

Planning and Rights of Way Panel 16th April 2024
Planning Application Report of the Head of Transport and Planning

Application address: 29 Foundry Lane Southampton SO15 3FX			
Proposed development: Change of use from a dwelling house (class C3) to a house in multiple occupation (HMO, Class C4).			
Application number:	23/01602/FUL	Application type:	FUL
Case officer:	Tom Barnett	Public speaking time:	5 Minutes
Last date for determination:	23.04.2024	Ward:	Freemantle
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors:	Clr Pam Kenny Clr David Shields Clr Christie Lambert
Referred to Panel by:	N/A	Reason:	N/A
Applicant: Mr Rajith Nair		Agent: N/A	

Recommendation Summary	Conditionally approve.
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Community Infrastructure Levy Liable	Not applicable
Biodiversity Net Gain Applicable	Not applicable

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 two-storey terraced dwelling in an area primarily characterised by other two-storey terraced properties and a suburban character. The property currently has 3 bedrooms with a site visit clarifying this.
- 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 which will remove the existing dining area.

2. Proposal

- 2.1 The proposal is for planning permission to change the use from a dwelling (Class C3) to a Class C4 House of Multiple Occupation (HMO). The only physical change will be the internal alteration to remove the existing dining area and to create a fourth bedroom.

2.2

Room	Location	Size	Minimum Standard
Bedroom 1	Ground floor	9.06 sqm	Minimum 6.51sqm
Bedroom 2	First floor rear	8.09 sqm	
Bedroom 3	First floor middle	9.62 sqm	
Bedroom 4	First floor front	14.33 sqm	
WC	Ground floor	---	At least 1 shared bathroom for up to 5 persons
Bathroom	First floor	---	
Kitchen	Ground floor	10.28 sqm	Minimum total combined kitchen / living area of 11.5sqm for up to 5 persons
Lounge	Ground floor	12.24 sqm	

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 on 22nd December 2023. At the time of writing the report **12 Objections** have been received from surrounding residents, including an objection from Cllr Shields.

The following is a summary of the points raised:

- 5.2 **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: In line with the Scheme of Delegation within the Council's Constitution, if more than 5 letters of representation contrary to the Officer's recommendation, the planning application will be determined by the Planning and Public Rights of Way Panel.

- 5.3 **Damage to cars due to passing traffic, issues relating to larger vehicles such as lorries and emergency vehicles struggling to use the roads access.**

Officer Response: No objection has been received from the Local Highway Authority on highway safety grounds or access related issues. The change of use would not significantly differentiate from the current use from a highway perspective.

- 5.4 **Noise pollution concerns, the proposal would be contrary SPD 16 – Noise and a precedent was set by 25 Northolt Gardens, 23/00505/FUL, a terraced HMO, where sound proofing was a condition of HMO use. Sleeping issues.**

Officer Response: Each case is judged on its merit. However, following on from our Environmental health teams comments, they have recommended a condition to install a sound insulation condition which would mitigate noise pollution concerns. Therefore, a condition will be added which will ensure this has been undertaken prior to the change of use.

- 5.5 **Impact on traffic, road safety and parking issues.**

Officer Response: No objection has been raised by our Highways Officer on any parking related issue. The suggested parking survey has been undertaken which shows evidence there is capacity for parking, this will be explored in greater detail in the planning considerations section.

- 5.6 **Harmful to the character of the area, contrary to Core Strategy Policy CS 16 with loss of family dwelling and Saved Policy H4 which recognize a large number of HMOs in one area have the potential to harm the physical character of a residential area and the balance of a local community.**

Officer response: The Planning system seeks to secure a mix of accommodation to serve the whole community, and the Council's threshold tests outlined with the HMO SPD are in place to ensure this balance maintained.

- 5.7 **Late night disturbance, anti-social behaviour, drug related issues and residents not feeling safe/wellbeing. Who will enforce tenants to behave if they are not.**

Officer Response: All noise related issues will be mitigated by the noise insulation condition. In terms of all the anti-social related concerns and resident's feelings on this, we can only consider material planning considerations and are assessing the application in hand based on its own merits. Antisocial behaviour is outside the scope of this application, as they are enforced by other agencies, such as Licencing, Environmental Health and the Police.

5.8 Privacy and overlooking concerns.

Officer Response: The proposal does not cause any further amenity harm than the existing arrangement in regard to privacy and overlooking concerns. The only internal change would be ground floor dining room which would be converted into a bedroom which would not lead to addition overlooking or privacy concerns.

5.9 Poor living conditions for occupants living at the property of focus.

Officer Response: All internal space standards would be met for the occupants living at the application property. The outdoor amenity space would be sufficient with an approximate area of 44.61 metres square (53.92 without cycle storage).

Consultation Responses

5.10

Consultee	Comments
Environmental Health	<p>Thank you for consulting with Environmental Health on application number 23/01602/FUL.</p> <p>This application is for change of use from a dwelling house (class C3) to a house in multiple occupation (HMO, Class C4).</p> <p>I have looked at the application form and supporting documentation. Environmental Health have no objection in principle to a HMO in this location.</p> <p>However I note that the property is surrounded by other residential properties and the creation of a HMO may increase the number of people within the property and therefore increase the potential and likelihood for noise for local adjoining residents.</p> <p>Can I recommend that a condition is added that requires an improvement to the sound insulation for all party walls and that sound insulation is improved from floor to ceiling height in order to reduce the potential for noise transfer between properties.</p> <p>Can I recommend the following wording: Prior to change of use a scheme for the insulation from floor to ceiling height of all party walls shown on the approved plans is submitted in writing to the local planning authority for approval. Upon approval the scheme must then be implemented prior to occupation and must be</p>

	maintained thereafter.
Highways DM	<p>The proposed change of use is similar in nature from a highways perspective and therefore is considered acceptable in principle.</p> <p>However, due to the nature of a more independent living style of each occupant, one long stay cycle space (as defined by the Council's parking standards) shall be provided per occupant.</p> <p>It is noted that from a maximum parking standards point of view, the existing would have had a maximum standard of 2 parking spaces whereby the proposed HMO would be 3. A parking survey could be provided but would suggest the potential impact of one additional vehicle overspilling would be minimal. Furthermore, as the local junctions are protected by double yellow lines, any overspill is considered more of an amenity issue rather than highway safety. AS such, the issue of overspill will hold limited weight in this recommendation.</p> <p>In summary, subject to a condition to secure cycle parking as covered above, then there will be no highway objections to the proposal.</p>
Cllr David Sheilds	<p>The proposal to convert an existing three bedroom family home to a four bed HMO will be detrimental to the local neighbourhood. The principal concerns relate to the lack of adequate/any parking provision in an area where the roads already quite congested and where there are frequent collisions between through traffic and parked vehicles belonging to existing residents.</p>

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. The HMO concentration as a result of this application would be 5.55% (**2 HMO out of 36 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**.
- 6.3 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 street scene. The external appearance of the dwelling would not be altered.
- 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 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. Additional sound

insulation between habitable spaces will be secured by condition.

6.4.3 It is noted that there are objections from neighbouring residents regarding the HMO use, and in particular the activities of the current occupiers. Whilst this planning application can assess the general impact of a proposed HMO use, including the impact on residential amenity, the specific issues of antisocial behaviour are outside the scope of this application, as they are enforced by other agencies, such as Licencing, Environmental Health and the Police.

6.4.4 The table at paragraph 2.2 demonstrates compliance with the nationally described 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 moderate sized garden at 44.61 metres square (53.92 without cycle storage) 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. 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 was conducted on Thursday 22nd February between 23:45 – 03:30 and on Friday 8th March between 23:45 – 03:30. Both surveys identified that the relevant surrounding roads, Foundry Lane, Testwood Road and Somerset Terrace would have capacity for additional parking as seen in **Appendix 3**.

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 which has now been secured.

6.5.3 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, an HMO use would not imbalance the mix of households locally and 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 **Tom Barnett** 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. Approved Plans (Performance condition)

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below.

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

03. Cycle parking (Performance Condition)

Before the development hereby approved first comes into occupation/use, the storage for bicycles shall be provided and made available for use in accordance with the plans hereby approved. The storage shall thereafter be retained as approved for the lifetime of the development.

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

04. 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.

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 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. 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

07.Retention of communal spaces (Performance)

The rooms labelled Lounge, Kitchen/Dining 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.

08. Noise insulation

Prior to occupation of the new use, a scheme for the insulation from floor to ceiling height of all party walls shown on the approved plans shall be submitted in writing to the local planning authority for approval. Upon approval the scheme must then be implemented prior to occupation and must be maintained thereafter.

Reason: to protect the amenities of neighbouring properties in accordance with saved Policy SDP16 of the City of Southampton Local Plan Review (2015).

Application 23/01602/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

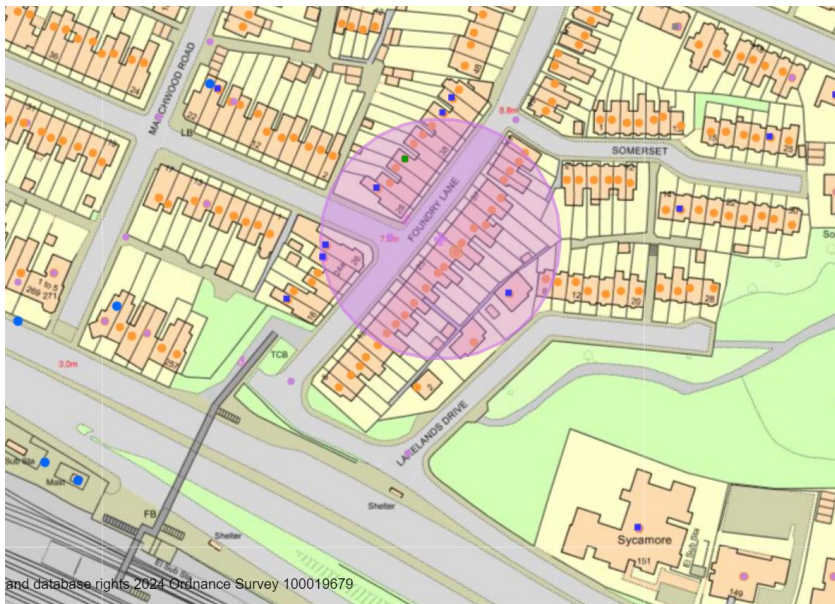
- Residential Design Guide (Approved - September 2006)
- Houses in Multiple Occupation SPD (Adopted - May 2016)
- Parking Standards SPD (September 2011)

Other Relevant Guidance

- The National Planning Policy Framework (Revised 2023)

Application 23/01602/FUL

APPENDIX 2



Lakelands Drive

2
4
6
8
10

Somerset Terrace

2

Foundry Lane

13
15
17
19

21
23
25
27
29 (THE SITE)
31
33
35
37
39
41
43
45
47
44
42
40
38
36
34 – Licensed HMO
32
30
28
26
22
20
24a – flats not included
24b – flats not included

Parking Survey
Planning application 23/01602/FUL
29 Foundry Lane, Southampton, SO15 3FX

Performed by Jayanand S Kumaraguru

A Change of use from a dwelling house (class C3) to a house in multiple occupation (HMO, Class C4). for **29 Foundry Lane, Southampton, SO15 3FX.**

A parking survey has been undertaken at the suggestion of the planning department.

Scope of survey: Foundry Lane, Testwood Road and Somerset Terrace.

The count was taken on Thursday 22nd February 2024 between 23:30 and 03:30 23rd February 2024.

Dropped kerbs – these have not been included in the count of available on-street parking spaces.

Disabled bays – these have not been included in the count of available on-street parking spaces.

Parking restrictions – double yellow lines have not been included in the count of available on-street parking spaces. Single yellow lines exist on all of the above roads restricting parking between 8am and 6pm Mon – Sat.

Results are shown in the table below. A map and photographs are included to support this survey.

FOUNDRY LANE(22nd February 23:45 – 03:30)

STREET NAME	TOTAL NUMBER OF ON STREET PARKING SPACES	NUMBER OF CARS PARKED 22/02/2024, 23:45 – 03:30.	PARKING STRESS
FOUNDRY LANE	130	105	81%
TESTWOOD ROAD	64	52	81%
SOMERSET TERRACE	16	10	63%

PHOTOS (22nd February 23:45 – 03:30)



Parking Surveys



SOMERSET ROAD

FOUNDRY LANE TESTWOOD ROAD



PHOTOS (22nd February 23:45 – 03:30)

SOMERSET ROAD



TESTWOOD ROAD



STREETS AROUND FOUNDRY LANE(22ND FEBRUARY 23:45-03:30)







TESTWOOD ROAD - HOUSE NUMBER AND NUMBER OF CARS PARKED IN DRIVES

HC	NUMBER OF CARS ON DRIVE
1-20	0
21-49	0
49-67	0

FOUNDRY LANE – HOUSE NUMBER AND NUMBER OF CARS PARKED IN DRIVES

HOUSE NUMBER	NUMBER OF CARS ON DRIVE
73	1
75	2
77	1
79	2
81	2
81A	1
83	2
85,87,89,91,93,95,97,99,101,103	0
105,107,109	1
111	1
113-115	1
119	1
129,131,133,147,155	0
157	1
159,161	0
171	4

176A, 176B	0
174 – 184	1
186,188,190,192,194	1
158	4
156	1
152,154	2
148,150	1
144,146	2
1	3
100,102,104	1
106	1
94	1
96,98	0
92	2
90	1
84,86,88	1
80,82	2
76,78	1
56,58	0
74	1
54	2
48,50	2

STREET NAME	TOTAL NUMBER OF PARKING SPACES IN DRIVEWAY	NUMBER OF CARS PARKED 22/02/2024, 23:45 – 03:30.	PARKING STRESS
FOUNDRY LANE (Covered 60%)	162	70	43.2%
TESTWOOD ROAD	64	35	55%

SOMERSET TERRACE	16	4	25%
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The above survey shows the Parking survey around Foundry lane. Foundry Lane is a lengthy road which has a lot of roads which off shoot from it. There are numerous parking spaces available.

Parking Survey
Planning application 23/01602/FUL
29 Foundry Lane, Southampton, SO15 3FX

Performed by Jayanand S Kumaraguru

A Change of use from a dwelling house (class C3) to a house in multiple occupation (HMO, Class C4). for **29 Foundry Lane, Southampton, SO15 3FX**.

A parking survey has been undertaken at the suggestion of the planning department.

Scope of survey: Foundry Lane, Testwood Road and Somerset Terrace.

The count was taken on Friday 08th March 2024 between 23:30 and 03:30 09th March 2024.

Dropped kerbs – these have not been included in the count of available on-street parking spaces.

Disabled bays – these have not been included in the count of available on-street parking spaces.

Parking restrictions – double yellow lines have not been included in the count of available on-street parking spaces. Single yellow lines exist on all of the above roads restricting parking between 8am and 6pm Mon – Sat.

Results are shown in the table below. A map and photographs are included to support this survey.

FOUNDRY LANE(08th March 23:45 – 03:30)

STREET NAME	TOTAL NUMBER OF ON STREET PARKING SPACES	NUMBER OF CARS PARKED 08/03/2024, 23:45 – 03:30.	PARKING STRESS
FOUNDRY LANE	130	90	69%
TESTWOOD ROAD	64	53	82.81%
SOMERSET TERRACE	16	9	56%

PHOTOS (08th March 23:45 – 03:30)





SOMERSET TERRACE

FOUNDRY LANE TESTWOOD ROAD



PHOTOS (08th March 23:45 – 03:30)

SOMERSET TERRACE



TESTWOOD ROAD



STREETS AROUND FOUNDRY LANE (08th MARCH 23:45-03:30)



TESTWOOD ROAD - HOUSE NUMBER AND NUMBER OF CARS PARKED IN DRIVES

HOUSE NUMBER	NUMBER OF CARS ON DRIVE
1-20	0
21-49	0
49-67	0

FOUNDRY LANE – HOUSE NUMBER AND NUMBER OF CARS PARKED IN DRIVES

HOUSE NUMBER	NUMBER OF CARS ON DRIVE
73	1
75	2
77	1
79	1
81	2
81A	1
83	2
85,87,89,91,93,95,97,99,101,103	0
105,107,109	1
111	1
113-115	1
119	1
129,131,133,147,155	0
157	1
159,161	0
171	3
176A, 176B	0

174 – 184	1
186,188,190,192,194	1
158	2
156	1
152,154	2
148,150	1
144,146	1
1	1
100,102,104	1
106	1
94	1
96,98	0
92	1
90	1
84,86,88	1
80,82	1
76,78	1
56,58	0
74	1
54	1
48,50	1

STREET NAME	TOTAL NUMBER OF PARKING SPACES IN DRIVEWAY	NUMBER OF CARS PARKED 08/03/2024, 23:45 – 03:30.	PARKING STRESS
FOUNDRY LANE (Covered 60%)	162	65	40%
SOMERSET TERRACE	16	4	25%

The above survey shows the Parking survey around Foundry lane. Foundry Lane is a lengthy road which has a lot of roads which off shoot from it. There are numerous parking spaces available to cater to our development.