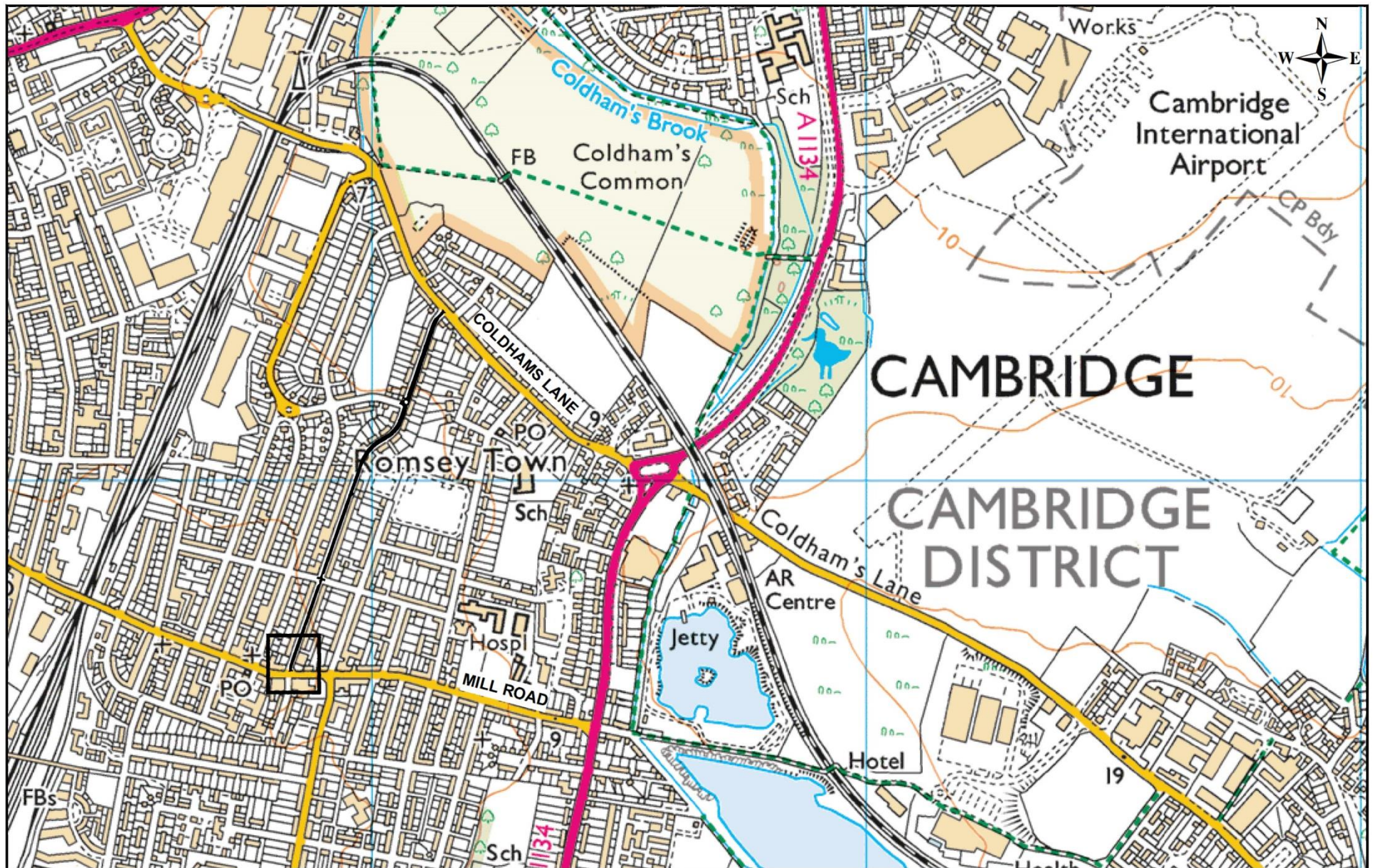


Appendix 1:



Scale (at A4): 1:10000

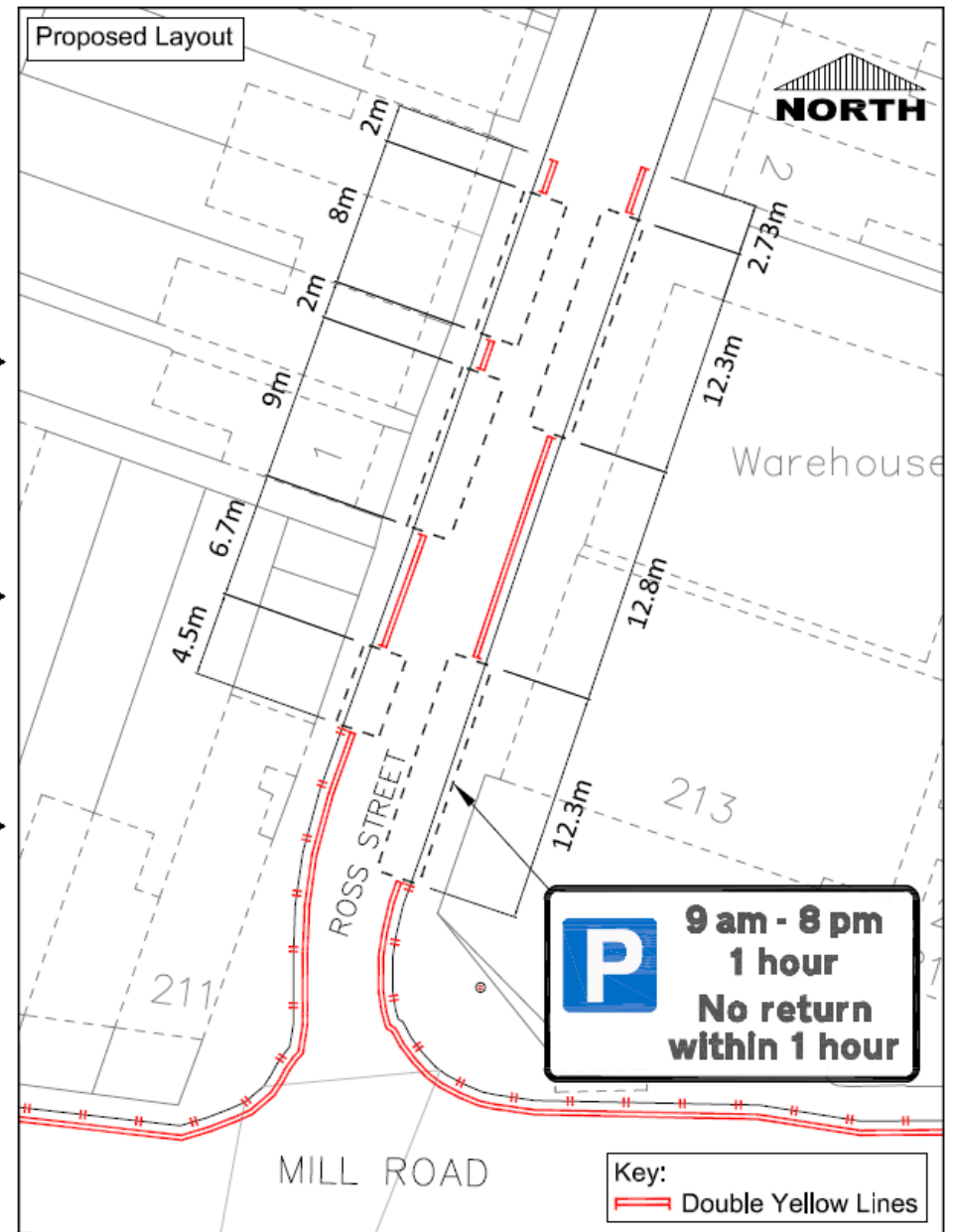
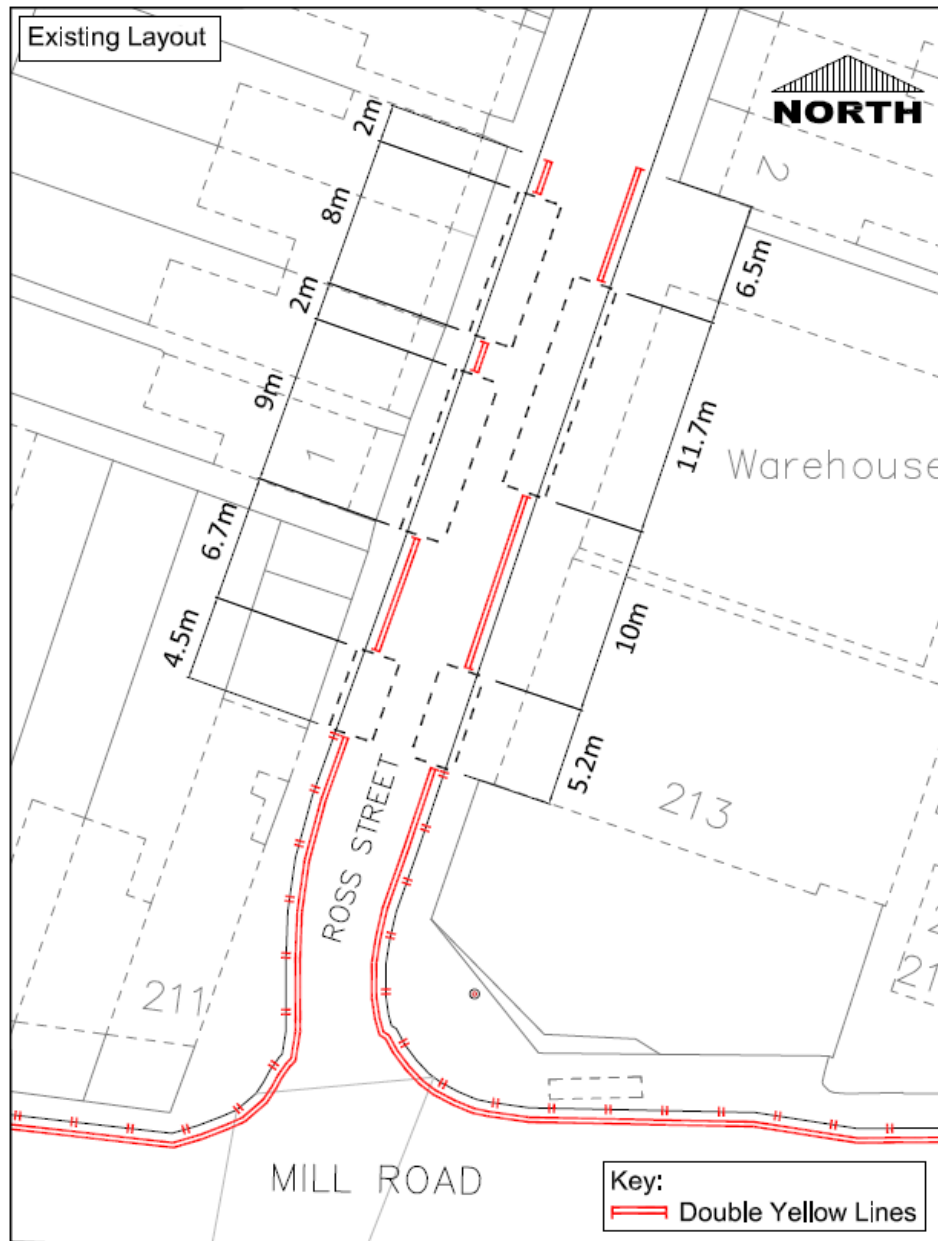
Centred at: 546937,257961

Date: 04/12/2017

By: fw423

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Appendix 2:



Appendix 3:

No	Comments	Officer's Comments
1	<p>I would like to register my objections to this proposal. I also propose an alternative suggestion that I think will be in the best interests of residents and local businesses alike.</p> <p>Reasons for objection</p> <ol style="list-style-type: none"> 1. Parking bay availability for residents of Ross Street is already severely constrained. I often have to park as far away as Vinery Road. 2. Are you aware that there is a new development going on at the site known as 213 Mill Road? It is likely that this could lead to ~15 additional vehicles needing to park on Ross Street, exacerbating the already strained parking situation. 3. Installing restricted bays will mean less space for residents to park their cars. Many residents don't use their cars in the daytime, so the overnight relaxation will be of absolutely no benefit. <p>Alternative suggestion</p> <ol style="list-style-type: none"> 1. I can only see this benefitting residents if Ross Street was converted to controlled resident only bays. This would then mean available parking bays for residents, 	<p>The net result of these proposals is the loss of one unrestricted parking space, with the introduction of a restricted parking bay that is suitable for 2-3 cars at a time. Residents can park in said bay, overnight, from 7pm to 10am.</p> <p>(It should be noted tot the reader that, to facilitate the development of 213 Mill Road, the parking bays shown on the western side of the road on the plan have been temporarily removed).</p> <p>The changes have been proposed by the developers of 213 Mill Road. The intent of moving the 12m long parking bay northwards is to account for the new access and the rationale for extending the 5m unrestricted parking bay and subjecting it to a 1 hour no return within 1 hour waiting restriction is to provide parking facilities for nearby businesses, one of which will be situated on the development site.</p> <p>There is a balance to be had to provide parking facilities for local businesses - to dissuade illegal/obstructive parking and or avoid patrons parking in the unrestricted bays that residents rely on - whilst also benefiting the residents themselves.</p> <p>While this may be true, such a proposal is outside the scope of this project, where, considering the cost involved, we cannot make the developer pay for such a scheme.</p>

	<p>whilst also providing support for local businesses.</p> <p>The parking situation in Ross Street is so dire that the loss of even 1 unrestricted bay will have an impact on local residents. I agree that this problem is not limited to Ross Street, and that all streets that provide non-residents unrestricted parking and access to the train station have the same constraint.</p>	<p>As it stands this is the second time these exact proposals have been advertised where the developers will soon be in the position to install the requisite signs and lines. The process of implementing a residents parking scheme would delay this by a considerable amount of time and would invoke, relatively, significant additional costs.</p> <p>As above, there is a balance to be had as we are dealing with the public highway where, although on-street parking is permitted, there is no priority.</p>
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