
4 THORNTON AVN UB7 9JT

PARKING STRATEGY

PROPOSAL: Change of use from Class C4 (Dwellinghouse) to Class C3 (HMO for up to 6 persons)

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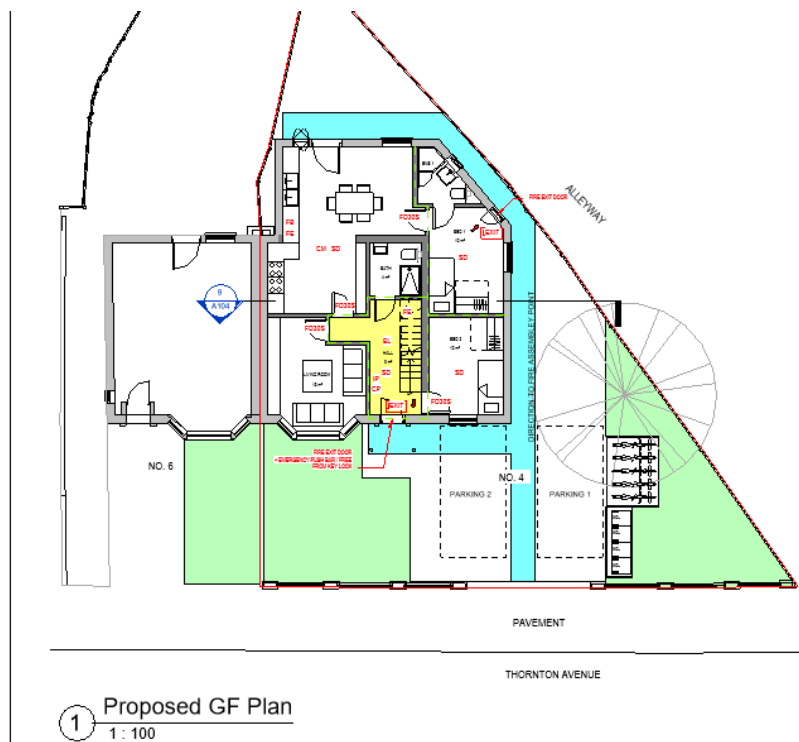


Figure 1. The two parking spaces are located on the front drive.

London Plan Policy T6 provides the general policy approach to be taken in considering the car parking requirements for development proposals. The following criteria are particularly relevant to the current proposals: A - Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B - Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

G - Where car parking is provided in new developments, provision should be made for infrastructure for electric or other. Policy T6.1 provides details on the car parking requirements for residential developments. The following criteria are particularly relevant to the current proposals:

A New residential development should not exceed the maximum parking standards set out in Table 10.3. C All residential car parking spaces must provide infrastructure for electric or ultra-low-emission vehicles. E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free. Criterion E states that sui generis residential uses should be car free. As part of the changes to the Use Classes Order in September 2020 Houses in Multiple Occupation now fall under the heading of sui generis. As such, a case can be made that the proposed 6 room HMO should be a car-free development.

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