[redacted]

In response to the comments by Highways.

1. The occupation level has not increased despite the change of housing provision the potential for each occupant to own a vehicle is the same regardless, this is an opinion not an absolute. The second room would most likely become a study or home office if owned by a couple or a bedroom for young children reducing vehicle user occupancy further whereas bedsit accommodation has the potential for greater numbers to stay at the property, regardless of financial status the potential should be less on this basis (as many students have vehicles.)
2. Currently there is no provision for parking other than on the highway, removal of the wall provides an improvement with less obstruction of the carriageway which has to be seen as a planning gain for a property that is not changing occupancy levels. The dimensions may be limited but this is an existing situation resulting in an improvement.
3. Bin storage has been shown on plan to the side and rear cycle storage would be to the rear of the dwelling and for the one unit this would have to go through the kitchen diner and down the corridor but this is achievable.

   National evidence clearly demonstrates that HMOs generate significantly higher parking demand than C3 dwellings. The House of Commons Library briefing on HMOs identifies "**parking difficulties**" as a key impact associated with high concentrations of HMOs (HoC Briefing Paper 05414, p.3). The Government's evidence review further highlights "**pressures upon parking provision**" arising from HMO clusters (ibid., p.4–5).

   On this basis, the conversion of the existing 4-bed HMO into two 2-bed C3 dwellings represents a **clear reduction in parking demand**, even where on-site parking is limited.

   Not to mention other planning gains such as thermal and energy improvements from conversion, meeting h housing demand and the occupants having a stake in the local neighbourhood supporting local communities also should be seen as positive factors to overrule Highways objections in this instance.

   Should further details be required please let me know, however given the principles have been identified and this is not a new build requiring full compliance but a change of use the information already provided should be sufficient to make an asessment.

Regards,

Fred Carter