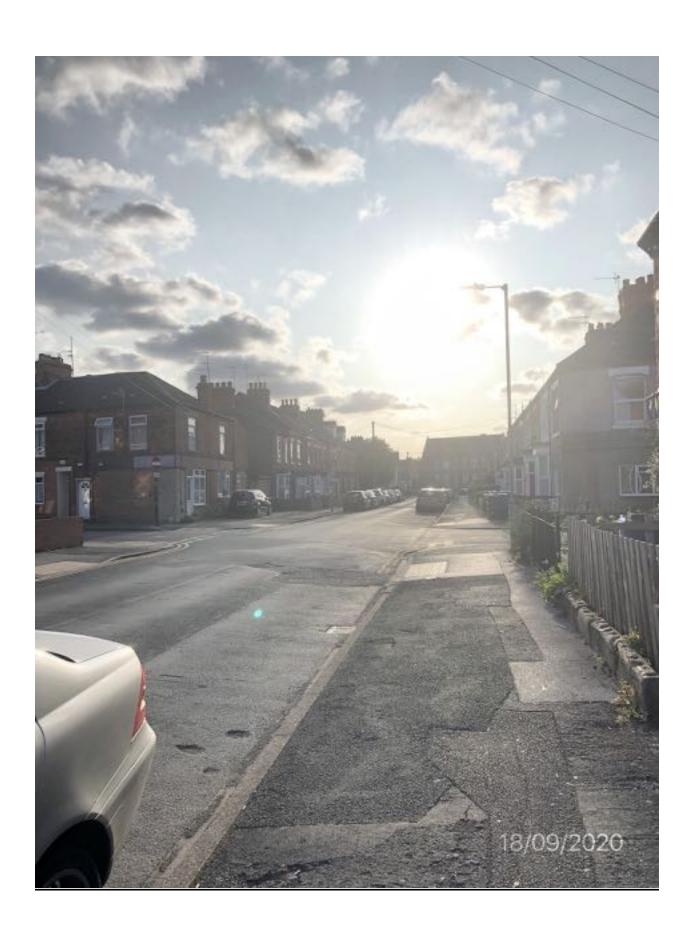


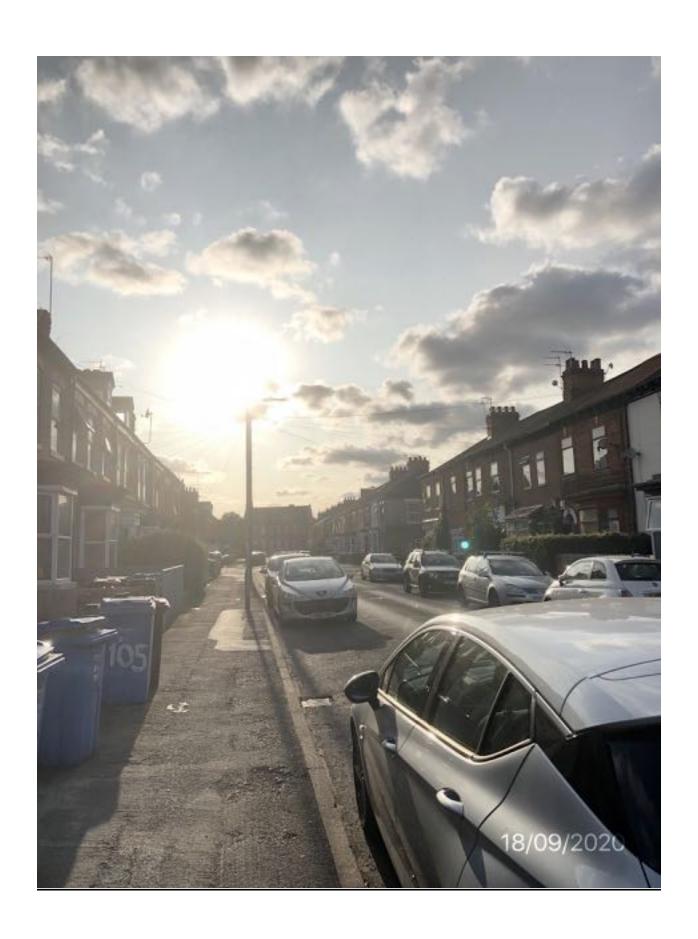


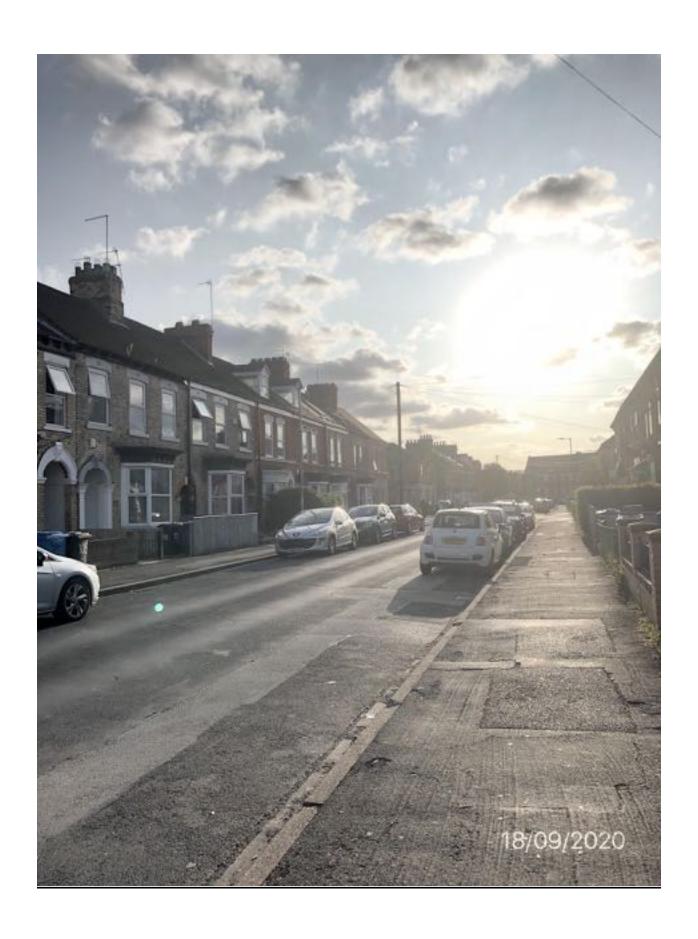


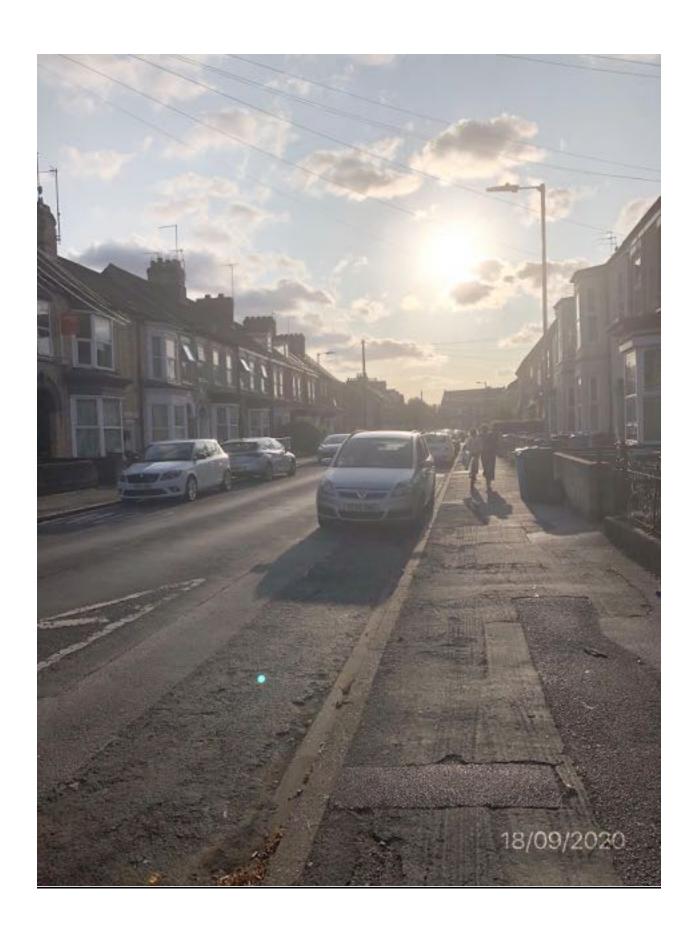


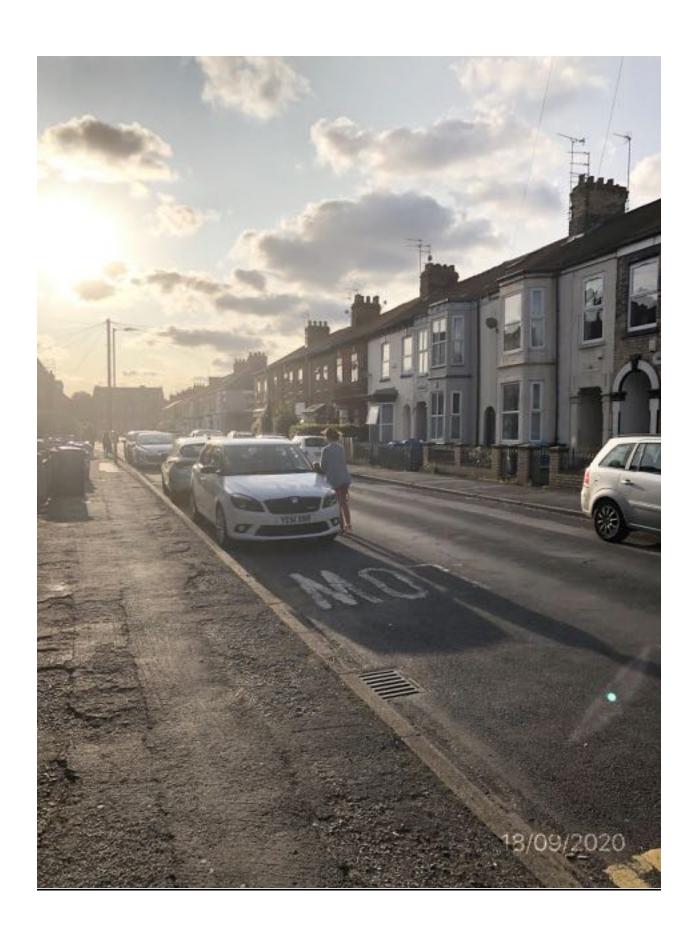






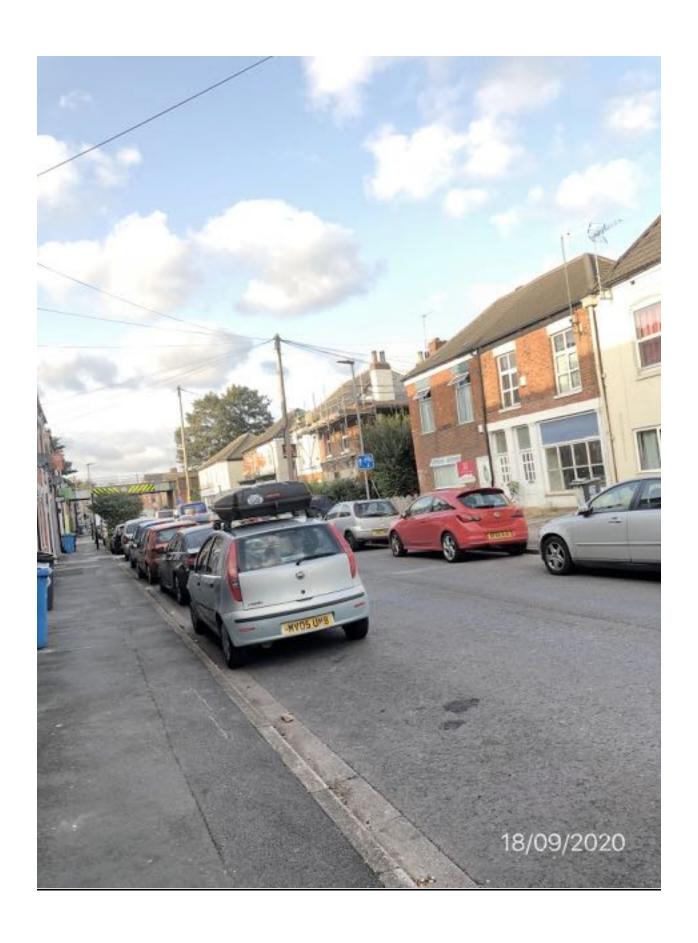




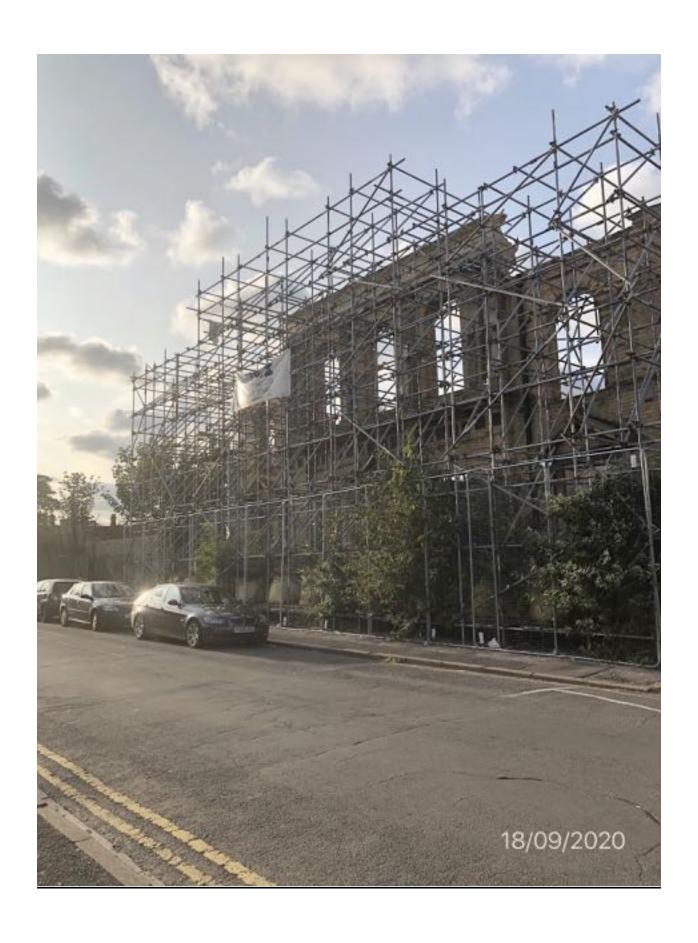


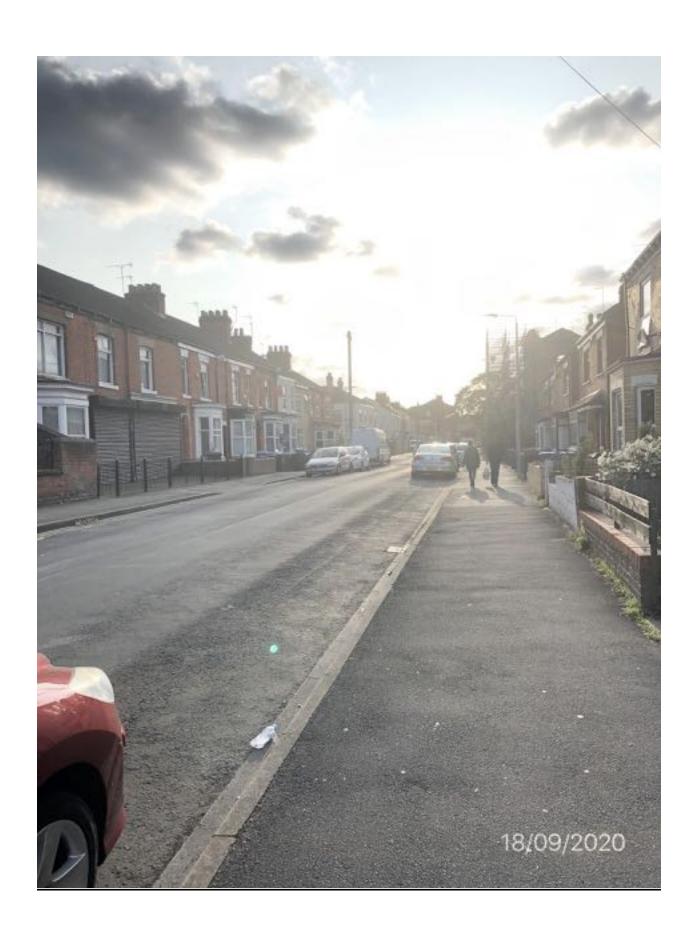


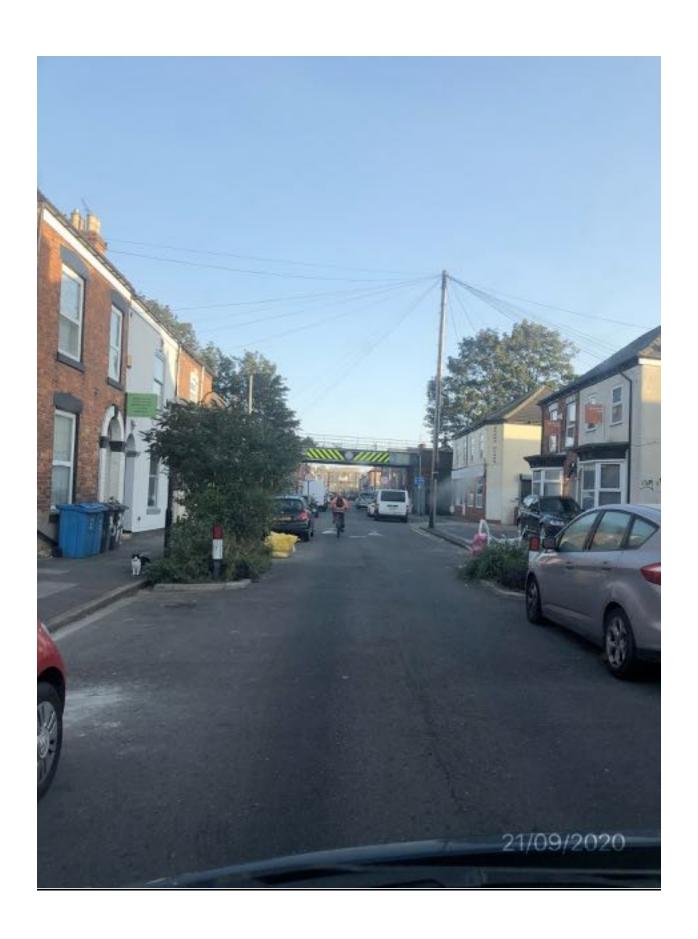


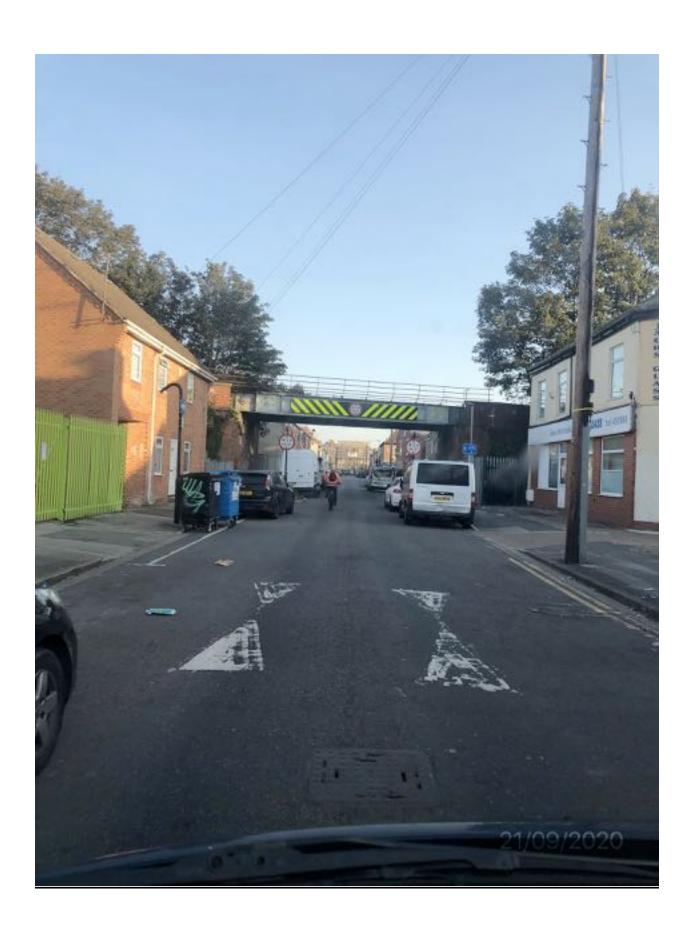














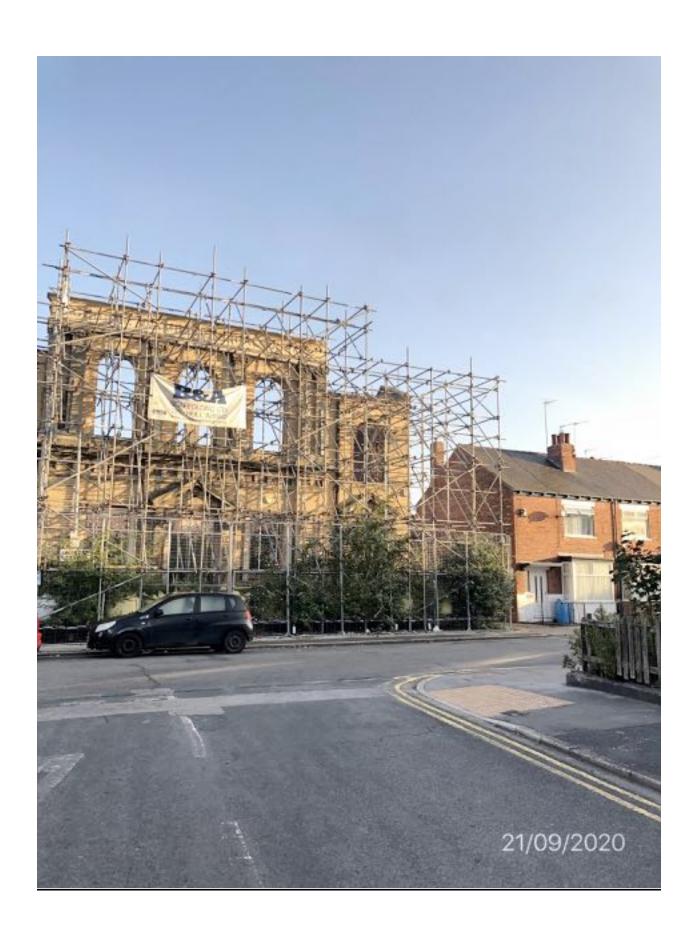


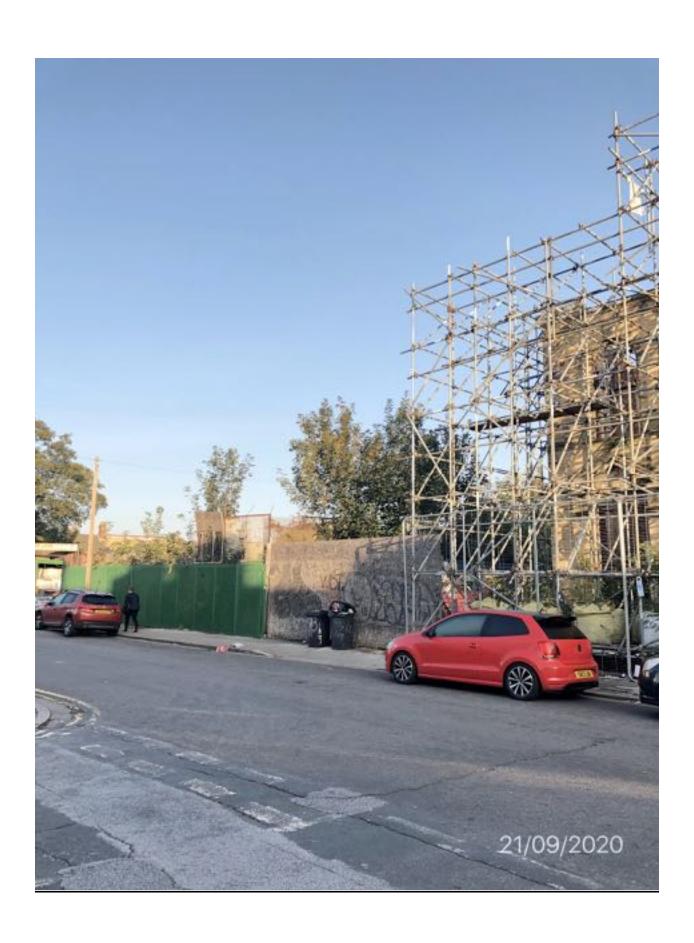






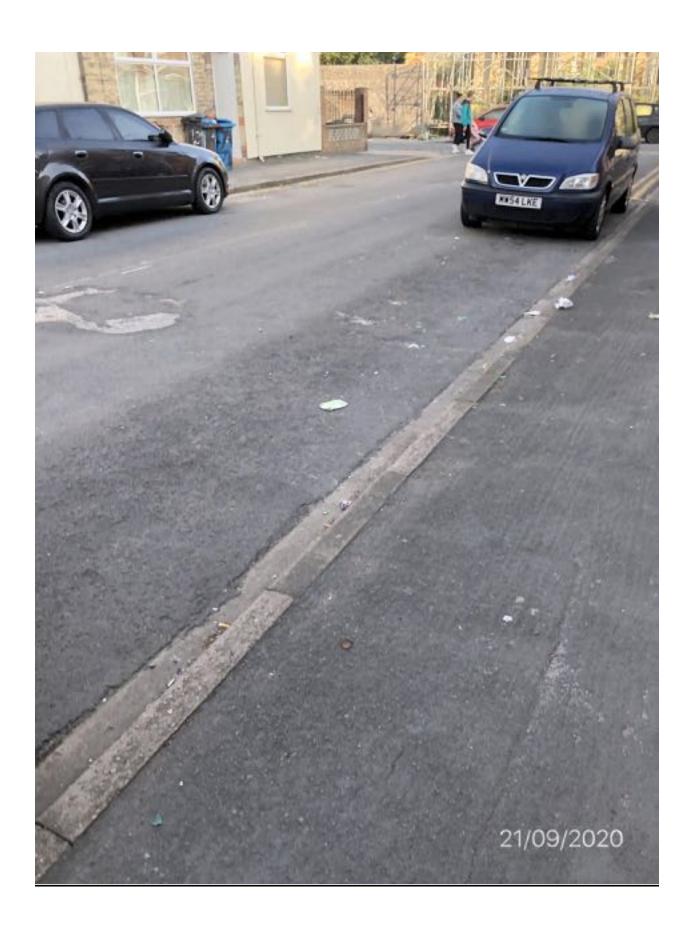


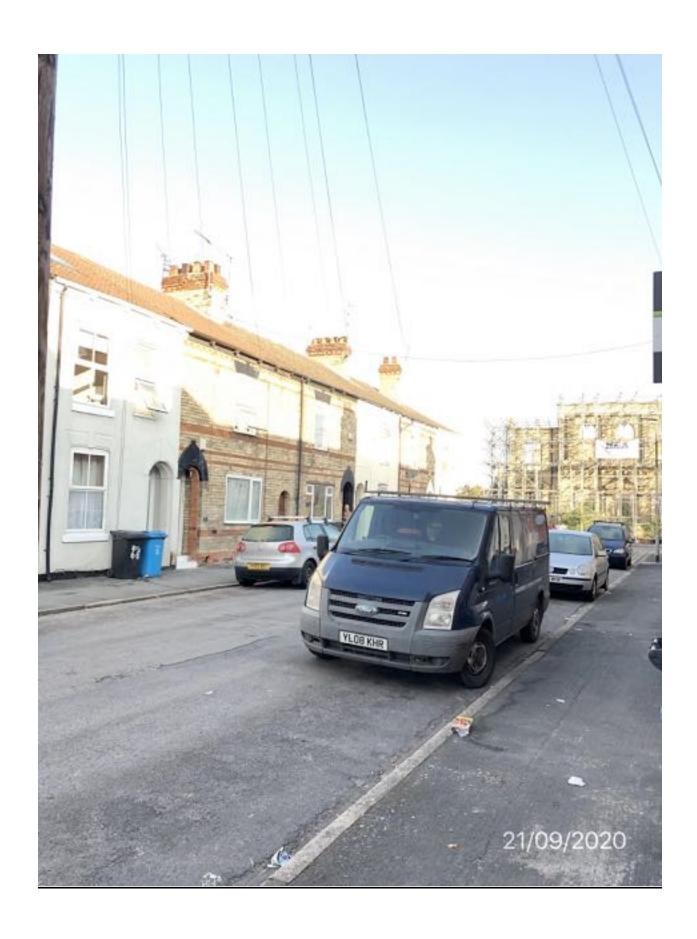


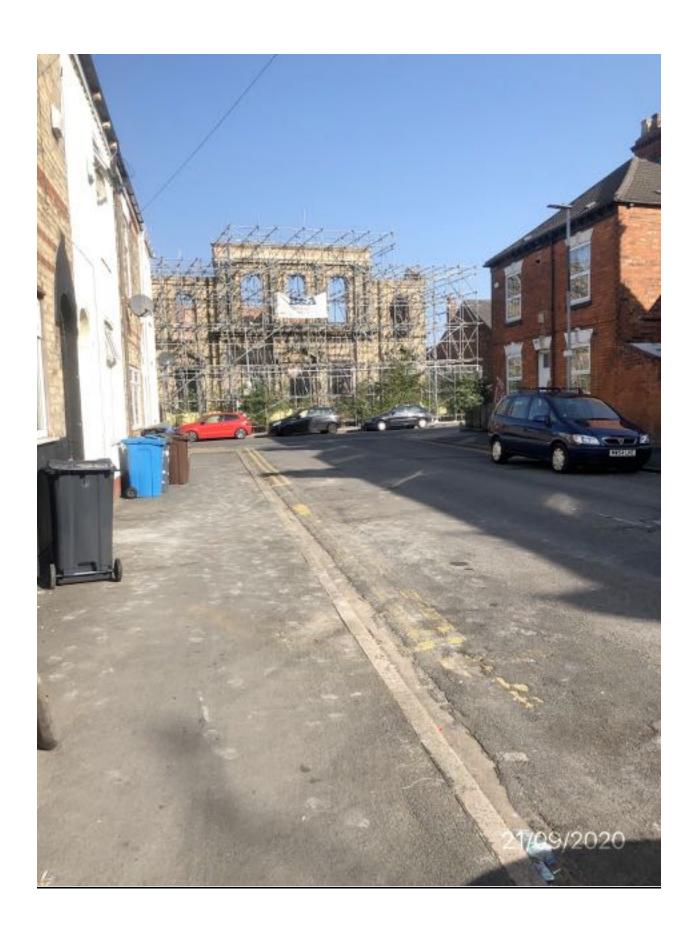


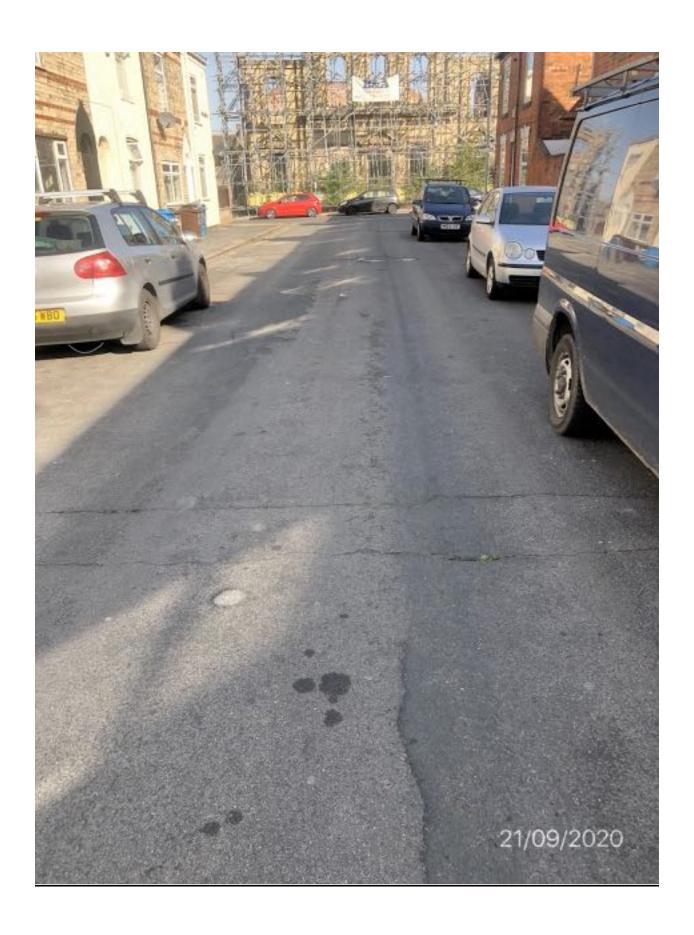


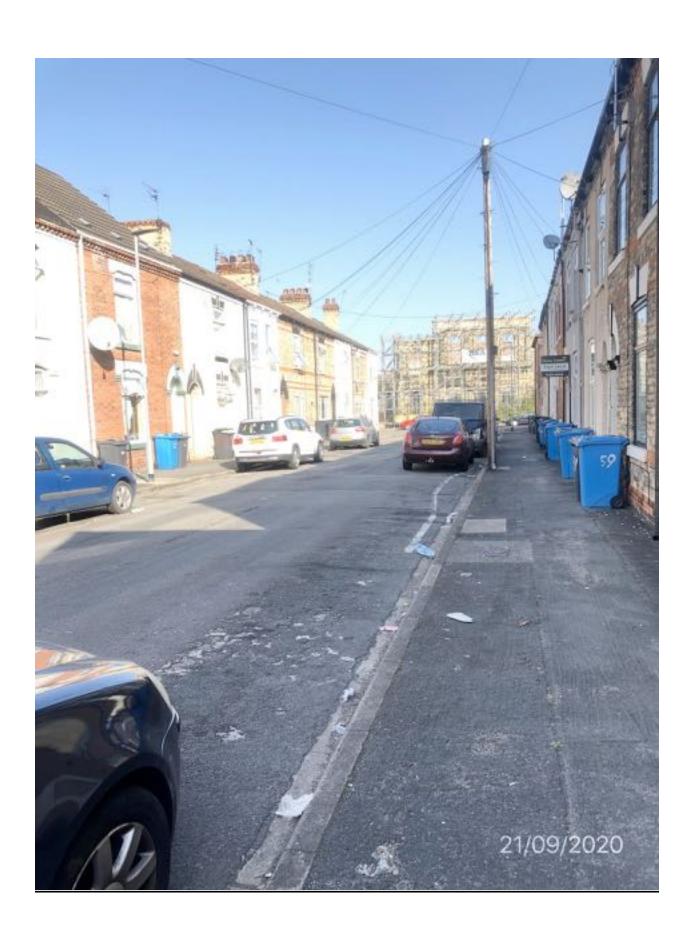






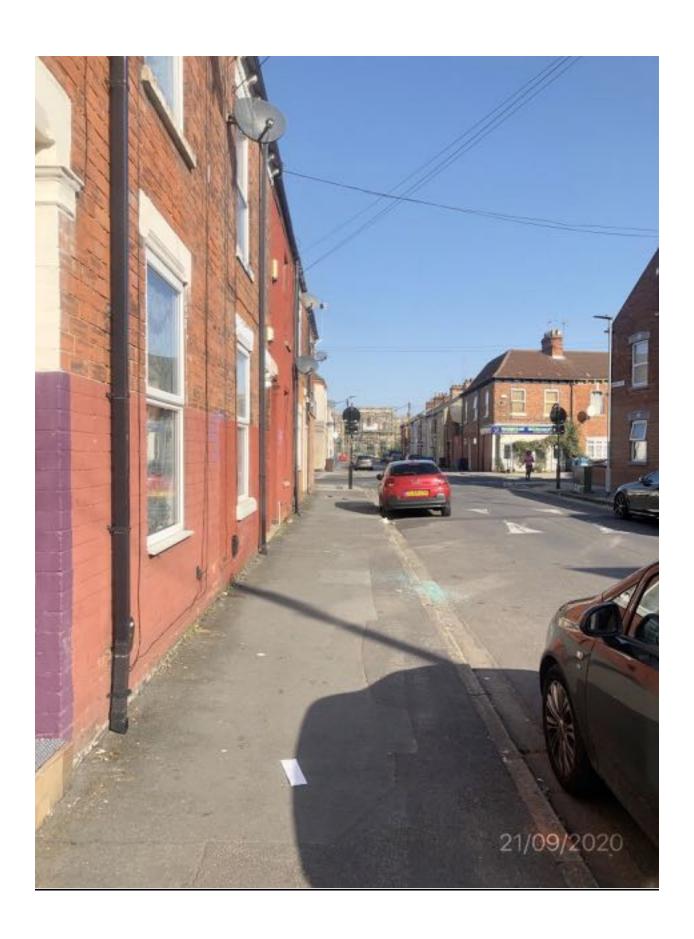


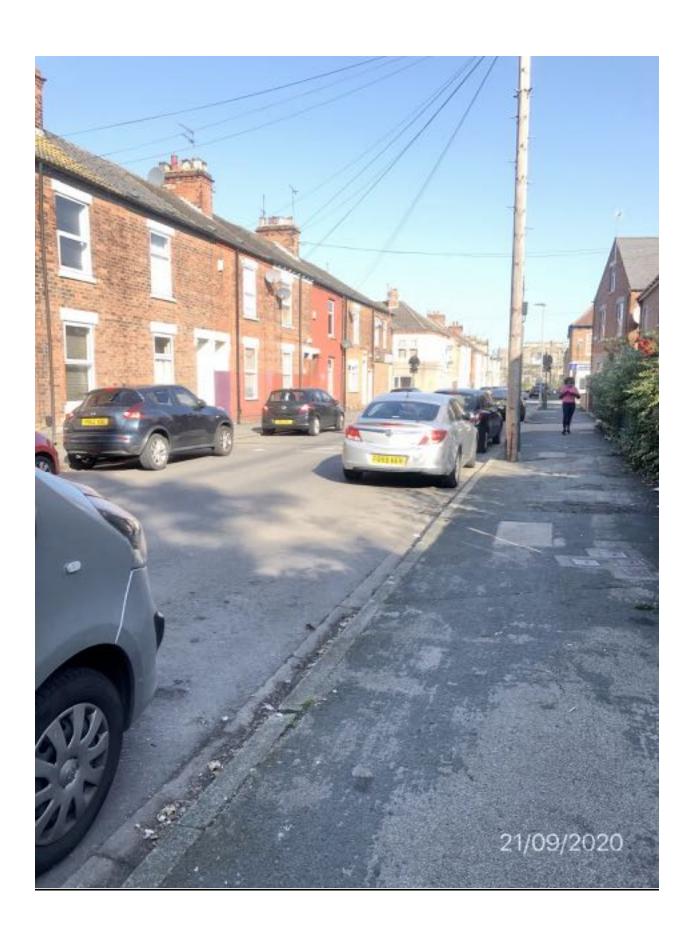












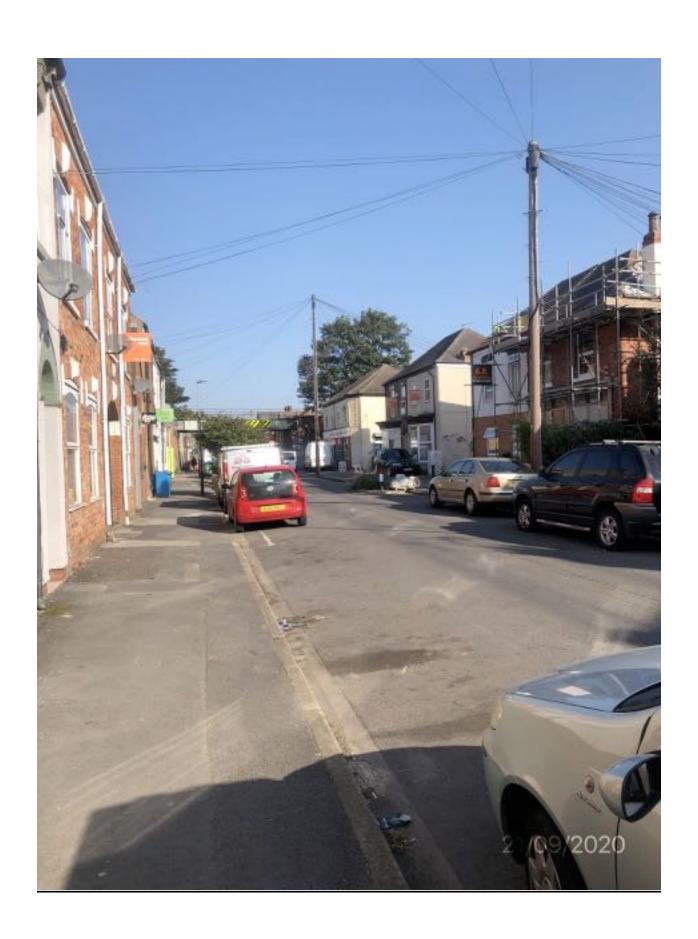








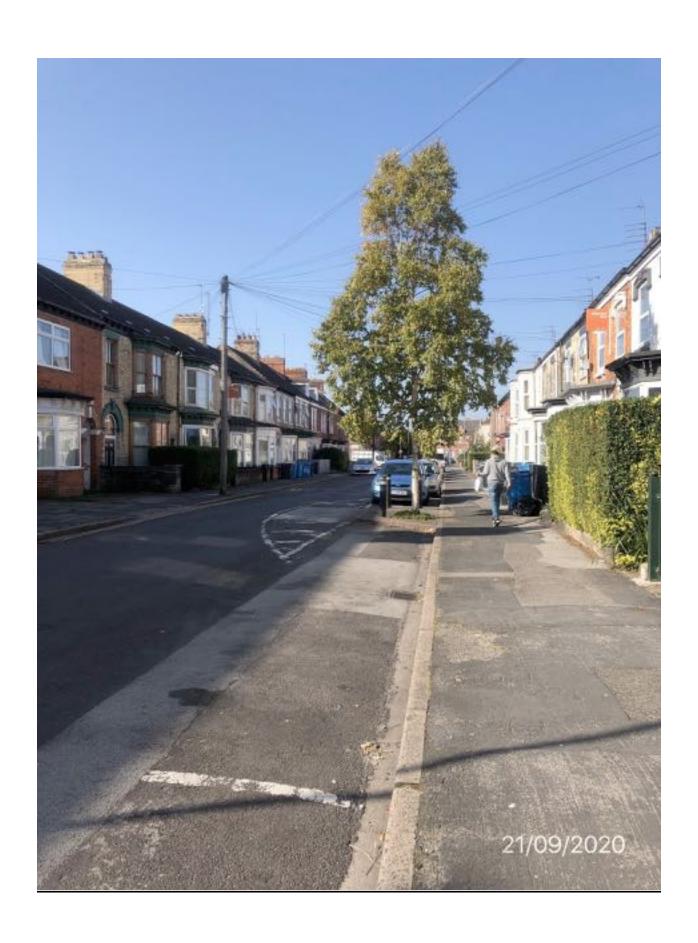


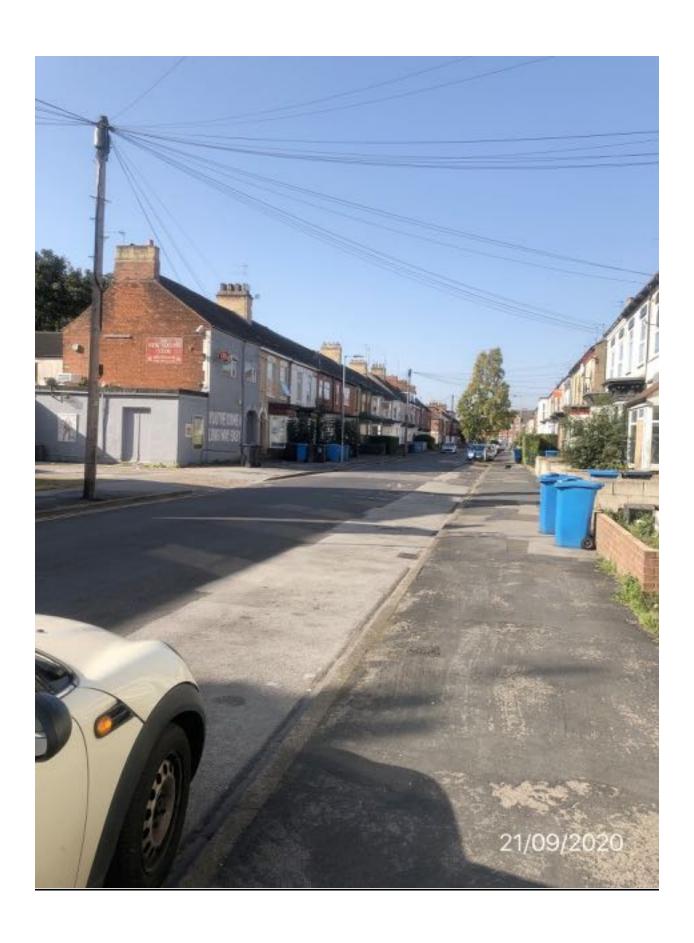




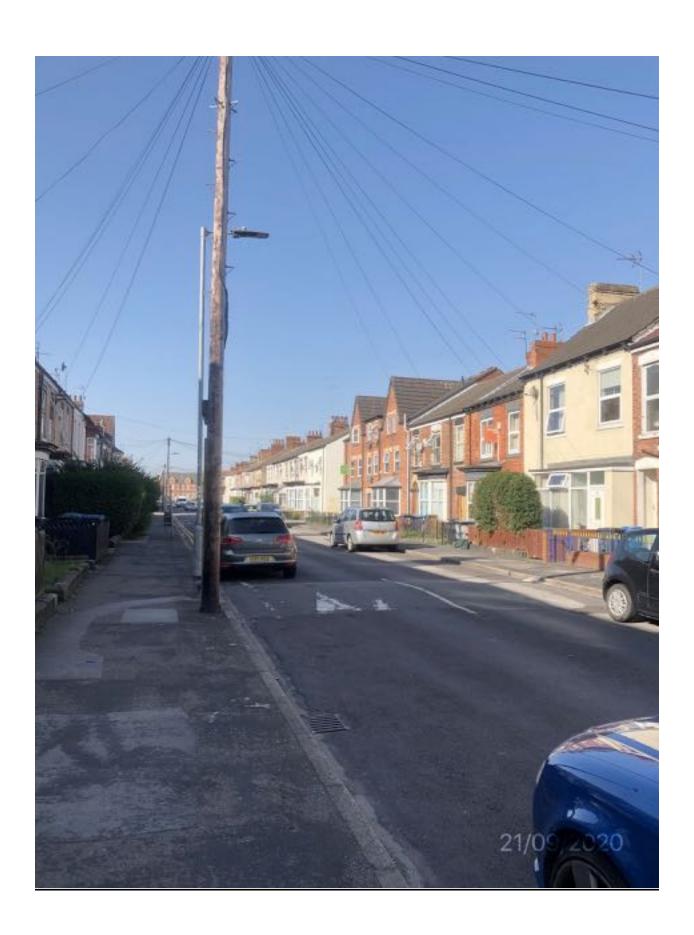




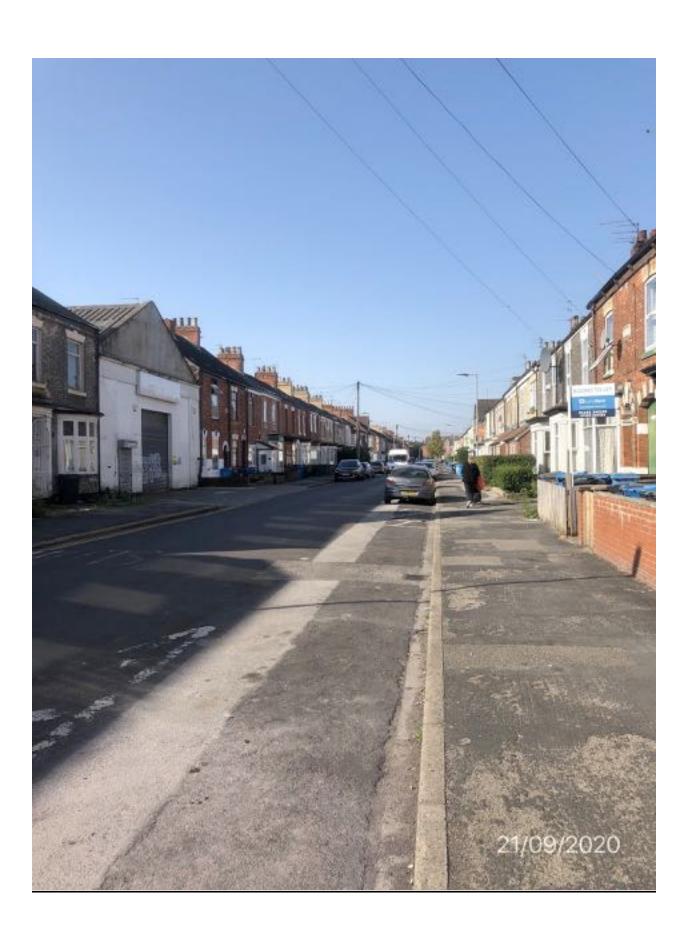












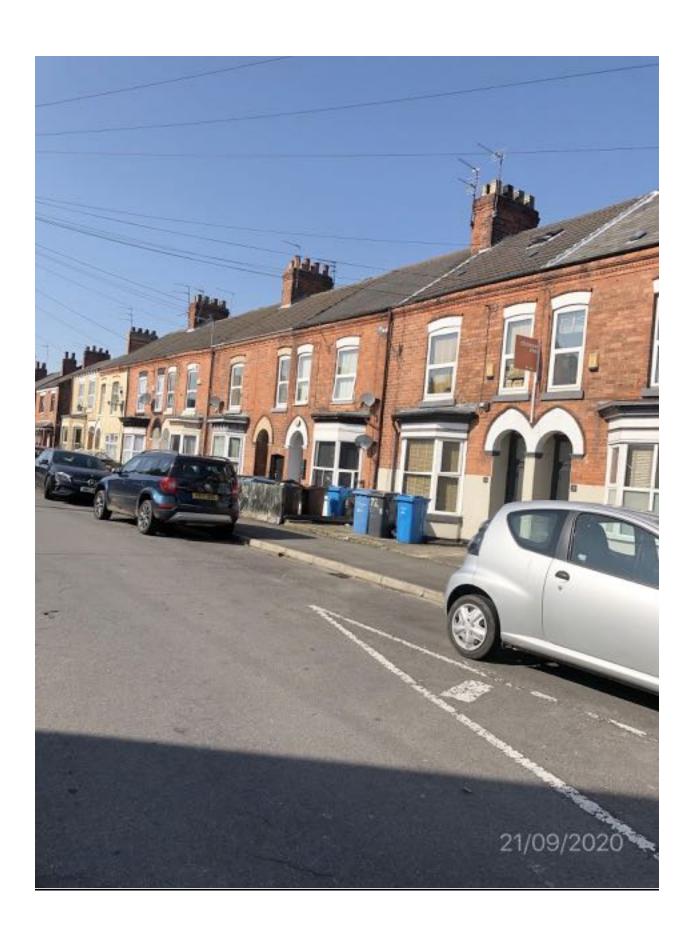


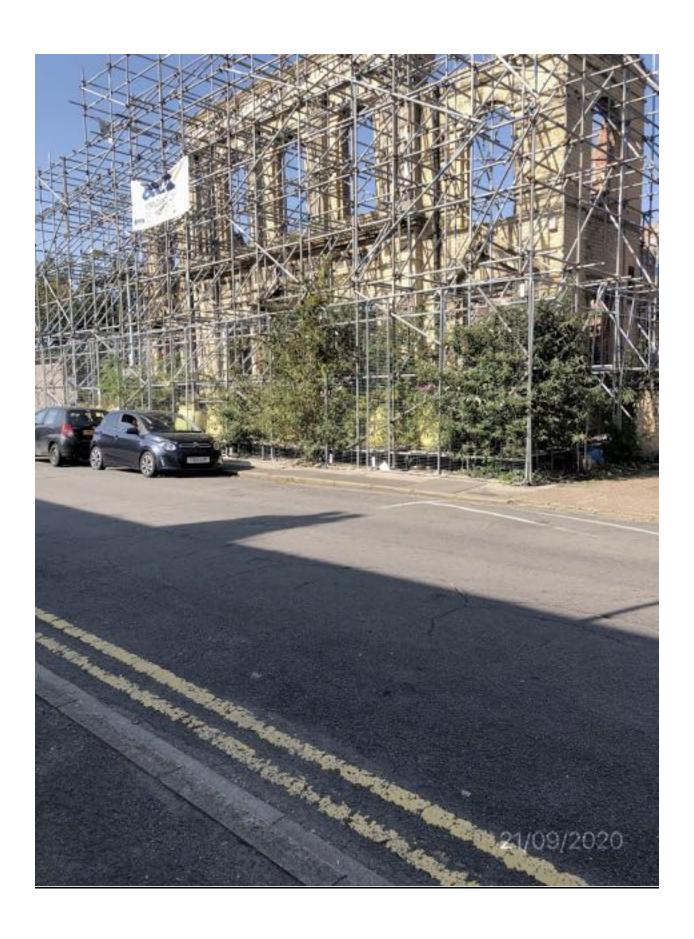










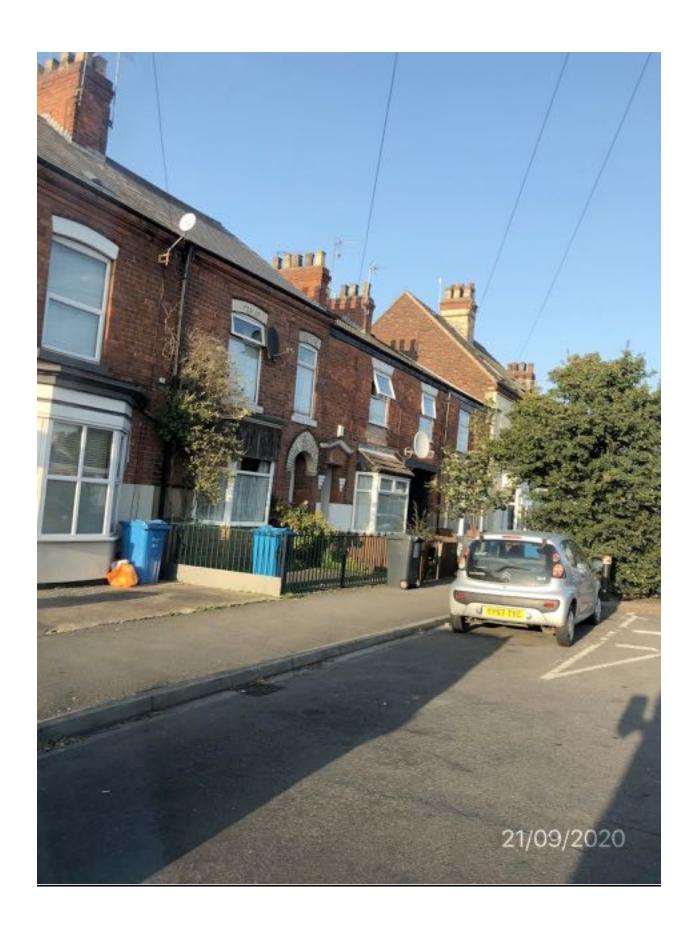


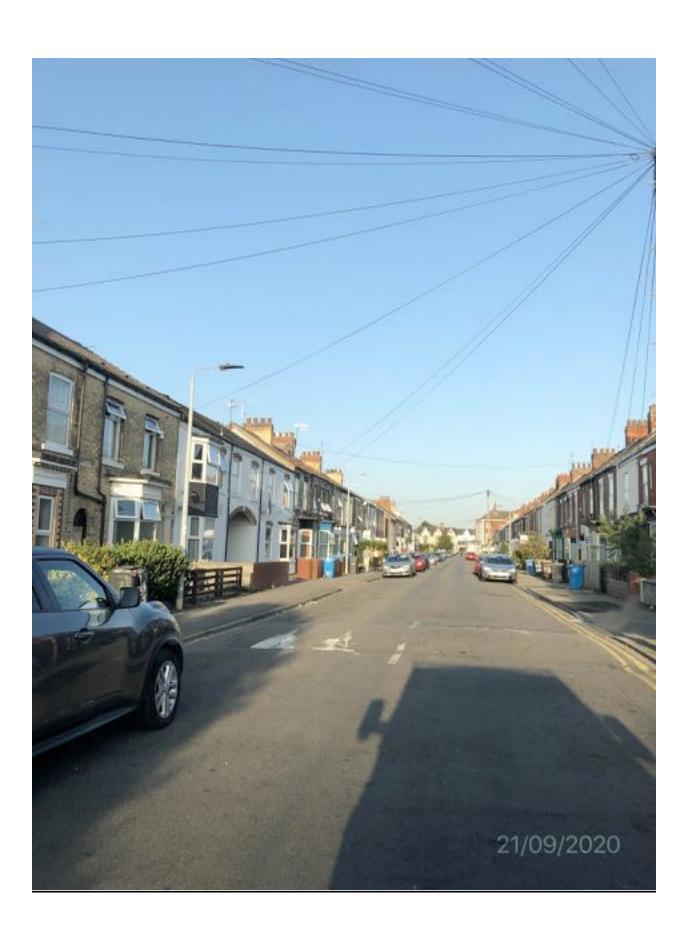


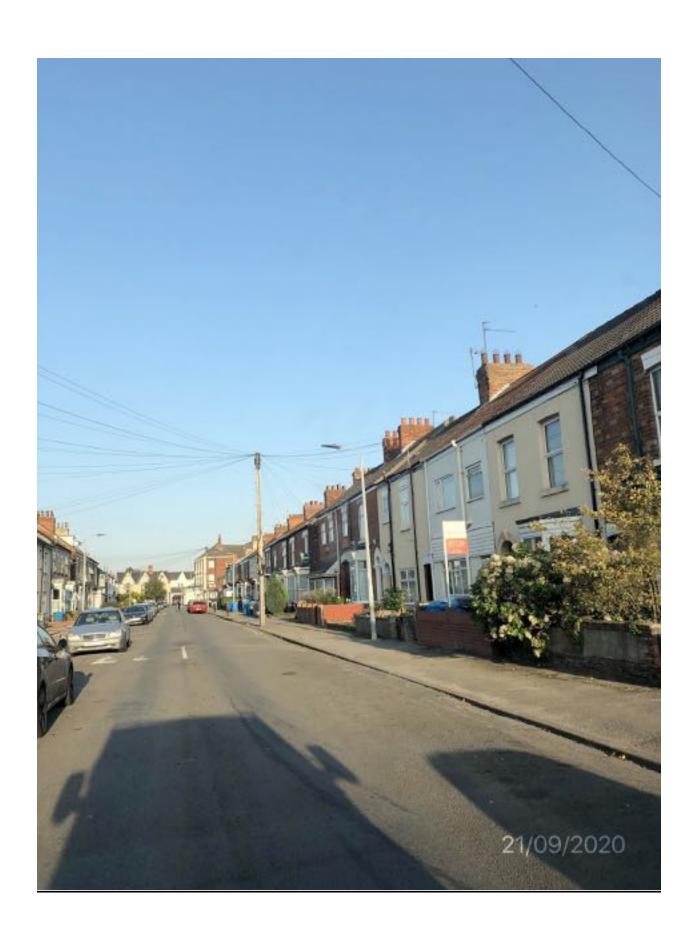


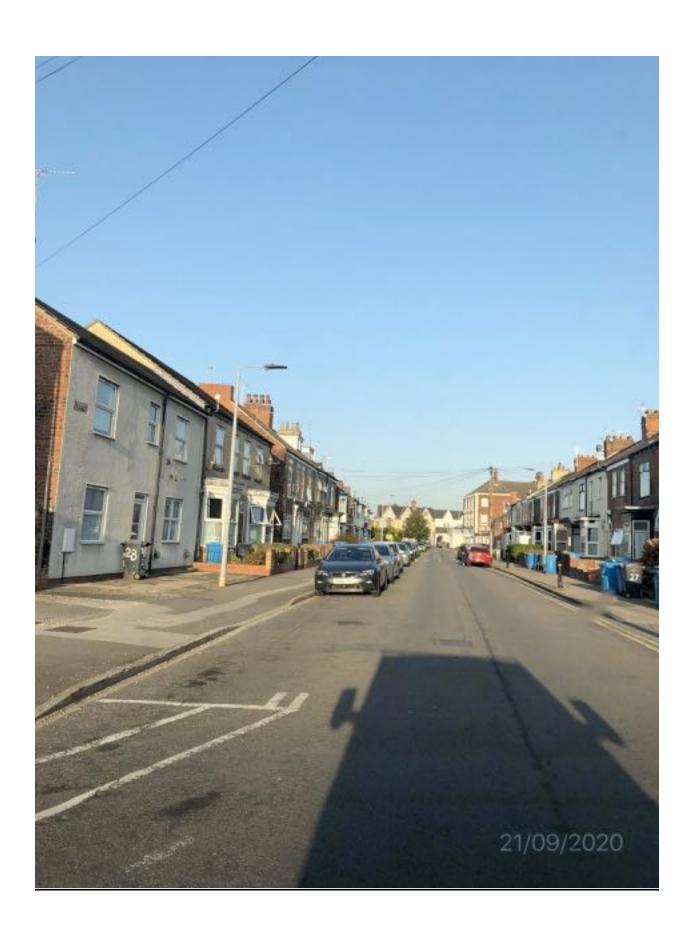




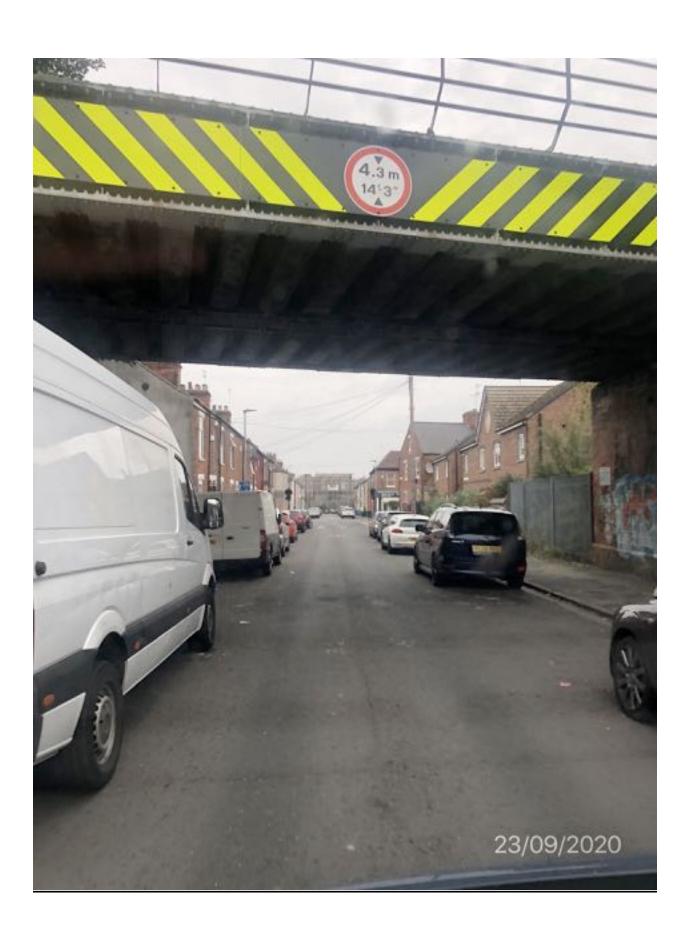






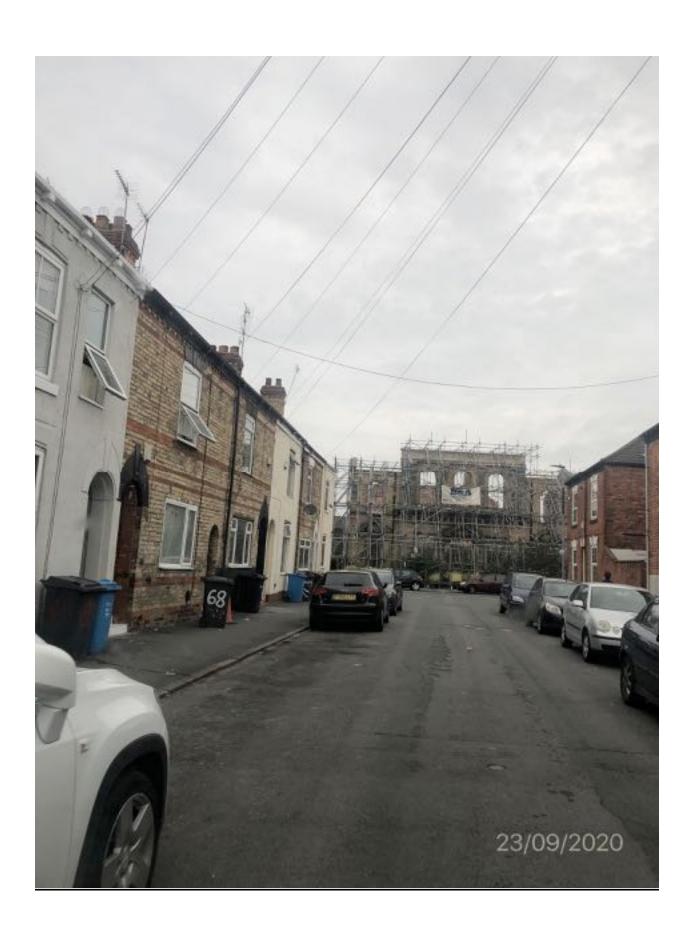


































Conclusion

In conclusion, I believe that the photographic evidence provided demonstrates the required spare parking capacity on Princes Road & surrounding highways including Lambert Street & De Grey Street as advised in the pre-planning application. Given the photographic evidence provided, I further believe there are no parking problems to the detriment of highway safety and local residential amenity.