

Planning and Rights of Way Panel 20th February 2024
Planning Application Report of the Head of Transport and Planning

Application address: 89 Kingsley Road, Southampton			
Proposed development: Change of use from a dwelling house (class C3) to a house in multiple occupation (HMO, class C4).			
Application number:	23/01352/FUL	Application type:	FUL
Case officer:	Connor Chalmers	Public speaking time:	5 minutes
Last date for determination:	14.12.2023 (EoT 22.02.2024)	Ward:	Freemantle
Reason for Panel Referral:	Five or more letters of objection have been received.	Ward Councillors:	David Shields Pam Kenny Christie Lambert
Referred to Panel by:	N/A	Reason:	N/A
Applicant: Ancy Ltd		Agent: Planners & Architects	

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 (revised 2023).

Appendix attached			
1	Development Plan Policies	2	40m Radius Assessment
3	Parking Survey		

Recommendation in Full

Conditionally Approve

1. The site and its context

1.1 The application site is a semi-detached two-storey property with no parking in an area with primarily other two-storey semi-detached properties and a suburban

character. It currently has 3 bedrooms upstairs.

- 1.2 No physical changes have been made to the exterior of the application building. An additional bedroom will be created on the ground floor through combining the kitchen and dining area into one room. Unrestricted parking can be found to the front of the property.

2. Proposal

- 2.1 Planning permission is sought to change the use from a dwelling to a Class C4 House of Multiple Occupation (HMO) with 4 bedrooms. Car parking would continue to be facilitated via the existing on-street parking arrangements.

- 2.2 There are no external structural changes to the layout of the property proposed. Minor internal alterations comprising of the conversion of the existing ground floor kitchen into a bedroom and en-suite provisions for each bedroom would be undertaken. This leaves a communal kitchen diner and lounge area on the ground floor for use by all tenants.

2.3

Room	Location	Size	Minimum Standard
Bedroom 1	First floor rear	10.09sqm	Minimum 6.51sqm
Bedroom 2	First floor front	13.37sqm	
Bedroom 3	First floor middle	10.23sqm	
Bedroom 4	Ground floor rear	8.44sqm	
WC	Ground floor	---	All bedrooms will have en-suite facilities.
Bathroom	First floor	---	
Kitchen	Ground floor	12.13sqm	Minimum total combined kitchen / living area of 11.5sqm for up to 5 persons
Lounge	Ground floor	10.45sqm	

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 2023. Paragraph 225 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 The Council’s Houses in Multiple Occupation Supplementary Planning Document (SPD HMO) indicates:

“1.1 Houses in Multiple Occupation (HMOs) provide much-needed housing accommodation. However, a large number of HMOs in one area can change the physical character of that residential area and this can lead to conflict with the existing community.

1.2 The planning system can assist in achieving a mix of households within the city’s neighbourhoods, meeting different housing needs whilst protecting the interests of other residents, landlords and businesses. This can best be delivered by preventing the development of excessive concentrations of HMOs and thus encouraging a more even distribution across the city.”

- 3.4 Policies H4 (Houses in Multiple Occupation) and CS16 (Housing Mix and Type) support the creation of mixed and balanced communities and require an assessment of how the introduction of HMOs affect the character and amenity of the local area. The Council’s Houses in Multiple Occupation Supplementary Planning Document (HMO SPD) sets a maximum HMO concentration threshold of 10% (surveyed over a 40m radius from the front door of the property), in order to avoid over-concentrations of HMOs leading to an imbalance in the mix of households within a local neighbourhood.
- 3.5 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) allow development which respects the character and appearance of the local area. Policy H7 (The Residential Environment) 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.
- 3.6 Saved policy SDP5 (Parking) of the Local Plan Review and policy CS19 (Car and Cycle Parking) of the Core Strategy both seek to discourage reliance on cars and encourage alternative, more sustainable modes of transport by setting maximum standards for car parking and minimum standards for secure cycle storage, which are detailed in the Parking Standards SPD.

4. Relevant Planning History

- 4.1 There is no Planning history for this property

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 a site notice 26.10.2023. At the time of writing the report **7 objections (including 3 from within the ward)**, with additional comments from ward Cllr Shields, have been received from surrounding residents. The following is a summary of the points raised:
- 5.2 **HMOs lead to additional noise generated by the property and a sound proofing condition should be considered.**
Officer Response: Noise considerations in general will be addressed below.

- 5.3 **Neighbouring properties will be devalued.**
Officer Response: This is not a material planning consideration.
- 5.4 **Parking concerns**
Officer Response: The impact of parking will be discussed below; however no objection has been received from the council's highways department on highway safety grounds or to the lack of parking on offer.
- 5.5 **The agent concerned is in London, therefore who would we complain to?**
Officer Response: The Council's Environmental Health team have enforcement powers available outside of the Planning system to enforce against statutory noise nuisance. These issues are discussed in the Planning Considerations further below.
- 5.6 **Would the water pipes and drains really be adequate to accommodate 4 showers and toilets in one property?**
Officer Response: This is not a planning consideration.
- 5.7 **Do neighbours know that if five letters of objection come in from the same Ward as the application it should be heard by the Planning Panel and objectors will get a chance to speak up?**
Officer Response: Residents who have objected will be contacted to attend the Planning Panel. Although the application hasn't attracted 5 objections from the Ward, there is wider local interest including commentary from a Ward Cllr and the application is brought to Panel at the discretion of the Head of Transport and Planning.
- 5.8 **I object as this area being mainly residential the impact of one HMO would be detrimental as it could open the floodgates for more thus ruining an area.**
Officer Response: The Planning system seeks to secure a mix of accommodation to serve the whole community, and the Council's threshold tests ensure a balance. An assessment against the threshold will be made in Section 6 below.
- 5.9 **Increase of household waste and storage of large bins possibly constantly blocking the pavement causing safety concerns for pedestrians.**
Officer Response: The application includes provisions for proper household waste storage located in the rear garden, with side access, away from the street scene. The proper implementation and retention of this can be secured via planning condition.
- 5.10 **Possible overcrowding if tenants have a partner or friends stay over.**
Whilst the Planning Department will not enforce how many people are sleeping in each room, the C4 use class allows for up to 6 people to live together with any additional residents potentially triggering a material change of use that would require planning permission. In this case a condition is recommended to limit the number of occupants to 4.

Consultation Responses

5.4

Consultee	Comments
HMO Licensing	<p>We have not previously licenced this property. The amended plans detail that the proposed room sizes meet our requirements for a four bedroom property. The layout of the property also provides a protected escape route. The provision of fire doors and provision and location of smoke and heat detectors also meet our requirements for bedsit standard HMOs. Provision on en-suites in each room would also meet our amenities standards for washing facilities.</p>
Highways	<p>Regarding 23/01352/FUL, the level of highway impact generated as a result of development is not considered to be significantly harmful.</p> <p>The parking survey submitted is considered to be reasonable and appears to show that there is spare capacity in the local streets to accommodate any potential parking overspill of the development.</p> <p>Due to the nature of HMO and the resident's more independent living style, one long stay cycle space (as defined by the Council's Parking SPD) should be provided for each bedroom/resident.</p> <p>Subject to a condition to securing the cycle parking, there are no objections to the proposal.</p>
Cllr Dave Shields	<p>I'm not convinced that the loss of a family home in this part of Freemantle and replacement with an HMO is conducive to the maintenance of a balanced residential neighbourhood. I'm concerned with additional parking pressures that will be generated as the property concerned is - contrary to the supporting documentation - very poorly served by public transport.</p> <p><i>Officer Response:</i> <i>The use of a family home for an HMO is permitted development nationally, with Southampton having removing this change with its Article 4. The physical changes to the building do not prevent the building being used as a family home once again and planning permission would not be required to do so. The point regarding 'mixed and balanced</i></p>

	<i>communities' is a good one and the Council's radius tests seek to ensure that only 10% of properties within the locality are formed by HMOs meaning that a balance can be retained.</i>
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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;
- Design and effect on character;
- Residential amenity;
- Parking highways and transport

6.2 Principle of Development

6.2.1 The permitted development right to change the use of a property from a C3 single dwelling to a C4 small HMO for up to 6 persons was removed by Southampton City Council on 23rd March 2012; when the Council enacted a citywide Article 4 Direction to control the problems associated with high concentrations of HMOs in local communities. Any new HMO uses that have begun since this date require planning permission.

6.2.2 Policy H4 acknowledges there is a need to maintain the supply of housing whilst balancing this against maintaining a sustainable mix of households within the community. *Planning permission will only be granted for conversions to houses in multiple occupation where:*

- (i) *it would not be detrimental to the amenities of the residents of adjacent or nearby properties;*
- (ii) *would not be detrimental to the overall character and amenity of the surrounding area;*
- (iii) *adequate amenity space is provided which:*
 - a) *provides safe and convenient access from all units;*
 - b) *is not overshadowed or overlooked especially from public areas; and*
 - c) *enables sitting out, waste storage and clothes drying.*

6.2.3 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. This proposed HMO use is the second in the road, the HMO concentration as a result of this application would be only **7.14% (2 HMO out of 28 eligible residential properties)**, which is within the 10% maximum limit for the 40m radius survey area. This survey has reviewed the Planning Register and Licensing Register records available. Although the Council does not have a complete database on the location of all HMOs in the city, these sources provide the Council's best-known evidence. A copy of the 40m radius map is attached as **Appendix 2**.

6.2.4 Given the above, 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 Policy H4 and supporting guidance.

6.3 Design and effect on character

6.3.1 The internal works to facilitate the change of use do not visually impact on the appearance of the streetscene. Each resident is given access to an ensuite bathroom.

6.3.2 In terms of impact on the housing mix and community, it is not considered that the conversion would significantly change the character of the area. The 10% threshold in the HMO SPD seeks to ensure a balanced community and housing mix is maintained. In this instance the application would add to the mix of properties without significant harm to the area.

6.4 Residential amenity

6.4.1 There are no new side-facing windows proposed, nor any external alterations to the existing building, so the proposal does not raise concerns for creating overbearing, overshadowing or overlooking impacts for neighbouring residents.

6.4.2 A number of local objections related to the potential for noise disturbance increase. In this instance it is not considered that the change of use of the property to a four-bedroom HMO property would result in a significant increase in comings and goings that would disturb neighbouring properties and their amenity. The request for additional sound proofing would not be necessary in this instance as the other half of the semi-detached pair comprises of a ground floor and first floor flat. This means the new bedrooms would be located adjacent to existing bedrooms where the potential for significant noise and disturbance would be negated.

6.4.3 The table at paragraph 2.3 demonstrates compliance with the relevant space standards. The HMO property provides a good quality living environment for current and future occupiers of the property. All habitable rooms have good access to light and outlook. There are communal spaces available with a good-sized kitchen and separate living room, which exceed minimum standards. There is a modest sized garden at 47sqm with space for sitting out, hanging washing, and for secure cycle storage. A condition will be imposed to ensure adequate internal communal spaces are maintained.

6.5 Parking highways and transport

6.5.1 The Council's parking standards within the HMO SPD limit parking to a maximum of 3 parking spaces for a 4-bedroom HMO. Parking can be provided by way of either on-street or off-street parking spaces. In this instance, parking is not restricted on the street and the applicant has provided a parking survey evidencing the availability of parking spaces within the surrounding area. Both policies SDP5 and CS19 seek to encourage residents to use alternative, more sustainable modes of transport and discourage reliance on cars. A parking survey has been provided as part of this application. The survey, conducted over a weekday and the weekend on the nights of November 8th and November 10th, 2023, between the hours of 23:00 and 04:00, provides an average amount of available parking within a 250m radius of the property covering 326 parking spaces. The survey found that on average a reserve of around 58 parking spaces measuring 5.5m in length existed on surrounding streets.

- 6.5.2 No objections on the level of car parking provided have been received from the highways officer, who noted that secure cycle storage should also be provided. This is discussed in paragraph 6.5.3
- 6.5.3 There is space to accommodate secure and covered cycle storage within the rear garden, of sufficient size to provide 4 cycles spaces, 1 per bedroom, meeting the design guidance given in the Parking Standards SPD. Further details of the size, layout and appearance of this structure can be secured by condition.
- 6.5.4 An area for bin storage has been indicated in the submitted plans. Further details surrounding adequate bin storage can be secured via a condition.

7. Summary

- 7.1 In summary, the change of use from a C3 to C4 HMO use would not significantly harm the character and amenity of the area, or highway safety. The comings and goings associated with an HMO use, including traffic and parking demand generated, are not considered to be detrimental to the amenity and safety of the residents living in the area. Furthermore, a HMO use would not imbalance the mix of households locally. Furthermore a HMO use would contribute positively towards the availability of smaller lower cost and flexible accommodation.

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) (c) (d) (e) (f) (g) 4.(f) (g) (vv) 6. (a) (b) 7. (a)

Case Officer **Connor Chalmers** 20.02.2024 PROW Panel

PLANNING CONDITIONS

01. Full Permission Timing Condition (Performance 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 (Performance)

The rooms labelled Kitchen/Dining and Lounge shown on the plans hereby approved shall be retained for communal purposes only and shall be made available to all occupiers at all times for the duration of the approved C4 HMO use.

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

03. Limit of occupiers (Performance)

The HMO hereby approved shall be occupied by no more than 4 persons.

Reason: In the interests of protecting the character and amenity of the local area.

04. Cycle storage facilities (Performance)

Prior to the first use of the building as an authorised C4 HMO for 4 people, secure and covered storage for 4 bicycles shall be provided on site in accordance with plans that shall have first

been submitted and agreed in writing by the Local Planning Authority. The storage shall be thereafter retained as approved and made available for all occupants to use.

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

05. Refuse & Recycling (Performance)

Before the development hereby approved first comes into occupation, the storage for refuse and recycling shall be provided in accordance with the plans hereby approved and thereafter retained as approved. Refuse bins shall not be left to the front of the building or on the public highway except on the day of collection.

Reason: In the interests of visual amenity, the amenities of future occupiers of the development and the occupiers of nearby properties and in the interests of highway safety.

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.

Note to Applicant:

A HMO License is required in order to operate the property as a Class C4 HMO. The applicant is advised to contact the HMO licensing team for more information or to see the following link: www.southampton.gov.uk/housing/landlords/houses-multiple-occupation/

07. Dwelling House and House in Multiple Occupation Dual Use (Performance)

The dual Use Class C3 (dwelling house) and/or Use Class C4 (House in Multiple Occupation) use hereby permitted shall be for a limited period of 10 years only from the date of this Decision Notice. The use that is in operation on the tenth anniversary of this Decision Notice shall thereafter remain as the permitted use of the property.

Reason: In order to provide greater flexibility to the development and to clarify the lawful use hereby permitted and the specific criteria relating to this use

Note: Before the building can be occupied as a single dwelling any HMO license may need to be revoked.

Application 23/01352/FUL

APPENDIX 1

Core Strategy – (as amended 2015)

CS13	Fundamentals of Design
CS16	Housing Mix and Type
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
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

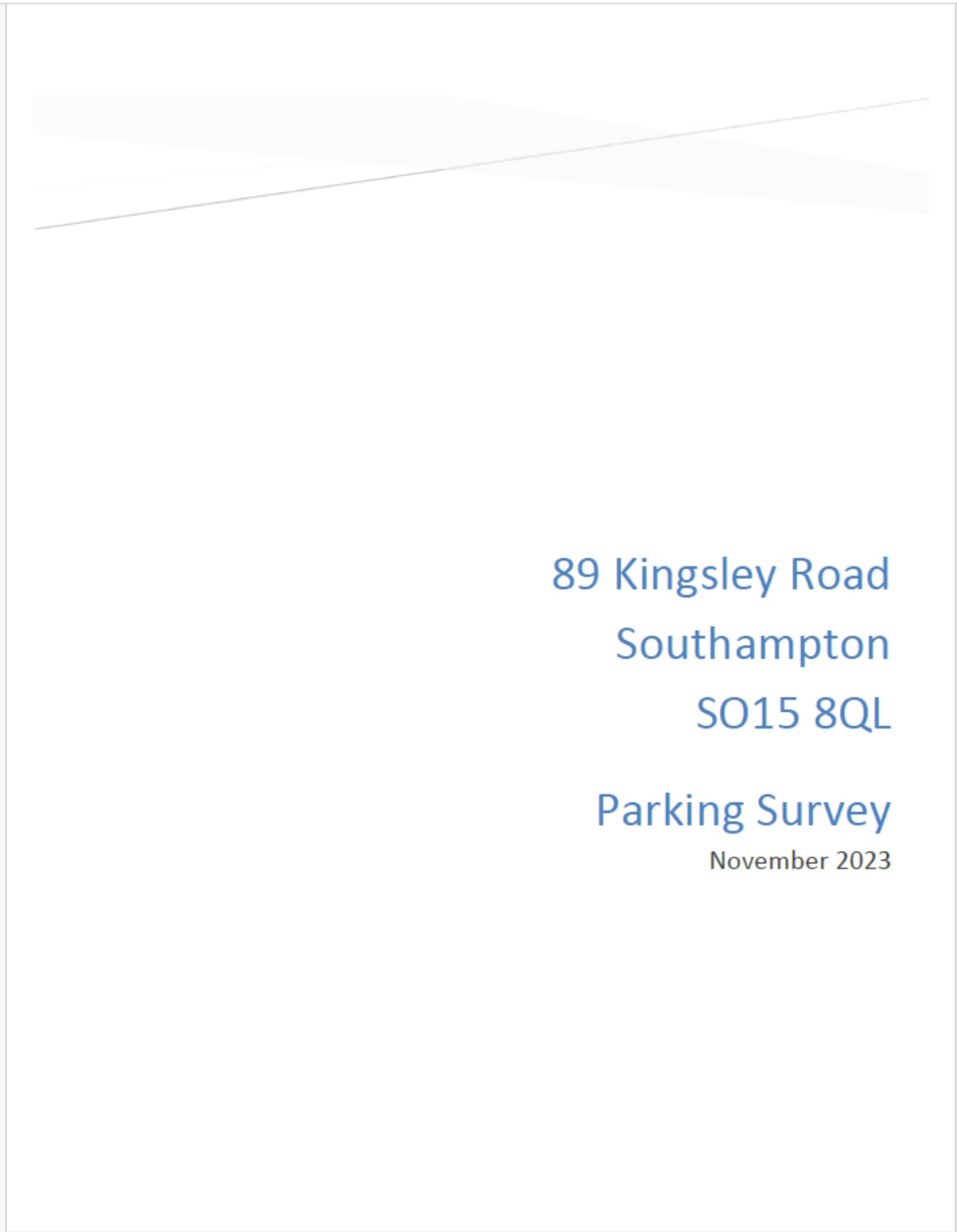
The National Planning Policy Framework (Revised 2023)



224 Foundry Lane	87a Kingsley Road
226 Foundry Lane	87b Kingsley Road
228 Foundry Lane	89 Kingsley Road *Application site*
234 Foundry Lane	91 Kingsley Road
238 Foundry Lane	93 Kingsley Road
240 Foundry Lane	95 Kingsley Road
242 Foundry Lane	84 Kingsley Road
244 Foundry Lane	86 Kingsley Road
75 Kingsley Road *HMO*	88 Kingsley Road
77 Kingsley Road	90 Kingsley Road
79 Kingsley Road	13 Imperial Avenue
81 Kingsley Road	15 Imperial Avenue
83 Kingsley Road	17 Imperial Avenue
85 Kingsley Road	19 Imperial Avenue

Application 23/00505/FUL

APPENDIX 3



89 Kingsley Road
Southampton
SO15 8QL

Parking Survey
November 2023

DOCUMENT CONTROL

Project: Use of property as HMO for 4 occupants

Document: Parking Survey Report

Document Checking:

Author: WA Date: 12/11/2023

Checked by: AV Date: 27/11/2023

Approved by: AV Date: 30/11/2023

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Summary

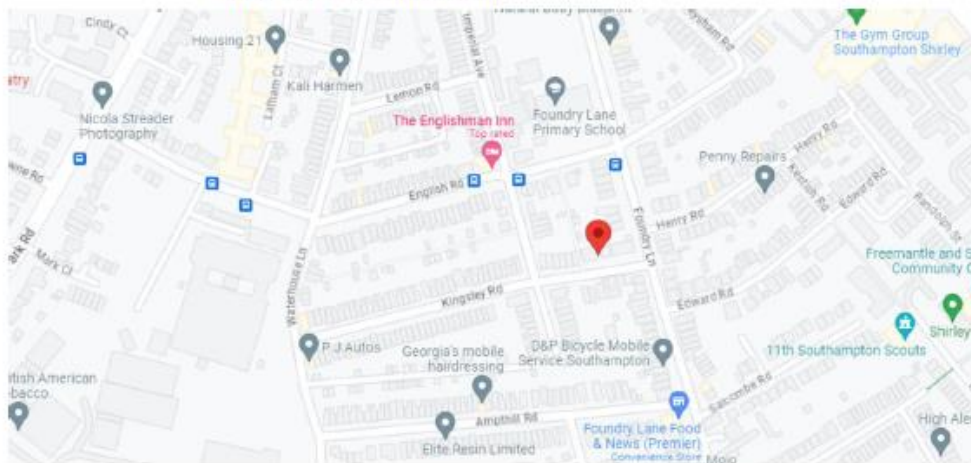
Conclusions

APPENDICES

1.0 INTRODUCTION

- 1.1 This parking survey has been carried out to support application for use of 89 Kingsley Road, Southampton, SO15 8QL as HMO for 4 occupants. The aim of the survey was to investigate and determine on-street parking availability for the proposed development.
- 1.2 The existing use is residential for 5 occupants with no off-street parking and the proposal is for 4 occupants.
- 1.3 The site location is indicated at **Figure 1**.

Figure 1: Site Location Plan



Source: Google

2.0 PROPOSED DEVELOPMENT

Proposal

- 2.1 The proposal is for use of existing dwelling as HMO for 4 occupants. **Appendix 1** shows a site plan supplied by the architect.

Location characteristics

- 2.2 The site comprises a semi-detached house currently in use as single family dwelling house.

Public Transport – Buses

- 2.3 Bus services are located within around 3 minutes or less from the site on Foundry Lane, English Road, Waterhouse Way and Shirley Road.

Public Transport – Trains

- 2.4 The nearest train station is Millbrook which is located no more than 500 metres away from the site and easily accessible by foot, cycling and the local bus services.

Justification of Parking Survey

- 2.5 This parking survey carried out was required to complement a planning application for the proposed development. The purpose of the parking survey was to establish the available on-street parking reserve (empty spaces) - to meet the parking needs of the proposed development should the current provision be considered inadequate.

3.0 PARKING SURVEY

Survey Protocol

3.1 The methodology used are as follows:

- Survey area to encompass a general extent of around 400 linear metres from the development site (to coincide with an approximate 3-minute walktime)
- Parking length/space based on 5.5 metres.
- Days/times to include two days beat survey on a weekday and a weekend between 23:00 hours and 04:00 hours.

Survey extent

3.2 The survey area encompasses a general 250m linear distance from the site. However, in line with the general rule, the survey is either curtailed at or extended to a safe or convenient point on the roads in question. In particular, the survey extent does not abruptly end mid-way between junctions – instead, the extent is up to the next junction.

3.3 There are certain exemptions to the aforementioned adaptation – such as when a road is so long that the survey extent would be in excess of a reasonable distance from the development site.

3.4 The figure below shows the survey area deemed appropriate for the proposed development.

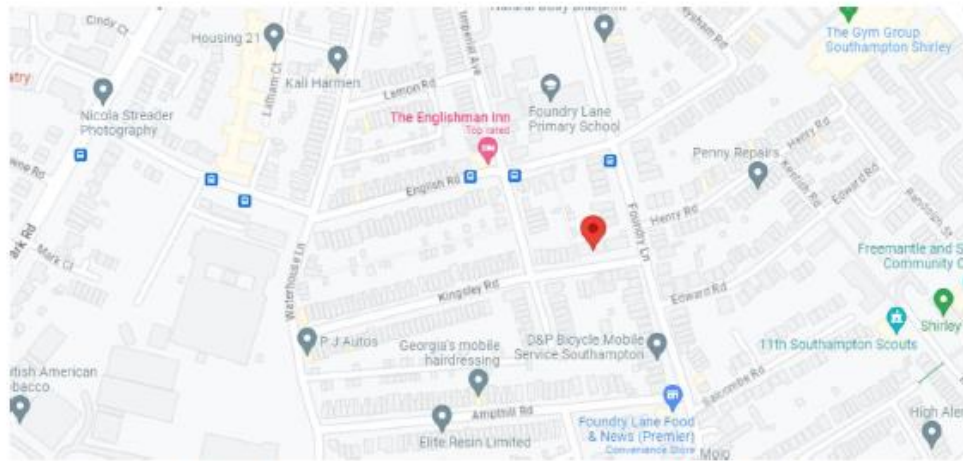


Figure 2 – Parking Survey Extent - Based on and adapted from Google Maps

Roads under consideration at 0.145miles away from subject postcode

1	Kingsley Road (whole length)
2	English Road (whole length)
3	Imperial Avenue (from interception with Lemon Road)
4	Foundry Lane (between interception with Kingsley Road and English Road)
5	Waterhouse Lane (between interception with Kingsley Road and English Road)
6	Edward Road (from interception with Kentish Road to Foundry Lane)
7	Henry Road (from interception with Kentish Road to Foundry Lane)

Survey Details

- 3.5 The survey was carried out on 8th and 10th November 2023, having been carried out hourly between 23:00 and 04:00.
- 3.6 Measurements of all kerbside features were carried out to an accuracy of 0.1 metres. Any particular site features – such as the presence of skips, etc., were noted.

4.0 SURVEY RESULTS - OCCUPANCY AND RESERVE

- 4.1 The Numerical Summary is attached at **Appendix 2** with some photographs of the available spaces attached at **Appendix 3**. Based on a parking space length of 5.5 metres, the summary results are shown below.

Day 1 (Wednesday 8th November 2023)

Area Summary (5.5 metre parking length)							
Area Capacity	326						
Survey day	Average Occupancy (%)	23:00	00:00	01:00	02:00	03:00	04:00
		75.16	73.93	79.14	77.92	77	77.61
	Available Spaces (%)	24.84	26.07	20.86	22.08	23	22.39

Table 1 – Summary of Results

Day 2 (10th November 2023)

Area Summary (5.5 metre parking length)							
Area Capacity	326						
Survey day	Average Occupancy (%)	23:00	00:00	01:00	02:00	03:00	04:00
		81.90	82.21	81.90	80.98	80.37	80.37
	Available Spaces (%)	18.10	17.79	18.10%	19.02	19.63	19.63

- 4.2 The above tables show that the total area capacity is 326 car spaces. The results demonstrate that with a parking space length of 5.5 metres there is typically a reserve of at least 58 car spaces.

Drawings

- 4.3 Drawings are attached at **Appendix 4**.

5.0 SUMMARY AND CONCLUSIONS

Summary

- 5.1 The development proposal is for change of use from a large multiple occupancy house to 9 one person flats. Provision has been made for 1 on-site car parking.
- 5.2 The applicable car parking standard is Council's parking SPG, which indicates a maximum parking requirement. Also required will be cycle parking spaces within the curtilage of the site.
- 5.3 A parking survey was carried out over on 8th and 10th November 2023 (from 23:00 – 04:00).
- 5.4 The tables below (duplication of Table 1 and 2) demonstrate the occupancy and reserve spaces.

Area Summary (5.5 metre parking length)							
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	Available Spaces (%)	18.10	17.79	18.10%	19.02	19.63	19.63

- 5.5 The results show that the total capacity of the surveyed area is 326 car spaces. There is typically a reserve of at least 58 car spaces. The full results are attached at **Appendix 2** with the drawings shown in **Appendix 4**.

Conclusions

- 5.6 The survey findings indicate that there are at least 58 empty car parking spaces each night. There is scope for the local area to accommodate the parking requirements of the proposed development.