

# **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**

1. 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;
  - b. the type, mix and use of development;
  - c. 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;
2. 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**

Use Class	Type	Space (x)	Visitor Space (x)	Cycle Parking	Disabled Parking	Powered Two-Wheelers/Motorcycle Parking
<b>C0 Bedding houses</b>						
<b>C0(a)</b> Detached, semi-detached and terraced houses, purpose-built flats and flat conversions <sup>1</sup> - use by single person or family	Studio/1 bed	1	---	1 under cover and lockable space per unit	Where communal parking proposed -  5-20 units: 1 space  over 20 units: the 0.5% of the total number of units (rounded upwards) (rounded up) for each unit rounded up, plus 1 space of a minimum dimensions to be used by disabled persons for every 12 units.	Where communal parking proposed and in major residential developments:  5% (1 in 20) of the required car parking provision excluding disabled car parking spaces
	1 bed	1				
	2 bed	2				
	3 bed	3				
	4 bed	4				
Extensions and alterations:	with additional habitable rooms on upper floors/ roofspace	1 per additional habitable room ***  where floor to be provided	---	As per class C0(a)	As per class C0(a)	As per class C0(a)
	with new/extra habitable rooms on the ground or lower ground floor	1 per additional habitable room ***  where floor to be provided				
Additional and extensions: flats or bungalows	with a total of 6 or more habitable rooms and bathroom	1 per additional habitable room ***  where floor to be provided	---	As per class C0(a)	As per class C0(a)	As per class C0(a)

Use Class	Type	Space (x)	Visitor Space (x)	Cycle Parking	Disabled Parking	Powered Two-Wheelers/Motorcycle Parking
<b>C01 Elderly persons housing**</b>  Category I – Retirement dwellings, no welfare control	1 bedroom	1 per unit	1 short term space per house, plus 1 long term space per 5 units	---	---	---
	2 bedrooms	2 per unit		---	---	---
	3 or 4 bedrooms	3 per unit		---	---	---
Category II – Welfare Centres, sheltered dwellings	1 or 2 bedrooms	1 per unit				
C02 (e.g. Supported housing schemes such as: hostels for people with mental health issues, nursing homes, residential care homes)	up to 6 people living together as a single household and meeting care	1 space per person	1 space per one dwelling	As per class C0(a)	As per class C0(a)	As per class C0(a)
C03 (e.g. Small religious community, others living together as a single household)	groups of up to 6 people living together as a single household	As per class C0(a)	As per class C0(a)	As per class C0(a)	As per class C0(a)	As per class C0(a)
C4 Houses in Multiple Occupation - small shared houses	between 3 and 6 unrelated people sharing basic amenities	As per class C0(a) except city centre where 0.5 x n.o. of bedrooms apply	As per class C0(a)	As per class C0(a)	As per class C0(a)	As per class C0(a)

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.





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## **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.