

SYKES PLANNING LTD

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Dear Sir/ Madam

**SUPPORTING PARKING SURVEY FOR PLANNING APPLICATION -
USE OF DWELLING AS 8 BED HMO,
8 BLACKTHORN CLOSE, COVENTRY CV4 7DQ**

This Parking Survey has been compiled to support the planning application above.

Application Proposal and recent history

The planning application proposes to use this detached dwelling as a HMO with 8 bedrooms and 8 occupants. On-site parking space is available for 2 cars. The site is located on Blackthorn Close, which is a residential cul-de-sac of 16 detached houses, located off Bransford Avenue.

Parking is available on the forecourt of dwellings in Blackthorn Close with either 1 or 2 spaces available. On-street parking is also available, although the Cannon Park estate is subject to the University of Warwick - residents parking scheme (WU). Permits are indicated as only being available to resident who live in Cloud Green, Leam Green, Lichen Green and Stare Green, with residents parking bays available on Bransford Avenue. Parking is restricted to Resident Permit holders only on Monday to Friday between 10:00 and 11:00 hours and between 14:00 and 15:00 hours.

8 Blackthorn Close has been extended with various planning permissions granted for a bedroom over the garage, a two-storey rear extension and ground floor extensions.



Relevant Policies and transport issues

Policy AC1 (Accessible Transport Network) of the Coventry Local Plan requires development which is expected to generate additional trips to integrate with existing transport networks and Policy AC3 (Demand Management) requires the provision of car parking to be assessed on the basis of the Parking Standards set out in Appendix 5.

The existing dwelling can be used as a shared house or small HMO (Class C4) for up to 6 occupants without planning permission. These standards in the City Council's Local Plan would have a maximum requirement of up to 3 car parking spaces for a family dwelling or 5 spaces for a 6 bed HMO. However, the dwelling has forecourt parking space whereby a maximum of 2 cars could be parked. The proposed use would have a maximum requirement of 0.75 car parking spaces per bedroom and 1 cycle space per 3 bedrooms for the proposed use. This would require up to 6 car parking spaces and 3 cycle spaces for the resulting HMO. Therefore, considering the existing parking provision and the fact that the property can be used as a shared house or small HMO (Class C4), the proposed development would generate a need for a maximum of between 1 and 3 additional parking spaces.

However, it is recognised that in exceptional circumstances there may be occasions when it could be appropriate to have a lower or higher level of parking depending on the specific details of the application. In all cases, any departures from the standards should be fully and appropriately justified with detailed supporting evidence.

- Surveys of parking capacity and occupancy levels on surrounding streets and parking areas.
- Consideration of likely trip generation and parking accumulations for the proposed development with supporting evidence.
- Details of how the parking will be managed and how that will mitigate any under or over provision.

The application proposes a HMO in an established residential area which is in a highly sustainable location. Cannon Park is pedestrian-friendly with wide, safe, well-lit footpaths connecting to the Cannon Park District Centre (which is a 5 minute walk and 2 minute cycle ride away) and to Warwick University campus (which is a 10-15 minute walk and 5 minute cycle ride away). There is a bus route around the estate (service 47), which travels along Bransford Avenue and has a bus stop within easy reach of the site. Lynchgate Road has a number of routes giving regular access to the City Centre and wider area (services 18A, 43, 47, 60, 60A, 87 and 89). The site is conveniently located close to Cannon Park District Centre and the area is well-served by shops, a gym, a church and local amenities within easy walking distance.

The applicant does, however, consider that the nature of the accommodation is such that it would be mostly suitable for students, and it is unlikely that all residents of the proposed development will choose to keep a car at the property, given the highly sustainable location of the site and its close proximity to Warwick University. The University have carried out a recent travel study and this indicated that only 7.8% of undergraduates drive to campus with a further 1.8% as passengers. Based on figures in the TRICS database for a HMO in this location, it is suggested that the trip generation would be unlikely to exceed three or four vehicular movements per day, but would not be greater than a family dwelling.

Having regard to the small nature and location of the proposed development, it is not considered that a specific management or allocation system is required for parking in this development or that the proposed development generates any requirement for a Residents Parking Zone.

Following the publication of the National Planning Policy Framework and the National Planning Policy Guidance, in order for a proposed development to be refused on highways and transportation grounds, the impact of that development needs to be demonstrated as being “severe”. This has the effect that, whilst a development can have a detrimental impact on the highway network, it should be allowed unless that impact can be considered “severe”. In this case, the impact of the proposed development is not considered to be severe.

In this case, the nature and location of the development and the findings of the Parking Survey demonstrates that significant numbers of on-street parking spaces are regularly available such that the impact of the proposed development would not be severe.

Parking Survey Methodology

The Parking Survey was carried out by visiting Blackthorn Close as it was considered that future occupants of the proposed development and visitors would park as near to the site as was available. On-street parking is permitted although the Cannon Park estate is restricted to Resident Permit holders only on Monday to Friday between 10:00 and 11:00 hours and between 14:00 and 15:00 hours.

The Survey was carried out on three separate evenings to assess the availability of on-street car parking, so that an accurate assessment can be made of the impact of the proposed development on highway safety and the living conditions of residents in the vicinity of the site. The Survey has been carried out over a one-week period during university term-time between 4-8 June 2018. The Survey was carried out during the early evenings, which is expected to be the time when demand for parking would be highest.

The Survey methodology is in accordance with recommended good practice and there is no further local guidance as to the level of information required by Parking Surveys. At the time of writing the Council have indicated that they are preparing further guidance as part of the Coventry Connected SPD, but no draft guidance has been circulated to date. Therefore, the updated format of this document accords with the current requirements and is sufficient to support the conclusions of the Survey.

Parking in the survey area is either on-site or on-street by way of parallel parking. Therefore, 6m length is allowed for one space. The available number of spaces are calculated by subtracting the number of parked cars from the total number of available spaces below. The Survey established that the following lengths of road were available for parking:-

Blackthorn Close has a dropped kerb crossings to each property and a turning head at the southern end of the cul-de-sac. Waiting is also not available around the junction with Bransford Avenue. All these areas have been excluded from the survey. Therefore 23 spaces could be available on-street.

Parking Survey Results

The Survey has involved visits to the site on the following occasions :-

Blackthorn Close has 23 spaces available.

Monday 4 June 2018 at 17.15 hours - 0 parked cars = 23 spaces available

Monday 4 June 2018 at 17.35 hours - 0 parked cars = 23 spaces available

Monday 4 June 2018 at 17.50 hours - 0 parked cars = 23 spaces available

Monday 4 June 2018 at 18.05 hours - 2 parked cars = 21 spaces available

Monday 4 June 2018 at 18.20 hours - 2 parked cars = 21 spaces available

Monday 4 June 2018 at 18.35 hours - 2 parked cars = 21 spaces available

Monday 4 June 2018 at 18.50 hours - 2 parked cars = 21 spaces available

Monday 4 June 2018 at 19.05 hours - 1 parked car = 22 spaces available

Tuesday 5 June 2018 at 17.00 hours - 1 parked car = 22 spaces available

Tuesday 5 June 2018 at 17.35 hours - 1 parked car = 22 spaces available

Tuesday 5 June 2018 at 17.50 hours - 2 parked cars = 21 spaces available

Tuesday 5 June 2018 at 18.20 hours - 3 parked cars = 20 spaces available

Tuesday 5 June 2018 at 19.00 hours - 1 parked car = 22 spaces available

Friday 8 June 2018 at 17.45 hours - 0 parked cars = 23 spaces available

Friday 8 June 2018 at 18.00 hours - 0 parked cars = 23 spaces available

Friday 8 June 2018 at 18.30 hours - 1 parked car = 22 spaces available

Friday 8 June 2018 at 19.05 hours - 0 parked cars = 23 spaces available

Friday 8 June 2018 at 19.15 hours - 0 parked cars = 23 spaces available

Photographs were taken on each occasion and are appended to the Survey.

Conclusion

The planning application proposes to use this detached dwelling as a HMO for 8 occupants. Whilst this would intensify the demand for parking, with a resulting requirement for between 1 and 3 more parking spaces to fully meet the Council's maximum Parking Standards, the development would only result in a modest trip generation of no more than a family dwelling, even if residents chose to keep a car at the site, and the Survey concludes that the impact of the proposed development on the highway network would not be severe.

The Survey demonstrates that Blackthorn Close is not heavily parked. Dwellings all have their own individual on-site parking and, therefore, demand for on-street parking during peak times was low and the Survey demonstrates that significant amounts of on-street parking were regularly available within easy reach of the site, if needed. The Survey shows that between 87% and 100% of the 23 available on-street spaces in the survey area were available and within easy reach of the site if residents of the proposed development were to choose to keep a car there.

The applicant does, however, consider that this is unlikely to be the norm that residents would keep a car at the site given the highly sustainable location of the site and its close proximity to Warwick University. With this in mind, it is not considered that a specific management or allocation system is required for parking at this development and that it is appropriate to have a lower level of parking than the Council's maximum Parking Standards would require.

Kind regards,
Richard Sykes
for Sykes Planning Ltd

APPENDIX - PHOTOGRAPHS TAKEN AS PART OF THE PARKING SURVEY

Monday 4 June 2018 at 17.15 hours - 0 parked cars = 23 spaces available



Monday 4 June 2018 at 17.35 hours - 0 parked cars = 23 spaces available



Monday 4 June 2018 at 17.50 hours - 0 parked cars = 23 spaces available



Monday 4 June 2018 at 18.05 hours - 2 parked cars = 21 spaces available



Monday 4 June 2018 at 18.20 hours - 2 parked cars = 21 spaces available



Monday 4 June 2018 at 18.35 hours - 2 parked cars = 21 spaces available



Monday 4 June 2018 at 18.50 hours - 2 parked cars = 21 spaces available



Monday 4 June 2018 at 19.05 hours - 1 parked car = 22 spaces available



Tuesday 5 June 2018 at 17.00 hours - 1 parked car = 22 spaces available



Tuesday 5 June 2018 at 17.35 hours - 1 parked car = 22 spaces available



Tuesday 5 June 2018 at 17.50 hours - 2 parked cars = 21 spaces available



Tuesday 5 June 2018 at 18.20 hours - 3 parked cars = 20 spaces available



Tuesday 5 June 2018 at 19.00 hours - 1 parked car = 22 spaces available



Friday 8 June 2018 at 17.45 hours - 0 parked cars = 23 spaces available



Friday 8 June 2018 at 18.00 hours - 0 parked cars = 23 spaces available



Friday 8 June 2018 at 18.30 hours - 1 parked car = 22 spaces available



Friday 8 June 2018 at 19.05 hours - 0 parked cars = 23 spaces available



Friday 8 June 2018 at 19.15 hours - 0 parked cars = 23 spaces available

