

**Planning, Transport & Sustainability Division
 Planning and Rights of Way Panel 4th October 2016
 Planning Application Report of the Planning and Development Manager**

Application address: 65 Suttones Place			
Proposed development: Change of use from a 4-bed dwelling (Class C3) to a 4-bed House in Multiple Occupation (HMO Class C4) (Retrospective)			
Application number	16/00764/FUL	Application type	FUL
Case officer	Anna Coombes	Public speaking time	5 minutes
Last date for determination:	11/10/2016 (Agreed extension)	Ward	Bevois
Reason for Panel Referral:	5 representations	Ward Councillors	Cllr Burke Cllr Rayment Cllr Barnes-Andrews
Referred by:	N/A	Reason:	N/A

Applicant: Winlo Developments Limited	Agent: Mr Neil March of Southern Planning Practice
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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 the development plan as required by 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 186-187 of the National Planning Policy Framework (2012). Policies - SDP1, SDP5, SDP7, SDP9 and H1, H2 and H4 of the City of Southampton Local Plan Review (as amended 2015) and CS13, CS16 and CS19 of the Local Development Framework Core Strategy Development Plan Document (as amended 2015) as supported by the HMO Supplementary Planning Document 2016.

Appendix attached			
1	Development Plan Policies	2	Parking Assessment

Recommendation in Full:
Conditionally approve

1. The site and its context

- 1.1 The application site is a four-storey, end-of-terrace townhouse with integral garage at ground floor and a roof terrace garden area to the rear at first floor. The property comprises a garage, WC and kitchen/diner at ground floor, a lounge, single bedroom/study, WC and roof terrace at first floor, two bedrooms (one ensuite) with a family bathroom at second floor, and 1 bedroom with ensuite and balcony at third floor. There is one off-street car parking space within the integral garage and one on the small driveway to the front of the property.
- 1.2 The property is located within the recent Park Centrale development, on the site of the former New College campus, which is a modern residential development characterised (in the immediate surroundings of the application site) by three and four-storey, terraced townhouses, each benefitting from at least one off-street car parking space within an integral garage and some with an additional car parking space on a driveway to the front of the property. There is a private management scheme operating on site, which controls unauthorised parking within the development.

2. Proposal

- 2.1 The original application sought planning permission for the conversion of this 4 bed C3 family dwelling into a C4 house of multiple occupation (HMO) for 5 people. Following public response to the application, the applicant has been willing to compromise and has submitted an amended scheme for a 4 bed HMO. Since this application was submitted, the property has been recently let by a tenant company to professional tenants.
- 2.2 There will be no change to the size or footprint of the building. The proposed change of use would normally be achievable under a householders' permitted development rights, however planning permission is required for proposals such as this in Southampton due to a city-wide Article 4 Direction, put in place by the Council on 23rd March 2012, which revoked these permitted development rights.
- 2.3 The only external alteration proposed is the addition of an external door at first floor, adjacent to the southern boundary, which would provide access onto the first floor roof terrace. Internal alterations involve converting the existing lounge into a bedroom in order to convert the existing 4 bed dwelling into a 4 bed HMO, conversion of the first floor bedroom/study into an en-suite bathroom, and re-location of the first floor WC to provide a new access on to the roof terrace. The property is served by two car parking spaces; one within the integral garage and one on the property frontage.

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). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy 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 Core Strategy CS16 and Saved Local Plan policy H4 are relevant to the determination of planning applications for the change of use to HMOs. Policy CS16 of the Core Strategy states that the contribution that the HMOs makes to meeting housing need should be balanced against the impact on character and amenity of the area. Saved policy H4 of the Local Plan requires new HMOs to respect the amenities of neighbouring properties and the character of the area and to provide adequate private and useable amenity space.
- 3.4 The Houses in Multiple Occupation SPD (HMO SPD), revised in May 2016, provides supplementary planning guidance for policy H4 and policy CS16 in terms of assessing the impact of HMOs on the character and amenity and mix and balance of households of the local area. The SPD sets a maximum threshold of 10% for the total number of HMOs across the city, which is measured from the application site within a 40m radius or the 10 nearest residential properties (section 6.5 of the HMO SPD refers).

4. Relevant Planning History

- 4.1 **07/01061/FUL** - Redevelopment of the site. Demolition of all the existing buildings with the exception of 80 The Avenue, 2 Archers Road, 8 Archers Road, the former Library Building and the original chapel building. Conversion of these existing buildings into flats (except the chapel) and erection of new three, four and five-storey buildings to provide a total of 19 houses and 196 flats with associated access roads, parking and landscaping – CAP 25.03.2008.
- 4.2 There are other recent planning applications on record for the former New College site, however these relate to the later phase of development, in the south-eastern corner of the site, so they have not been included above.

5. Consultation Responses and Notification Representations

5.1 Highways Development Management:

The property is situated in an area of private land where there is on-site parking management. However, just outside of the private development, Archers Road does have sections of unrestricted on-street parking which will be vulnerable to any potential overspill parking. For this reason, it is recommended that a parking survey (in the form of the Lambeth Model) can be conducted to see what the current levels are. However, as this is an amenity issue rather than highway safety, it will hold limited weight to the highway recommendation. The survey should take into consideration the timed restrictions along Archers Road.

The site is situated in a sustainable city centre location and is within walking distances to the City Centre and Portswood. The nature of HMO's and their occupants' lifestyles is more akin to individual living and therefore a long stay cycle parking space should be provided for each bedroom/bedsit.

The waste team has been consulted and confirmed in principle, there are no issues regarding the potential increase in refuse requirements.

If the application is to be recommended for approval, the following condition should be included:

- 1) Details of cycle parking facilities to be submitted and agreed upon in writing by the local planning authority. 1 long stay space shall be provided for each bedroom/bedsit.

5.2 **Environmental Health:**

Environmental Health has no objection in principle, and recommend conditions to restrict the hours of work and to prevent the use of bonfires during construction.

5.3 **Notification Representations**

5.4 Following the receipt of the planning application, a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners). At the time of writing the report 5 representations have been received from surrounding residents (5 Objections – two from separate individuals, but living at the same address). The following is a summary of the points raised:

5.5 **Noise disturbance from new external access door: The increased number of occupants and the new access door, close to the boundary with No.66, will result in increased noise disturbance for this neighbouring property.**

RESPONSE: The applicant has agreed to compromise on the number of occupants by reducing it down to 4 bedrooms, in order to reduce the potential impact to neighbouring properties. Given the small-scale nature of the HMO, it is not considered that the development would result in undue noise and disturbance. Furthermore, the Council has powers under separate legislation to take action where occupants do create noise and disturbance to nearby residents. It is also worth noting that the proposed roof terrace access door is moving only approximately 2m closer than the existing access.

5.6 **Increased Parking Pressure: The proposal will result in an increase in the intensity of use of the property, therefore resulting in additional demand for parking in an area already under pressure and additional traffic movements.**

RESPONSE: The impact on parking and on the highway is addressed below.

5.7 **Noise disturbance as a result of the property possibly being occupied by students and the communal space being concentrated at ground floor level, due to the conversion of the first floor lounge.**

RESPONSE: Although the type of occupants cannot be controlled, the applicant has agreed to reduce the number of bedrooms to 4 in order to reduce disturbance for neighbouring occupiers. In addition, the concentration of communal space at ground floor would actually result in reduced noise disturbance for the first floor lounge in adjoining properties.

5.8 **This zone of the Park Centrale development was designated as family housing under the original planning permission, so the proposal is conflicting with this consent. There are also many existing HMOs in the surrounding area, and this proposal would set a precedent for the future, so the proposal will result in an imbalance of households and loss of family townhouses.**

RESPONSE: Policies H4 and CS16 both recognise the need for HMO properties within the city and are supported by the mechanism of the 10% threshold across the city, which ensures that the mix of family homes and other types of accommodation does not become unbalanced. The Council's records show no other existing HMOs within a 40m radius of the application site, so this proposal would be the first HMO within the immediate area. Any future applications for an HMO would also be subject to this threshold test.

If permission is granted, a flexible use condition will be attached, which would allow

the use of the property as either a single family dwelling, or an HMO, to allow flexibility to revert back to a family dwelling in the future.

5.9 Removal of the garage door: This proposal would be out of character with the surrounding area.

RESPONSE: The removal of the garage door is suggested in the Design and Access Statement, but is not shown on the submitted plans. The removal of the garage door would be resisted and the development will need to be completed in accordance with the approved plans, which keep the garage door in-situ. A condition is suggested to retain the retention of the existing doors.

5.10 Impact on internet connections: The additional connections and increased number of occupants proposed will put further pressure on local broadband connections.

RESPONSE: Internet service issues are for the service provider to address and are not a material planning consideration.

5.11 The Leader of the Council is quoted as wanting “family homes to go back to families”.

RESPONSE: The proposal is in accordance with the Council’s managed approach to the growth of HMO accommodation in the city.

6. Planning Consideration Key Issues

6.1 The determining issues for this application relate to whether the proposed change of use from a C3 family dwelling to a C4 HMO is acceptable in principle; the impact of the proposal on parking in the local area; its impact upon the character of the property and local area; and its impact upon the residential amenities of surrounding neighbours and the occupants of the host dwelling

6.2 Principle of Development

6.2.1 When assessing applications for the conversion of a property into a HMO, policy CS16 (2) is applicable where internal conversion works limit the buildings' ability to be re-used as a C3 dwelling house in the future. The proposed conversion does not involve any alterations to the existing property that would compromise the potential to use it as a single-family dwelling. As such, its use could readily change back to a single-family dwelling house in the future. Furthermore, a condition is suggested to enable the use of the property to flexibly switch between a single-family home and a small HMO. The proposal does not, therefore, result in the net loss of a family home and the proposal would be in accordance with policy CS16 of the Core Strategy.

6.2.2 The proposed development is also in accordance with saved policies H1 and H2 of the Local Plan which support the conversion of existing dwellings for further housing and require the efficient use of previously developed land. As confirmed by Core Strategy Policy CS16, the proposed HMO use meets a recognised housing need for single person households or for those with lower incomes and is therefore, acceptable in principle.

6.3 Impact on Parking in the Local Area

- 6.3.1 The property currently provides one off-street car parking space within the integral garage and one on the front driveway. The parking standards set out in the Houses in Multiple Occupation Supplementary Planning Documents requires a maximum of 3 spaces for a 4 bed HMO. In a similar way, the Parking Standards Supplementary Planning Document also permits a maximum of 3 spaces for C3 dwellings. The adopted standards do not, therefore, differentiate between the parking requirements for the existing and proposed use. The adopted policies do allow for the provision of less parking than the maximum standard where appropriate.
- 6.3.2 Due to the sensitivity of parking issues in the local area, a traffic report was requested to support this application (**Appendix 2**). The findings within the submitted report are supported by a good evidence base, and the report is considered suitable to justify that the provision of 2 parking spaces for a 4 bed HMO use would be sufficient, particularly given this sustainable location in close proximity to public transport links and local facilities at London Road and the City Centre. As such, the level of car parking proposed is considered to be acceptable and the proposal is not considered to generate a significant increase in the amount of vehicular traffic to Suttons Place.
- 6.3.3 The roads within the Park Centrale development are private, not adopted by the Council's Highways Department, so the management of these roads is under the control of the developer. The design of these roads is a version of the home-zone style, with few designated pavements and a reduced road width, in an attempt to make drivers more aware of their surroundings and give more priority to pedestrians.
- 6.3.4 As a result of this application, the number of bedrooms will not increase. Whilst the use of a C4 HMO property can be more intensive than that of a C3 family dwelling, generating more independent trips, it is also worth noting that parking within the development is tightly controlled by a private management company, and that this development is in a highly sustainable location, within walking distance of local amenities and the City Centre. Therefore, given the details discussed above and taking a balanced assessment of the issues involved, the proposal is not considered to pose a harmful impact on the amenity of local residents.

6.4 Impact upon the Character and Amenity

- 6.4.1 There is only a minor change to the visual appearance of the property, so the impact on character and amenity comes from the change in the intensity of use of the property. The revised proposal is for a modest-sized HMO with 4 bedrooms, therefore no net increase in the number of bedrooms in the property.
- 6.4.2 The HMO SPD sets out that the maximum number of HMOs within a 40 metre radius of the application property should not exceed 10%. As such, if the percentage of HMOs within a 40m radius exceeds 10%, applications for future additional HMOs will be refused for being contrary to policy.
- 6.4.3 17 residential properties were identified within a 40m radius of the application site. 6 of these were flatted blocks containing 1 and 2 beds flats, so these are excluded from the count, leaving 11 properties. Based upon information held by the City Council's Planning, Council Tax and Licensing departments, it has been identified that there are no HMOs within the area at the current time. When the application site is included, there would be 1 HMO out of the 11 remaining properties within the 40m radius, which equates to 9%. This is below the 10% threshold.

6.4.4 The threshold approach, as set out in the HMO Supplementary Planning Document (HMO SPD), is a key way to manage the impacts of HMOs on residential amenity. Although the use of this property as a HMO would be different to that of a C3 family dwelling, it is not considered to give rise to a level of activity that would be significantly harmful, particularly given that the revised plans now show no net increase in bedrooms. It is also worth noting that the Council's Environmental Health Team have no objection to the proposal. As such, the use of this property as a HMO is not considered likely to have a significant impact on the residential amenities of nearby residential occupiers.

6.4.5 Although it is recognised that HMO properties generally generate more 'comings and goings' than a family dwelling, there are no other HMOs recorded within in a 40m radius of the front door of the application site. Taking this into account, along with the modest size of the HMO and the fact that the number of occupants can be controlled by condition, it is not considered that the proposal will result in significant harm to the character of the area or the surrounding residents.

6.5 Quality of the Residential Environment

6.5.1 The proposal retains a communal room at ground floor and all habitable rooms have good quality outlook from windows. Residents have access to a private and useable roof terrace garden. There will be no negative impact on the existing private amenity space to the rear, or the provision of internal living accommodation as a result of the development and, therefore, the amenity of the occupants of the host dwelling shall not be harmed. Refuse and recycling bin storage and collection will continue to operate as per the existing arrangements. Secure, covered, cycle storage is available within the existing garage and further details of this provision can be obtained via condition. The garage is a sufficient size to accommodate this and retain one car parking space within the garage.

7. Summary

7.1 The use of this property as a HMO is considered to be acceptable and would not be detrimental to residential amenity, the character of the surrounding area or highway safety. This proposal does not increase the size or footprint of the existing building and there is only a minor change to the visual appearance of the rear elevation of the building. In addition to this, the proposal is for a modest sized HMO, so the proposal is not considered out of character with the property or the local area. It is not considered that there will be any significant harm caused to the residential amenity of neighbours caused by overlooking, or to the occupiers of the host dwelling caused by impact on the internal living accommodation.

8. Conclusion

The proposal for the change of use of the property from a 4 bed C3 family dwelling to a 4 bed C4 small HMO is considered to be acceptable in principle, as unacceptable harm shall not be caused to neighbouring amenity or highway safety. In addition, the change of use is not considered to cause harm to the character of the property or local area, and the amenity of the occupants of the host dwelling shall not be harmed. For these reasons the scheme can be supported.

Documents used in the preparation of this report Background Papers

1(a), 1(b), 1(c), 1(d), 2(b), 2(d) and 4(f)

AC for 04/10/2016 PROW Panel

PLANNING CONDITIONS

01. 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.

02. C3/C4 dual use (Performance Condition)

A dual C3 (dwellinghouse) and/or C4 (House in multiple occupation) use is hereby permitted and shall be for a limited period of 10 years only from the date of this Decision Notice (under Class V, Part 3, Schedule 2 of the Town and County Planning (General Permitted Development) Order 2015). 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 to applicant: Whilst this planning permission allows occupation of the building as both a single dwelling and by a shared group, you are advised that an HMO that is licensed needs to have that license revoked before the building can lawfully be occupied again as a single dwelling.

03. Limitation on number of occupants

The property shall be occupied by no more than 4 people without the grant of further specific permission from the Local Planning Authority.

Reason: To control the number of occupants of the property to protect the residential amenity of both the occupiers of the host dwelling and neighbouring residents.

04. Room restrictions

The kitchen/dining room and bathrooms shall remain as communal space for the occupiers of the dwelling throughout the occupation of the building as a Class C4 HMO and shall at no time be used as bedrooms unless otherwise agreed upon in writing by the Local Planning Authority.

Reason: To maintain sufficient residential environment for occupiers and to ensure that there is not intensification of use of the site as a whole.

05. Permitted Development Restriction

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order amending, revoking or re-enacting that Order, no building or structures within Schedule 2, Part 1, Classes as listed below shall be erected or carried out to any dwelling house hereby permitted without the prior written consent of the Local Planning Authority:

Class A (enlargement of a dwelling house), including a garage or extensions,
Class B (roof alteration),

Class C (other alteration to the roof),
Class D (porch),
Class E (curtilage structures).

Reason: In order that the Local Planning Authority may exercise further control in this locality given the specific circumstances of the application site and in the interests of the comprehensive development and visual amenities of the area.

06. Cycle storage facilities

4 long-stay cycle storage spaces shall be made available for use and retained in accordance with the approved plans, whilst the property is in residential use.

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

07. Refuse & Recycling

The storage for refuse and recycling containers shall be made available for use and retained whilst the property is in residential use.

Reason: In the interest of visual and residential amenity.

08. Retention of Garage Doors

Notwithstanding the plans hereby approved, the external garage doors shall be retained in situ.

Reason: In the interests of visual amenity and to reduce opportunities for crime and anti-social behaviour.

POLICY CONTEXT

Core Strategy - (as amended 2015)

CS13	Fundamentals of Design
CS16	Housing Mix and Type
CS19	Car and 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
H1	Housing Supply
H2	Previously Developed Land
H4	Houses in Multiple Occupation

Supplementary Planning Guidance

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

Other Relevant Guidance

The National Planning Policy Framework (2012)



TRANSPORT STATEMENT

Change of use from a 4-bed dwelling (Class C3) to a 4-bed HMO (Class C4)

65 Suttones Place, Southampton, SO15 2SJ

1.0 Introduction

1.1 This statement is in support of the above planning application (ref: 16/00764/FUL), which is currently being considered by Southampton City Council.

1.2 The property is a four storey town house, situated within the 'Park Centrale' development built by Linden Homes in 2012. It is located just to the north of the city centre, close to The Avenue, and the wide range of amenities in Bedford Place and London Road.

1.3 The site is situated in a sustainable location, as acknowledged by the Highways Development Management Officer, Vanessa White, in her consultation response:

"the site is situated in a sustainable city centre location and is within walking distances to the City Centre and Portswood".

1.4 There is a private parking management scheme in operation in Suttones Place and James Weld Close, which prevents parking other than in designated areas. Outside of the development, along Archers Road, there are sections of unrestricted on-street parking, which are well used. It was recommended that a parking survey be conducted, to see what the current levels are. However, this is an amenity / convenience issue rather than highway safety and therefore will hold limited weight to the highways recommendation.

1.5 The property has 2 off-street parking spaces, which includes an integral garage.

1.6 The SCC HMO SPD 2016¹ requires a *maximum* of 3 parking spaces to be provided for 4 bed HMO's.

¹ Southampton Local Plan, Houses in Multiple Occupation Supplementary Planning Document (Adopted May 2016)

- 1.7 In high accessibility areas², the parking requirement for a 4 bed HMO is reduced to 2 parking spaces.

Note: The existing property is a 4 bed family dwelling with 2 parking spaces. The parking situation will not change, i.e. there will be no *net difference* in parking provision between the existing and proposed use of the property (as a 4 bed HMO).

- 1.8 Provision of less than the maximum parking standard is permissible. Developers must demonstrate that the amount of parking provided will be sufficient if they provide a lower quantity.
- 1.9 The case officer has asked for further information to be provided, in order to justify a relaxation of the parking standards in this particular case.

2.0 Policy CS19 – Car & Cycle Parking

- 2.1 Policy CS19 of the adopted Core Strategy states that parking for all development must have regard to the Council's maximum car parking and minimum cycle parking standards which will be set out in a Supplementary Planning Document. The following criteria will also be taken into account when assessing car parking provision:

1. the scale and travel needs of the development;
2. the level of Public Transport Accessibility (PTAL map);
3. the location of the development;

² Areas deemed as having 'high accessibility' (as defined in the Southampton City Council – Parking Standards Supplementary Planning Document, Sept 2011) will be:

- Within 4 minutes walk (300 metres straight line distance) of a bus route served by a bus on average every 3 minutes or less in each direction (20 or more buses per hour per direction) in the weekday daytime;

And / or

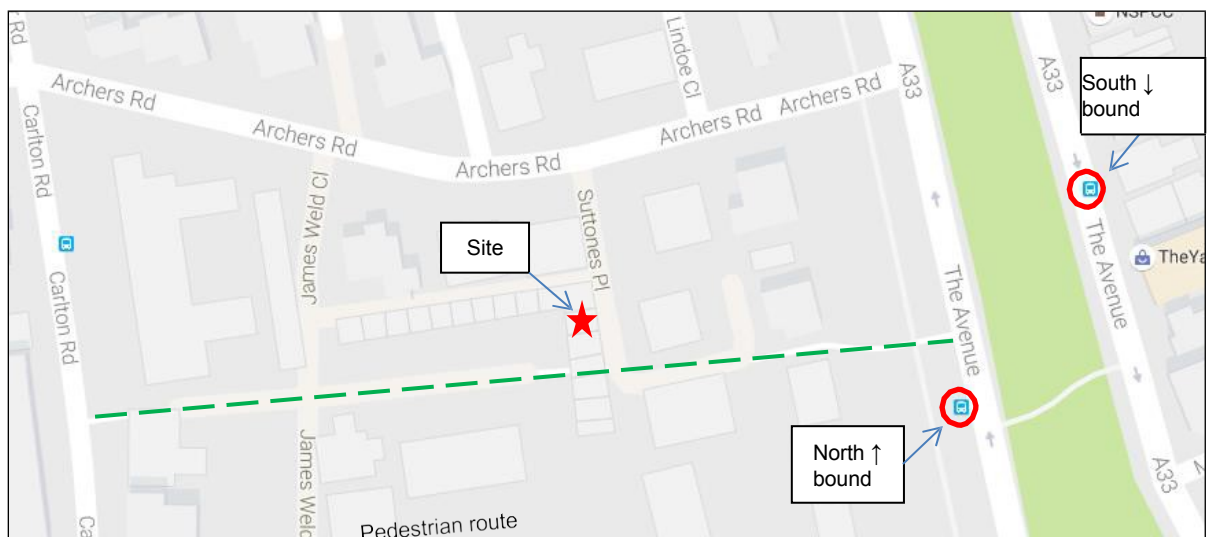
- Within 500m straight line distance of Southampton Central Railway Station

Note: The accessibility areas plan in Figure 5 of the Parking Standards SPD is not related to the PTAL maps used in the LDF Core Strategy. The two maps are unrelated.

4. the density of the development;
5. parking schemes such as car clubs, other parking arrangements and current controls/restrictions;
6. spaces for disabled people where appropriate.

3.0 Location of the development

- 3.1 The property is situated just off The Avenue. There are two bus stops (one north-bound and one south-bound) a few minutes walk away (see plan below).



Map showing the location of bus stops near to the site and pedestrian footpath through the development

- 3.2 The south-bound bus stop provides regular bus services to the City Centre (up to 16 times an hour during peak times).
- 3.3 The north bound bus stop provides regular bus services to Winchester, Chandlers Ford, Eastleigh, Fair Oak, Southampton Airport and Bassett Green (up to a total of 15 buses per hour).
- 3.4 There is a pedestrian link through the development that allows easy access to Bedford Place (via Carlton Road).
- 3.5 Southampton Central train station is approximately 0.9 mile (18 minute walk).

4.0 High accessibility / PTAL (Public Transport Accessibility Level)

- 4.1 A copy of the accessibility map from the SCC Parking Standards SPD is attached at Appendix 1. This shows that the application site is marginally outside of the City Centre high accessibility area, which extends as far north as Rockstone Place (150m distance away from the application site).
- 4.2 A copy of the PTAL map is attached at Appendix 2.
- 4.3 PTAL is defined in the Glossary of the Core Strategy as, 'Broadly shows higher levels of accessibility by rail, bus, cycle and reflect pedestrian connectivity to routes' (underlined for emphasis).
- 4.4 Despite only being a short distance north of the city centre, on the PTAL map the site is shown as being on the cusp of Bands 3 (green) and 4 (pink) and is therefore falls within the medium accessibility range. However, it should be noted that Bands 4 (pink) and 5 (blue) are very narrow at this point. The highest accessibility area (Band 6 – brown) extends as far north as the corner of Carlton Road and Carlton Crescent, which is only 240m (straight distance) away from the application site.
- 4.5 The pedestrian route through the development provides direct access onto Carlton Road and therefore aids the sites accessibility.

5.0 2011 Census

- 5.1 The 2011 census includes data on 'Method of travel to work'.
- 5.2 This data is displayed on datashine.org.uk website as coloured coded areas and can be used to compare and analyse the typical ratios of how residents in particular areas of Southampton travel to work.
- 5.3 The results for the area which includes the application site are as follows:

Car / van	29.5%
On foot	19.2%
Bus	6.6%
Bike	5%
Work from home	1.3%
Train	3.7%
Taxi	0.3%
Motorcycle	1.1%
Passenger in car / van	3.4%
Other	0.8%
Not in employment	29.2%
Total	100.1%

Car / Van	29.5%
Other means	41.4%
Not in employment	29.2%

5.4 The proposal involves a 4 bed HMO. If fully occupied, there would be 4 people occupying the property (of a working age). Using the above 2011 census data for 'Method of travel to work', the breakdown for each of the occupants would be as follows:

- 1.2 occupants would drive a car / van to work
- 1.6 occupants would travel to work by other means
- 1.2 occupants would be unemployed

5.5 Assuming that none of the occupants would be unemployed and attributing an equal share of the unemployed category to the other two categories, the breakdown would be as follows:

- 1.8 occupants would drive a car / van to work
- 2.2 occupants would travel to work by other means

5.6 This shows that, on average, approximately 2 of the HMO occupants would drive to work and 2 would travel by other means. This is a highly probable scenario, given the location of the property close to the city centre, the nearby bus stops (with regular bus services) and walking distance to the train station.

5.7 Based on the census data, the provision of 2 off-street parking spaces is therefore justified.

6.0 Applicants reasons for purchasing the property, observations on car ownership / parking and experience with other similar HMO properties

- 6.1 The applicants were attracted to the property due to its contemporary 'town house' design and layout, but also its location, with easy access to the city centre and the shops and bars in Bedford Place and links to public transport, which will appeal to their core target group – young professionals.
- 6.2 They own a number of properties in London and Southampton and the majority of their tenants tend to be young professionals. They try to acquire properties which are well located to public transport and local facilities, as this enables their tenants to commute to work and to travel and socialise without needing to rely on a car. Increasingly, they are finding that a number of their tenants are tending not to own a vehicle, due to affordability / high running costs / insurance.
- 6.3 The applicants own a 6 bed HMO at 64 Oxford Street in Southampton (SO14 3DL). The tenants in that property are young professionals – the type of tenants that they wish to have in Suttones Place. There was no difficulty whatsoever letting the Oxford Street property, despite there only being one parking space (a garage let to one of the tenants) and no nearby public parking, other than expensive on-street 'metered' parking bays at the front of the house. The applicants are not therefore at all concerned about parking being an issue in finding suitable tenants. It should also be noted that the Oxford Street property is a similar distance from Southampton Central train station as Suttones Place.
- 6.4 Prospective occupants of 65 Suttones Place will be fully aware that parking is limited (on and off site). The property is therefore most likely to attract tenants who are not dependant or reliant on private transport.

7.0 Young people's attitudes to car ownership (in accessible urban areas)

- 7.1 There are an increasing number of reports that suggest that developments in technology and changing attitudes of young people today is leading to a reduction in car ownership, particularly those living in urban areas.

- 7.2 An article from 2015 in the Guardian.com entitled, 'End of the car age: how cities are outgrowing the automobile', includes the quote that, "The younger generation are no longer car dependent. They are less likely to have a driving licence than previous generations."
- 7.3 The article explains that Generation Y, the so-called millennials now in their 20s and early 30s who have come of age in the digital era, seem less wedded to possessions than their baby boomer predecessors. Surveys show that the one object that is prized is the smartphone, and the future of transport is likely to be based not on individually owned cars but on "mobility as a service" – a phrase supposedly coined by another Finn, Sampo Hietanen, chief executive of Intelligent Transport Systems (ITS) Finland. Consumers will, so the theory goes, use their smartphones to check ultra-detailed travel news, locate car-club cars or bikes, check for parking spaces, call up Uber drivers, and arrange shared rides. Who needs a personally owned car?
- 7.4 An RAC report entitled 'Young Adults' Licence-Holding and Driving Behaviour in the UK' (Dec 2014) notes that since the mid-1990's, there has been a decline in car use amongst young adults, especially young men. Six main classes of reasons have been put forward in as possible explanations of the downward trends in driving licence-holding and car use among young adults, including:
- **Affordability** – the report suggests that it is not just the costs of buying and maintaining a car (e.g. tax, insurance, servicing fuel, etc), but also the 'burden of a car'. It gives the example of the problem finding an appropriate place to keep the car because of the lack of parking spaces, especially given that young adults are more likely to reside in urban areas, living in flats, houses with multiple occupancy and house-shares.
 - **Location and transport** - Several studies have found that access to good public transport and being able to get around without driving is a common reason for not holding a driving licence. As a result, locality may have become increasingly important as a factor in determining young adults' car use.
 - **Attitudes to car use** – Some reports suggest that owning a car is no longer seen as a symbol of independence or of social status and that among the young generation, other electronic gadgets such as smartphones and tablets may have replaced the car as a status symbol.

- **E-communication** – Some studies suggest that increasing availability of e-communication reduces young adults’ need for mobility, as it allows them to connect with each other without actually having to travel. Smartphone applications also facilitate the use of public transport, as real-time information about travel times, connections and so forth is increasingly available.
- **Delayed transitions to adulthood** – spending longer in education, delayed entry into the labour force and forming families at later ages have all been suggested as reasons why the need for a car – and the financial ability to pay for one – may be being delayed to later ages.

7.5 This research supports the case that in accessible urban locations, young people are increasingly less likely to own a car.



7.6 It therefore provides additional support and justification for the proposed level of off-street parking proposed in this application. The provision of 2 parking spaces would be sufficient in this location and given the type of occupants who are likely to reside in the HMO.

8.0 Alternative parking options

8.1 Should the need arise, there are options to rent a parking space within the local area, in the event that there is no on-street parking available outside or near to the site.

8.2 www.yourparkingspace.co.uk is an established website that advertises parking spaces to rent on a monthly / yearly basis in locations nationwide. A recent search revealed two spaces available for £125 a month within a 450m radius of the application site.

8.3 A recent search on Gumtree also found a parking space available for rent for £75 a month, a short distance away along Archers Road (approximately 230m):

	<p>Parking space for rent in town Parking space available on archers road dorrick court . £75pm . Close to Bedford place and town centre Date available: 04 Sep 2016 Southampton, Hampshire</p>	<p>£75pm 1 day ago </p>
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8.4 Young people using smart phone technology are well adept at using the internet for all types of services, including parking availability within their local area, if required.

9.0 Conclusion

9.1 The site is in a sustainable location (as acknowledged by the Council's Highways officer).

9.2 It is only just outside of the city centre 'high accessibility' area (by a couple of hundred metres) where a reduced parking requirement of 2 spaces would be acceptable.

9.3 There are bus stops a short distance away (on The Avenue) providing regular services, up to 16 buses an hour, to the City Centre and other commutable destinations beyond Southampton (including Chandlers Ford, Eastleigh and Winchester). Southampton Central train station is only a 18 min walk away.

9.4 The footpath through the development provides quick pedestrian access to facilities in Bedford Place and the City Centre.

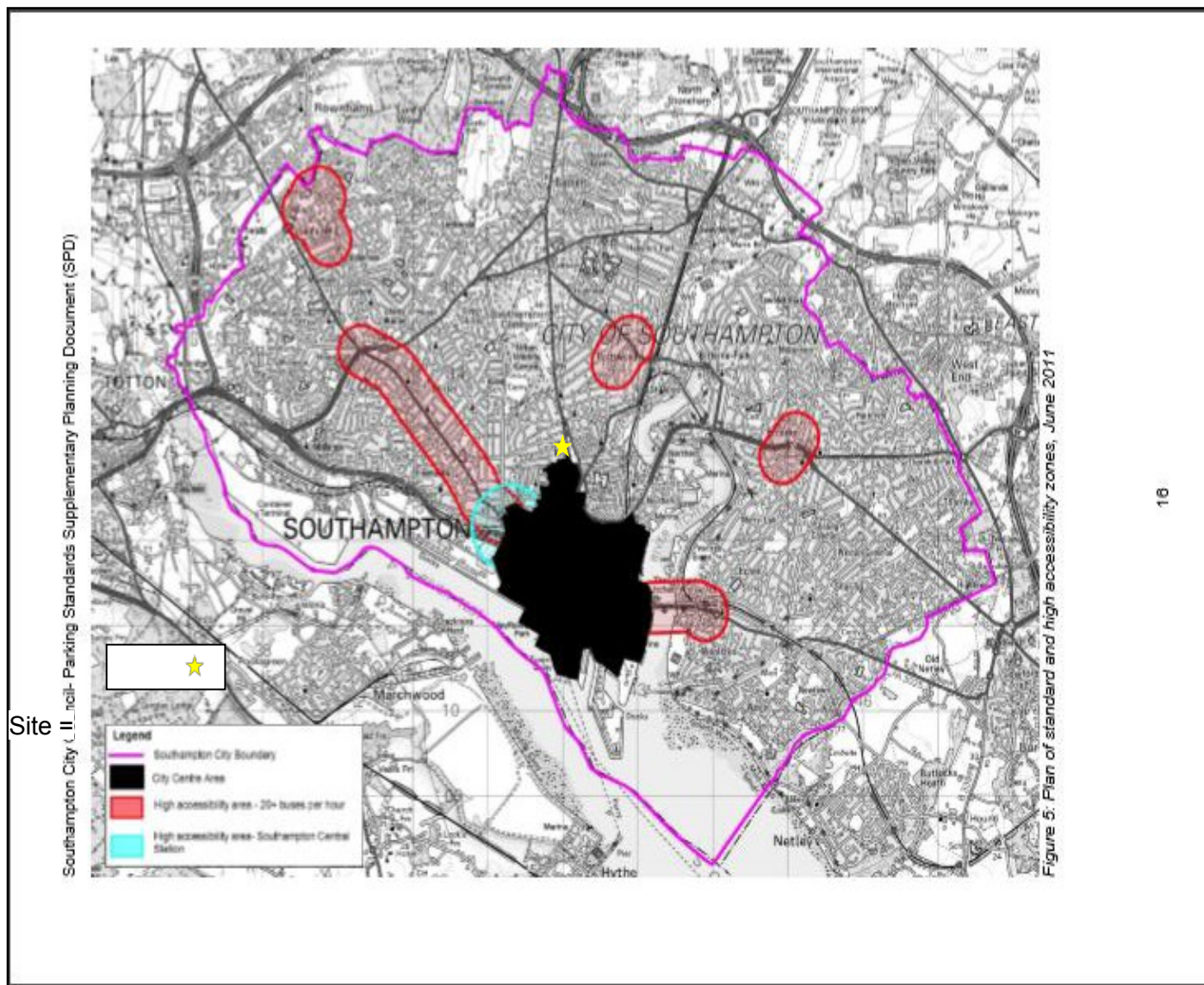
9.5 Data in the 2011 census on 'Method of travel to work' indicates that, on average, 50% of the occupants of the proposed HMO would travel to work by car and the other 50% would travel by other means. This supports the provision of 2 off-street parking spaces in this location.

9.6 Studies indicate that there is a growing trend of reduced car use amongst young adults, especially in urban locations. Good public transport and being able to get around without driving are cited as reasons why young adults might not hold a driving licence. The cost of buying and running a car, and also the 'burden of a car', i.e. difficulty being able to park in urban areas, are further reasons why there is reduced car ownership amongst young adults.

9.7 There are opportunities to rent private parking spaces in the area using dedicated websites and smartphone technology.

9.8 The information / evidence set out in this statement therefore provides justification why the provision of 2 off-street parking spaces (1 less than required in the HMO SPD) is sufficient, given the nature of the development proposed, the type of people most likely to occupy the accommodation and its accessible location.

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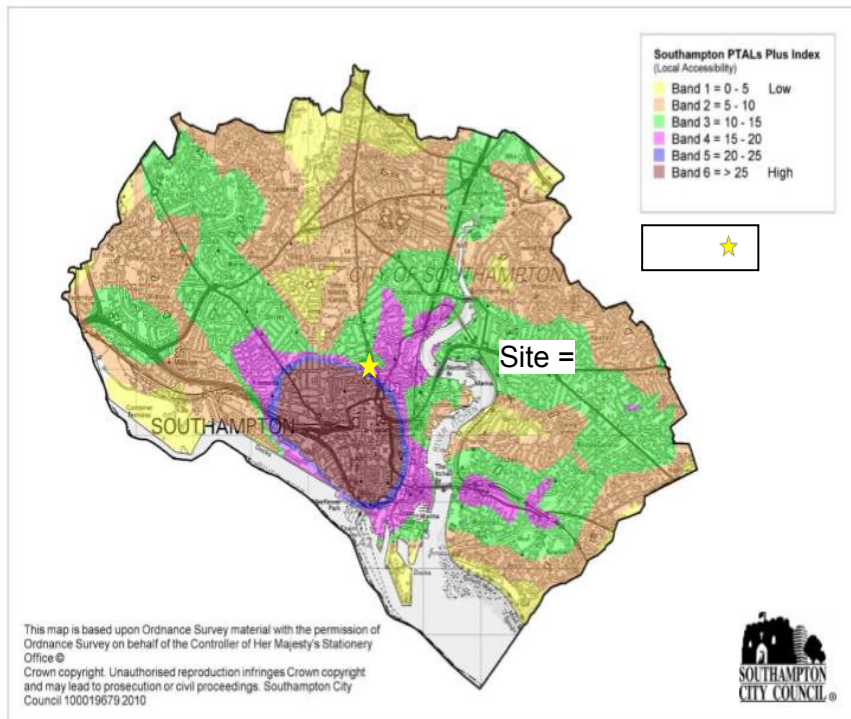


Plan showing standard and high accessibility areas (Parking Standards SPD)

Appendix 2

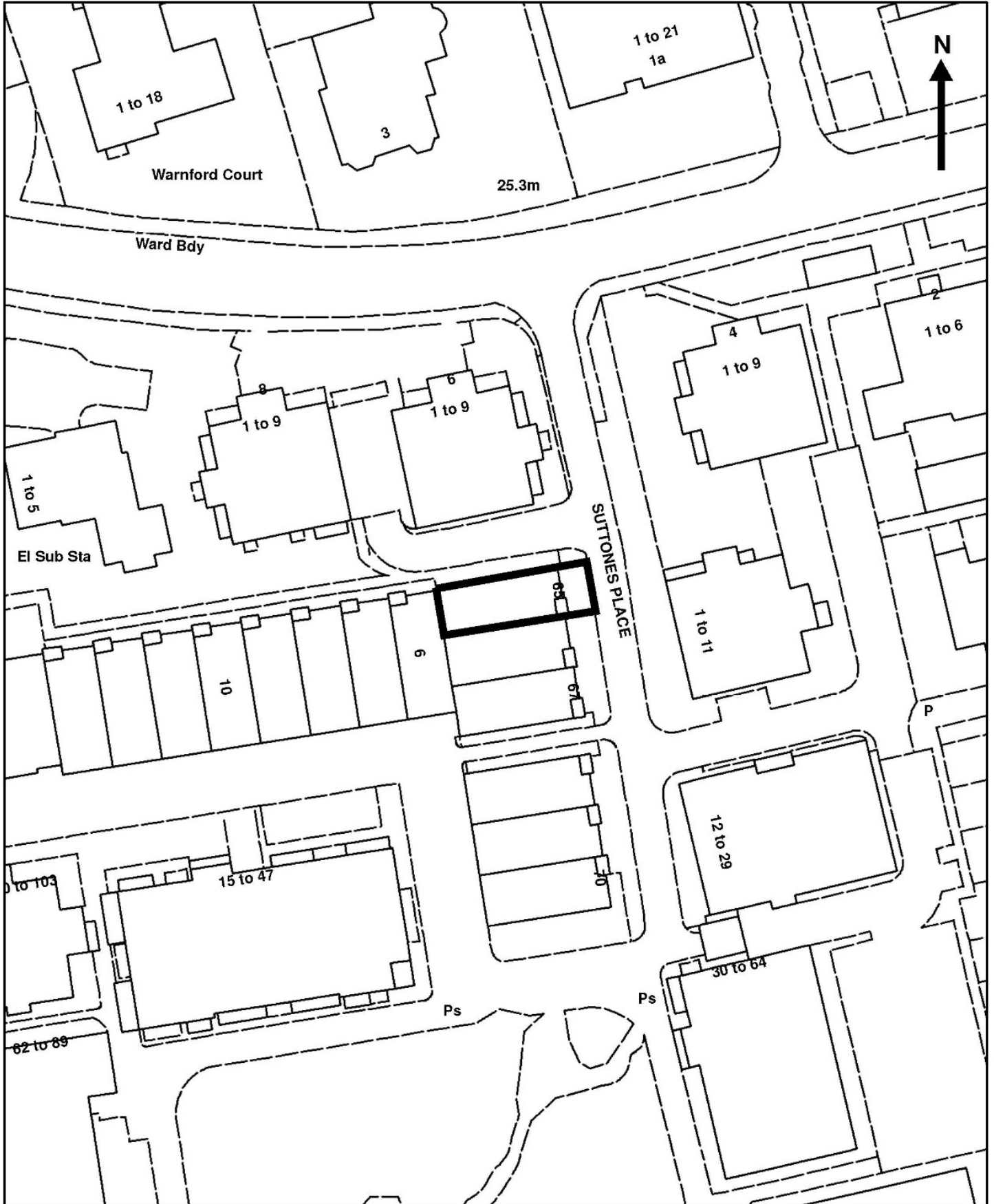
Public Transport Accessibility Level (PTAL) Map for Southampton

Accessibility between 7 - 10 am (Morning Peak) on Monday to Sunday (from Halcrow Parking Review July 2007)



PTAL map (Core Strategy)

16/00764/FUL



Scale: 1:625

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