

**Planning and Rights of Way Panel 26<sup>th</sup> February 2019**  
**Planning Application Report of the Service Lead - Infrastructure, Planning & Development**

Application address: 64 Whites Road , Southampton			
Proposed development: Change of use from a dwelling house (class C3) to a house in multiple occupation (HMO, class C4) - Retrospective			
Application number:	18/02235/FUL	Application type:	FUL
Case officer:	Stuart Brooks	Public speaking time:	5 minutes
Last date for determination:	04.02.2019	Ward:	Sholing
Reason for Panel Referral:	Five or more objections have been received	Ward Councillors:	Cllr Wilkinson Cllr Baillie Cllr Guthrie
Applicant: Mr Max Easton		Agent: Mr David Windsor	

Recommendation Summary	Conditionally approve
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Community Infrastructure Levy Liable	Not applicable
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**Reason for granting Permission**

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 39-42 and 46 of the National Planning Policy Framework (2018). Policies – CS13, CS16, CS18, CS19 of the of the Local Development Framework Core Strategy Development Plan Document (Amended 2015). Policies – SDP1, SDP5, SDP7, SDP9, H4, H7 of the City of Southampton Local Plan Review (Amended 2015) as supported by the relevant guidance set out in the HMO SPD (2016) and Parking Standards SPD (2011).

<b>Appendix attached</b>			
1	Development plan policies	2	Relevant planning history
3	Approved works	4	HMO 40m radius survey
5	Parking survey		

**Recommendation in Full**

**Conditionally approve**

## **1. The site and its context & background to the scheme**

- 1.1 The site lies on the western side of Whites Road within the ward of Sholing and in walking distance of the nearby Bitterne shopping area. The surrounding area is mainly characterised as a suburban housing area with a mixed style of dwellings. The site comprises a 2 storey semi-detached building, with the front building line set back from the street by a hard surfaced driveway. The property has a 24m long garden to the rear.
- 1.2 64 Whites Road was extended and converted into 2 semi-detached dwellings under permission 16/01779/FUL. The development has not been carried out in accordance with details approved for landscaping and parking layout (including the hardstanding and planting on the frontage), bin storage, and height of the boundary treatment next to the parking areas. In addition, the building is occupied as 2 no. C4 houses in multiple occupation, albeit without planning permission. The Council's Enforcement team have agreed short-term timescales with the applicant to resolve these breaches of planning control. This application follows those discussions and seeks permission for 1 of the unauthorised HMOs. The second unauthorised HMO will cease when the tenancy expires on 18<sup>th</sup> June 2019.
- 1.3 In order to remedy the breach of conditions, condition 4 is recommended. It reads as follows, and relates to plan ref: WR005B that is appended to this report at **Appendix 3**:
- 1.4 *Parking, landscaping, boundary treatment & bins*  
*Within 3 months of the date of this decision notice, the layout and surfacing of the parking and access, the landscaping, bin storage and boundary treatment shall be provided in accordance with drawing no. WR005B as approved under application 17/01780/DIS for the discharge of condition 3 (landscaping) and shall thereafter be retained and maintained as approved. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored to the front of the development hereby approved.*  
*Reason: To remedy the harm arising from the breach of planning under permission 16/01779/FUL. To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety. In the interests of residential amenity and visual amenity.*
- 1.5 The applicant has indicated that 2 of the 4 tenants in the second HMO will move out on or before 18th June 2019 when the current tenancy lapses. This would result in the building being used as a C3 dwelling and a C4 HMO (assuming the recommendation is supported). A degree of under-enforcement is, therefore, recommended given the current tenancy and the applicant's right to an appeal in the event of a refusal.

## **2. Proposal**

- 2.1 Retrospective planning permission is sought for 1 no. C4 HMO.

- 2.2 As stated, since the adjoining dwelling approved in 2016 was built out, both semi-detached properties (64 and 64a Whites Road) have been converted and occupied C4 HMOs without planning permission. As such, this application is being considered retrospectively for 1 no. 5 bedroom HMO, with access to communal facilities including an open plan kitchen and dining/living space (27sqm), ground floor toilet and first floor bathroom/toilet. There are 2 bedrooms of the ground floor with sizes of 10.7 and 14sqm, and 3 bedrooms on the first floor (one with ensuite toilet and shower) with sizes of 16, 10.5, 11sqm. The room sizes adequately comply with the minimum standards under mandatory HMO licensing – bedrooms 6.51sqm, combined kitchen/living room 11.5sqm upto 5 occupants. The occupants have access to 130sqm of private amenity space and there is 1 off street parking space and the kerbside space in front of this space.
- 2.3 The Council's Enforcement Team are in communication with the owner regarding the second unauthorised C4 use at no. 64a and it has been agreed that from 18 June 2019, when current tenancy agreements expire, the property will be occupied as its authorised C3 use. The Council's Enforcement Team will continue to monitor the situation.

### **3. Relevant Planning Policy**

- 3.1 The Development Plan for Southampton currently comprises the "saved" policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The National Planning Policy Framework (NPPF) was revised in July 2018. Paragraph 213 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.
- 3.3 Policy H4 (HMOs) and CS16 (Housing Mix) supports the creation of a mixed and balanced community, whilst the policies requires HMO proposals to be assessed against maintaining the character and amenity of the local area. A 10% threshold test (carried out over a 40m radius) is set out in the HMO SPD to avoid over-concentrations of HMOs leading to an imbalance of mix of households within a community.
- 3.4 Saved Policy SDP1 (Quality of development) of the Local Plan Review allows development, providing that it does not unacceptably affect the health, safety and amenity of the city and its citizens. Policies SDP7 (Context) and SDP9 (Scale, Massing, and Appearance) allows development which respects the character and appearance of the local area. Policy H7 expects residential development to provide attractive living environments. Policy CS13 (Fundamentals of Design) assesses the development against the principles of good design. These policies are supplemented by the design guidance and standards as set out in the relevant chapters of the Residential Design Guide SPD. This sets the Council's

vision for high quality housing and how it seeks to maintain the character and amenity of the local neighbourhood.

#### **4. Relevant Planning History**

- 4.1 A schedule of the relevant planning history for the site is set out in **Appendix 2** of this report.
- 4.2 The detached property at 64 Whites Road was converted into 2 semi-detached properties under permission 16/01779/FUL as it is seen now. The Enforcement team are working with applicant to resolve the planning breach of the unauthorised use as 2 no. HMOs at 64 Whites Road. The Council has powers to serve a notice to cease the HMO use if the applicant does not cooperate within a reasonable timeframe to serve notice on their tenants to vacate. Nevertheless this should be treated as a separate matter now to the determination of the application for the 64a Whites Road.
- 4.3 Previously, the applicant sought planning permission to convert both 64a and 64 Whites Road into 2 no. HMOs under application ref no. 18/01240/FUL, however, this was refused under delegated powers in September 2018. Although the 10% threshold was not found to be breached under this refusal, it was found that the combined over-intensive use of the family homes on this semi-detached plot would be detrimental to the established residential amenity of nearby residents and uncharacteristic of Whites Road.

#### **5. Consultation Responses and Notification Representations**

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, and erecting subsequent site notices on 04.01.2019 and 11.01.2019 (the second was posted in response to a member of the public advising that the first notice was removed before it expired). At the time of writing the report **6** representations have been received from surrounding residents living in Whites Road and Spring Road. The following is a summary of the points raised:

- 5.1.1 **The parking demand generated by 10 adults with cars will lead to further competition for street parking with local residents and cause congestion and potential highways safety problems. Whites Road is becoming congested with non-residential car parking mainly from Itchen College and will be added to by the Itchen College Sports Ground (approved September 2018). The space for the parking spaces will have to be reduced to achieve the bin storage. The proposal to share the parking area with no. 64a would leave this property without its own parking spaces and difficult to access the property and, therefore, make no. 64 less likely to be used for its intended purpose as a family home.**

##### **Response**

The property will have a maximum occupancy of 5 persons. The second HMO will remain unauthorised with action planned after 18<sup>th</sup> June 2019 for the reasons set out above. The Council has maximum parking standards so providing less spaces is policy compliant. Following the submission of the parking survey, the parking impact has been assessed as acceptable. The parking spaces for no. 64 are separate to no. 64a and the Council has accepted the parking provision is acceptable for 2 dwellings (albeit not HMOs) when it approved the first

application. A condition is recommended to re-site the bin store as per the approved plans under the original planning permission. Each property will have 1 parking space as shown on plan ref: WR005B, which is appended to this report at **Appendix 3**.

- 5.1.2 **Whites Road is a desirable area for families with predominantly family households. The introduction of the HMO is out of character with the make up of households as family homes. The transient nature of the tenants living in the HMO will negatively change the character of the street. This will set a precedent for more HMOs and this will change the character of the area. The value of homes will be negatively affected.**

**Response**

The impact on property value is not a material consideration. The introduction of a single HMO within the 40m radius is not considered to significantly change the character of the area. HMOs can exist within areas of family housing as part of mixed and balanced community and there is a need for all types of housing across the City.

- 5.1.3 **The HMO is retrospective and in breach of planning control. The applicant misled the Council and neighbours into believing they were building a family home. The design of the porch at 64a does not match no. 64 and has been left in disrepair, thereby unnecessarily detracting from the visual appearance of the property.**

**Response**

The Planning Department does not condone unauthorised development, but has a duty to rectify harmful breaches of planning control in line with its adopted Enforcement Policy. Now that a retrospective application has been submitted, the applicant has the legal right a decision from the Council to regularise the unauthorised HMO use at no. 64a. Any enforcement action taken against either HMO will be held in abeyance until the outcome of this decision. The Enforcement team are currently working with the applicant to resolve the breach of the planning permission and conditions, including the unauthorised HMO at no. 64a and it has been agreed that 64a will be reverted to its authorised C3 use from 18 June 2019 when current tenancies expire. The minor difference in the style of the porch at no. 64a is such that it would not be considered expedient to take enforcement action against it as its not harmful to the character and appearance of the area. The Council are unable to require a property owner to fix small elements of their property which are in disrepair.

- 5.1.4 **The house built is in breach of the original permission. Two large sheds have been built in the garden plus the lawns are still not grassed.**

**Response**

The sheds built are to provide cycle storage facilities for the occupants of both properties. The gardens were grassed at the time of the officer's site visit. No further action is required.

- 5.1.5 **The over-intensive use would result in additional comings and goings to the detriment of established residential amenity.**

**Response**

The level of comings and goings and other incidental activities associated with the HMO use would not be significantly more noticeable than the use of the property than the 3 bedroom family home (authorised C3 use) – providing the second unauthorised HMO use ceases.

## Consultation Responses

5.4 **SCC Environmental Health (Pollution & Safety) – No objection**

### **6.0 Planning Consideration Key Issues**

6.1 The key issues for consideration in the determination of this planning application are:

- The principle of development;
- Effect on character;
- Residential amenity; and,
- Parking, highways and transport.

#### 6.2 Principle of Development

6.2.1 Policy H4 acknowledges that there is a need to maintain the supply of housing whilst balance this against maintaining a sustainable mix of households within the community. The threshold test set out in section 1.1 of the Council's HMO SPD indicates that the maximum concentration of HMOs should not exceed 10% of the surrounding residential properties within a 40m radius. The proposal would not be contrary to policy CS16 given that the property can be readily converted back into use as a family dwelling with minimal changes.

6.2.2 As such, the principle of development to convert the property into a C4 HMO can be supported subject to an assessment of the planning merits in relation to the relevant policies and guidance.

#### 6.3 Effect on character

6.3.1 The principal concerns of the refused application for 2 HMOs (18/01240/FUL refers) was the combined impact of converting both 64a and 64 Whites Road into C4 HMOs. This impact was found to be harmful on the character of the area even though the 10% threshold had not been breached (10% for no. 64 (2 HMOs out of 21 residential properties) and 9% for no. 64a (2 HMOs out of 23 residential properties)). The HMO concentration for this application would now only be 4% (1 HMO out of 23 residential properties) which is significantly under the 10% limit for the 40m radius survey area (see results of the survey in **Appendix 4**).

6.3.2 With the reduction of the number of HMOs to only one property within the semi-detached pair, it is not considered that the character of the area will be materially changed given that the mix and balance of the area will still be a predominantly made up by family households, and the comings and goings associated with the intensification of use to a 5 bedroom HMO (occupancy limited to 5 unrelated persons) would not be more significantly noticeable than the use of the property than the 3 bedroom family home (authorised C3 use). The concerns of setting a precedent for creating more HMOs in the area can be adequately controlled by the 10% threshold policy, as this would avoid an imbalance of family households through an overconcentration of HMOs within a 40m radius of the site.

6.3.3 As such, the proposed C4 HMO would respect the character of the area in accordance with the aims of policies H4, SDP7, SDP9, CS13 and CS16 and the relevant policy guidance.

## 6.4 Residential amenity

6.4.1 Under the refused application (18/01240/FUL refers), the principal concerns of impact to the residential amenity of nearby residents was in relation to combined intensification of the use of 64a and 64 Whites Road associated with the change of use to 2 separate C4 HMOs on the overall semi-detached plot. There will be a perceptible impact to the neighbouring properties in association with the more intensive HMO use (occupancy limited to 5 unrelated persons), however, it is considered that the level of comings and goings and other incidental activities associated with the HMO use would not be significantly more noticeable than the use of the property as a 3 bedroom family home (authorised C3 use). As such, the intensification of the use from C3 family dwelling to a C4 HMO (limited occupancy to 5 persons) on this semi-detached plot would not detrimentally affect the amenity of the neighbouring occupiers. Issues relating to refuse storage can be resolved through conditions.

## 6.5 Parking highways and transport

- 6.5.1 The concerns made by local residents in relation to pressure on local street parking are noted. The parking standards set out in the HMO SPD (section 5) expects the HMO to provide a maximum of 3 parking spaces (5 bedrooms) within this non-high accessibility location to public transport. The landscaping and parking layout approved under the original permission for the new dwelling only permitted 1 off-street parking for no. 64a. The parking area outside 64 Whites Road cannot be counted towards the provision for the proposed HMO as this will serve as parking for a separate property altogether. The under provision of spaces for the HMO is however policy compliant as the Council's parking policies are not based on minimum standards. The census data shows that within Sholing ward 45% of households own 1 car, 35% owning 2 or more cars, and 18% own no cars.
- 6.5.2 The parking standards states that the maximum spaces required for a 3 bedroom house is 2 spaces. As such, the parking demand for the proposed HMO would be 1 space greater, so the proposed HMO conversion is likely to result in a greater demand for local street parking and, therefore, cause competition with local residents.
- 6.5.3 The Parking Standards SPD states that the provision of less spaces than the maximum standard is permissible, however, it should be demonstrated that there is sufficient kerbside capacity within the surrounding streets to absorb overspill parking.
- 6.5.4 A parking survey was carried out at 5am on September 10th and 11th 2018 (in accordance with the Lambeth model – the methodology required by the Council) has been submitted showing that the street parking occupied 64-70% of the kerbside capacity within a 200m wide survey (**see Appendix 5**). Although this is snapshot in time, the comprehensive parking survey demonstrates that there was sufficient kerbside capacity to absorb the parking demand from the additional 2 cars unable to park on the driveway as it was found to be 31 and 26 spaces available.
- 6.5.5 The Highways Officer has not commented on the proposal, however, it is not considered that the additional trips and street parking demand associated with the HMO use would arise in an adverse impact to highways safety.

6.5.6 Cycle storage facilities would need to be provided for 1 space per HMO bedroom. Although a large cycle shed has been built in the rear garden it is unclear if its dimensions and rack system is suitable. A time limited condition can be used to secure the details of a secure and covered enclosure for cycle storage.

## 7. Summary

7.1 In summary, the regularisation of the HMO use at no.64a is not considered to be harmful to the character and amenity of the area, and highways safety. The introduction of the HMO would not imbalance the mix of the family households in the community, whilst this housing would also positively contribute towards the mix and range of smaller housing. Furthermore, the comings and goings, including traffic and parking demand generated, associated with the HMO use would not be detrimental to the amenity and safety of the residents living in the area. Condition 4 requires the bin storage already approved to be implemented. The existing use of the neighbouring property should not dictate how the Council deals with this application and it is clear that only 1 HMO can be supported and Planning Enforcement tools are available to resolve any ongoing breach.

## 8. Conclusion

8.1 It is recommended that planning permission be granted subject to the conditions set out below.

### Local Government (Access to Information) Act 1985

#### Documents used in the preparation of this report Background Papers

1. (a) (b) (c) (d) 2. (b) (d) (e) 4.(f) (qq) (vv) 6. (a) (b)

**SB for 26/02/19 PROW Panel**



## **PLANNING CONDITIONS**

01. Full Permission Timing Condition

The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

02. Retention of communal spaces

The rooms labelled kitchen, dining, and living on the plans hereby approved shall be retained for use by all of the occupants for communal purposes only to serve the occupiers whilst in HMO use.

REASON: To ensure that a suitable communal facilities are provided for the residents.

03. Occupancy limit

The HMO hereby approved shall be occupied by no more than 5 persons.

Reason: In the interests of protecting the character and amenity of the local area and to ensure appropriate shared space is available.

04. Parking, landscaping, boundary treatment & bins

Within 3 months of the date of this decision notice, the layout and surfacing of the parking and access, the landscaping, bin storage and boundary treatment shall be provided in accordance with drawing no. WR005B as approved under application 17/01780/DIS for the discharge of condition 3 (landscaping) and shall thereafter be retained and maintained as approved. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored to the front of the development hereby approved.

Reason: To remedy the harm arising from the breach of planning under permission 16/01779/FUL. To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety. In the interests of residential amenity and visual amenity.

05. Cycle storage facilities

Within 3 months of the date of this decision notice, details of secure and covered storage for 5 bicycles shall be first submitted to and approved in writing by the Local Planning Authority. The design and dimensions of the cycle storage shall be in accordance with the standards set out in the Parking Standards Supplementary Planning Document (September 2011) on p31. The storage shall be thereafter be provided within 3 months in accordance with the details agreed and retained and maintained as approved.

Reason: To encourage cycling as an alternative form of transport.

06. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, unless otherwise agreed in writing with the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning.

**POLICY CONTEXT**

Core Strategy - (as amended 2015)

CS13	Fundamentals of Design
CS16	Housing Mix and Type
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking

City of Southampton Local Plan Review – (as amended 2015)

SDP1	Quality of Development
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
H4	Houses in Multiple Occupation
H5	Conversion to residential Use
H7	The Residential Environment

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)  
Houses in Multiple Occupation SPD (Adopted - May 2016)  
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2018)

**Relevant Planning History**

**19/00047/ENCOU – Enforcement enquiry**

Breach of conditions and unauthorised HMO

**18/01240/FUL – Refused 25.09.2018**

Change of use of 64 Whites Road and house approved under planning ref 16/01779/FUL from dwelling houses (class C3) to 2 x houses in multiple occupation (HMO, class C4)

**Reason for refusal - Harmful to character and amenity**

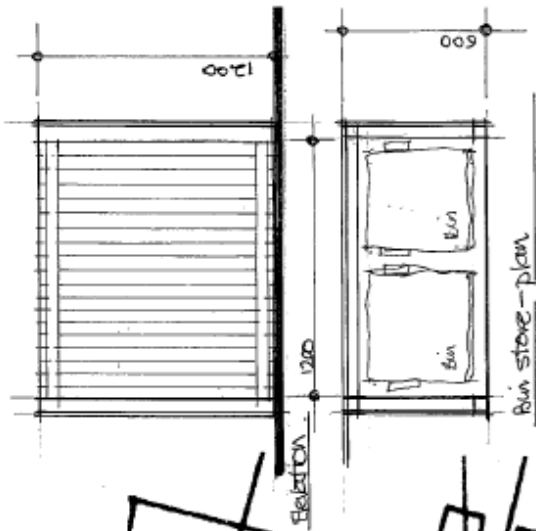
The combined intensification of the use of the properties and activity associated with the change of use to 2 separate C4 HMOs on the overall semi-detached plot would be detrimental to the amenities of nearby residents. The over-intensive use of the family homes would also be uncharacteristic of the local area, whilst noting that the 10% limit within the 40m threshold would not be breached, and will result in additional comings and goings to the detriment of established residential amenity. The proposal is, therefore, considered contrary to saved policies SDP1(i) and H4(i) of the City of Southampton Local Plan Review (2015 amended), Policy CS16 of the Core Strategy (2015 amended) as supported by the relevant sections of the Houses in Multiple Occupation Supplementary Planning Document (Approved May 2016) and the Parking Standards SPD (September 2011). This proposal is also contrary to the aims of paragraphs 127 and 130 of the NPPF, which seek to protect existing amenity and respect established character.

**17/01780/DIS – No objection 13.02.2018**

Application for approval of details reserved by conditions 2 (details of building materials to be used), 3 (landscaping plan), 5 construction management plan), 9 (energy and water), 10 (energy and water) and 13 (refuse and recycling) of planning permission ref: 16/01779/FUL for erection of 3 x bed house and alterations to existing

**16/01779/FUL – Conditionally Approved 24.01.2017**

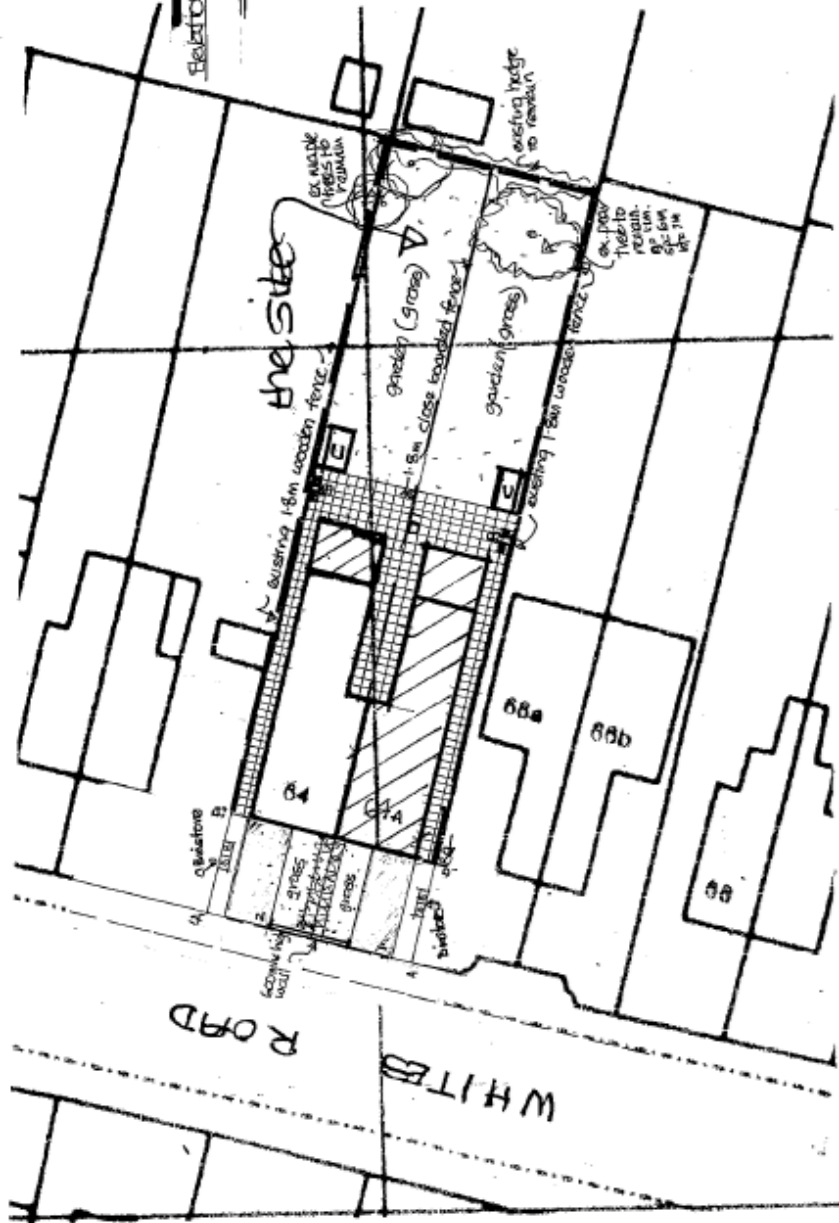
Erection of a part 2-storey, part single storey, 3-bed semi detached house and alterations to existing house including erection of a single storey extension and loft conversion with rear dormer



Legend

- cycle store
- refuse lane
- paving slabs - Buff-riven
- Block paving - Autumn Mix
- A-B close board fence 0.6m high
- B-B close boarded fence 1.8m high

Planting  
 minimum 4m Berberis thunbergii  
 4m Cotoneaster corei laurel  
 4m Potentilla fruticosa



Drawing No. W.R. 005.4

Scale 1:250

Proposed site/landscape plan - Plot adjoining 64 Whites Road, Southampton, Hants.

Planning application number 20/1017



Street	Use type	HMO record	Number of Residential properties
Whites Road			
54			1
56			2
58			3
60			4
62			5
64			6
64a		HMO proposed	7
66a			8
66b			9
68			10
70			11
72			12
74			13
76			14
39			15
41			16
43			17
45			18
47			19
49			20
51			21
53			22
55			23

**Total residential = 23; Total HMOs = 1; HMO concentration = 4% (4.3)**

# Application 18/02235/FUL Parking Survey

## APPENDIX 5

200m Lambeth Methodology parking Survey Parking Best Survey - Two overnight parking bests

Job Number & Name: Whites Rd Southampton

Site Number/Name: No.64

Client: Max Easton - Spring Acre Property Group

Date: Mon & Tues Sept 10th & 11th 2018

05:00 both days

Weather: Dry

Survey Site Location: Red Lines indicate survey boundary



Description of column headers

**Total Length of Available Kerb Space** Measured length (in metres) of kerb space [inc SY Lines] excluding individual short sections of less than 5m [ie between two crossovers]  
**Unusable kerb Space** Measured length (in metres) of unusable kerb space - sections left over not divisible by 5m - ie 12m/10m [2 spaces] - 2m unusable  
**Length (m)** Measured length (in metres) of total useable kerb length per road parking type, rounded to the nearest 5m  
**Calculated Spaces** Calculation of number of available spaces based on 5m length  
**Cars Parked** Number of vehicles parked per time period  
**Stress** Calculated stress per restriction per road based on number of parked vehicles and number of available spaces  
 please refer to OS supplied mapping for survey area and road inventory

**Brief Overview Summary** Traffic Surveys UK were appointed by Spring Acre Property Group to carry out a Parking survey for over two days  
 The survey was carried out to Lambeth Methodology guidelines to approx 200m from site  
 A Road Inventory has been supplied of the area detailing road parking available and restrictions  
 Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping  
 Vehicle spaces are determined at 5m [as Lambeth Parking Survey Methodology guidelines]  
 Survey area is extended to a junction if close to survey "boundary distance" - a turning point for a vehicle  
 Likewise survey boundary is curtailed if no parking is possible ie junction approach, narrow restricted road/bridge ped or level crossings etc.

**Result overview/observations** The parking survey area is residential in nature and unrestricted.  
 The stress occupancy over the two beats 200m from site, ranged from 64% - 70% overall respectively, with plenty of available local parking spaces close to the site and within a 2 minute walk for visitors. The area is safe and open with plenty of street lighting  
 Whites Road had occupancy of 73% and 80% on the two days.



# Traffic Surveys UK Ltd

Job Number & Name: Whites Rd Southampton

Site Number/Name: No.64

Client: Spring Acre Property Group

Date: Mon & Tues Sept 10th & 11th 2018

05:00 both days





# Traffic Surveys UK Ltd

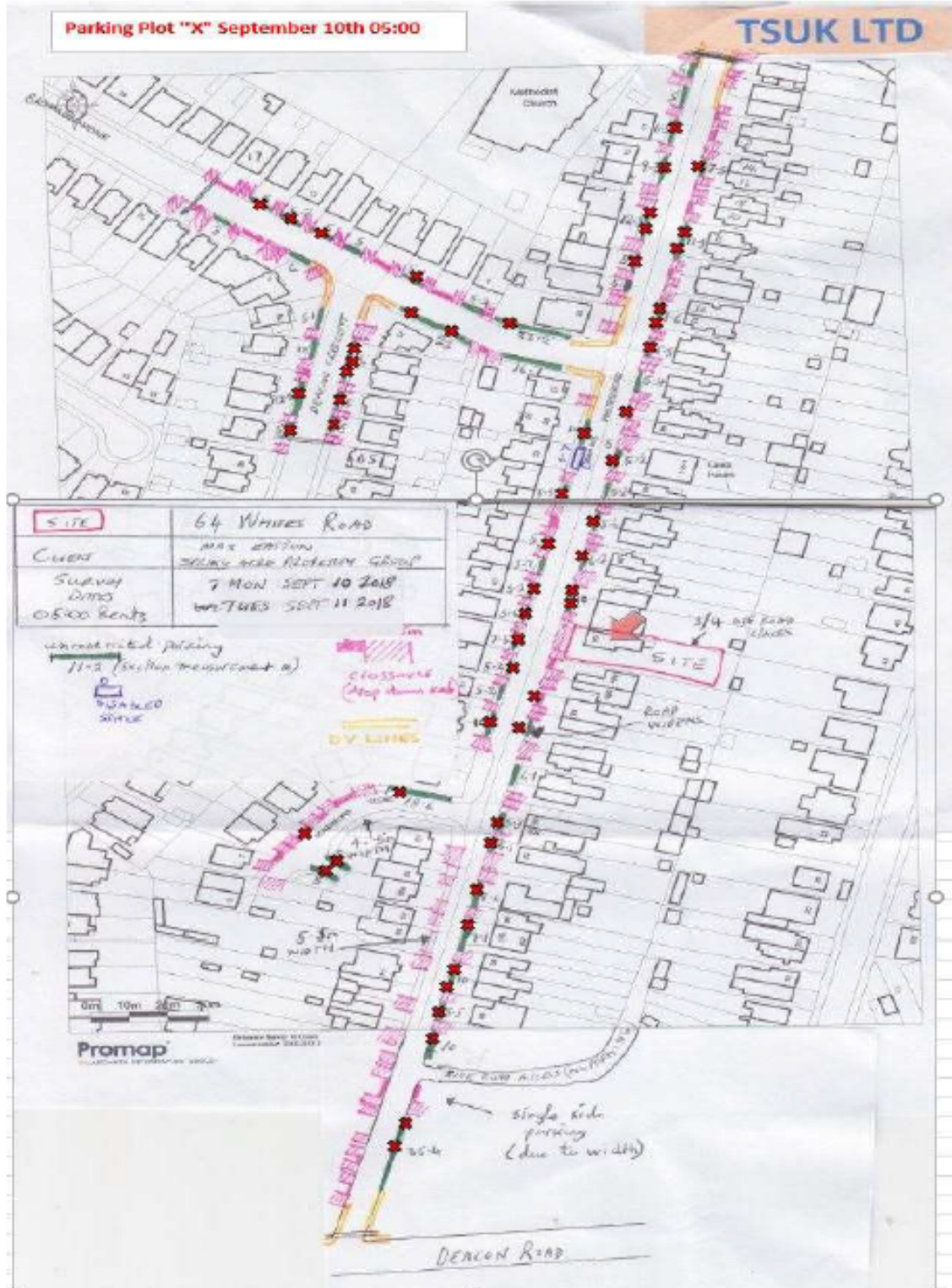
Job Number & Name: Whites Rd Southampton

Site Number/Name: No.64

Client: Spring Acre Property Group

Date: Mon & Tues Sept 10th & 11th 2018

05:00 both days



# Traffic Surveys UK Ltd

Job Number & Name: Whites Rd Southampton

Site Number/Name: No.64

Client: Spring Acre Property Group

Date: Mon & Tues Sept 10th & 11th 2018

05:00 both days



Traffic Surveys UK Ltd

Job Number & Name: Whites Rd Southampton

Site Number/Name: No.64

Client: Spring Acie Property Group

Date: Mon & Tues Sept 10th & 11th 2018

05:00 both days

The Site - 64 Whites Road



Whites Road (south section - narrows here so single side parking)

Whites Road - looking north from close to the site- double side parking here



Junction of Saxebed Close and Whites Road - looking North

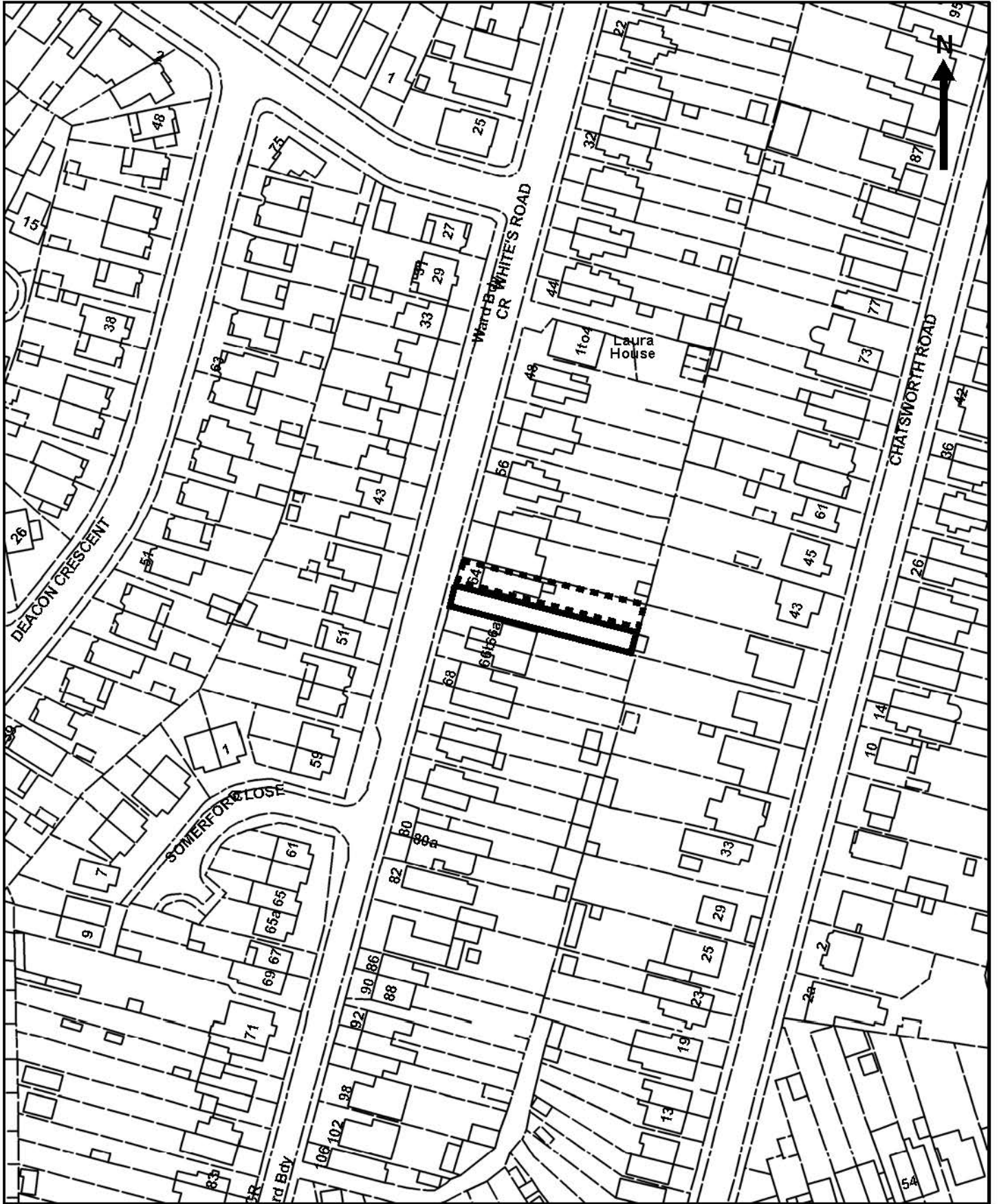
Junction of Rowenlow Avenue and Whites Road



Deacon Crescent



# 18/02235/FUL



Scale: 1:1,250

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