

Highway Response

Ref: 24/0972

Date: 13/12/24

PROPOSAL: CHANGE OF USE OF DWELLING (C3 USE) TO AN 8 BEDROOM HOUSE OF MULTIPLE OCCUPATION (SUI GENERIS USE) AND ERECTION OF REAR DORMER

SITE: 60 Ombersley Road Newport NP20 3EE

Case Officer: Adam Foote

Highway Officer: Kevin Jackson

Highway recommendation:

Not policy compliant in terms of parking.

Highway Comments:

The existing house has only one space in curtilage that Highways would consider acceptable and safe. The garage does not meet current requirements and would not be supported or recognised. The access is too close to the junction and there is no drive to serve it (min 5.5m clear of highway needed). The H bar reduces street parking slightly (although part of it is too close to the junction to park on anyway).

Notwithstanding the actual provision the house has an assumed provision of 3 spaces in terms of policy. The proposed HMO requires 10 (rounded up). The theoretical shortfall is therefore 6/7 on street spaces.

A parking survey has been submitted to support the application, which claims to demonstrate that there are 11 spaces available at times of peak demand. This is not fully accepted. As far as it is possible to judge from the photo's there appears to be around 8 spaces free on each survey event.

Whilst this may appear to be adequate, we would caveat the conclusion that the development can be comfortably accommodated for the following reasons.

The calculation of 11 spaces is based on a theoretical capacity, which is in turn based on an assumption that a car can be accommodated every 5m.

Firstly some cars are over 5m or too large to get into a 5m space and many people take a van home, which can be significantly larger.

Secondly, without marked spaces cars are randomly positioned, and part spaces cannot be added up /used.

In addition, the survey has assumed that cars can park on junctions (opposite Upton on Risca for example). Notwithstanding observed practice, this (parking in a junction) is not allowed.

The photo's do not appear to clearly show 11 spaces, and the survey lacks sufficient detail of available space.

It is based purely on numbers in the street.

Car parks (as junctions) do not function properly at 100% capacity. Whilst it is not a car park, it would operate in the same way with vehicles circulating to find spaces. We would consider that the practical capacity of a car park is only 85% of its theoretical capacity. This allows for circulation, larger cars / vans and poor parking etc..

The surveys show demand ranges from 89 to 100% for the various elements.

Highways consider this network to have no practical spare capacity.

Lack of parking results in parking on junctions and obstruction of drives etc..

There is scope to debate the actual demand of HMOs. Much depends on the quality. Where they attract young professionals, they may have higher car ownership. Poor quality housing does not generally result in 100% car ownership.

For this reason, we would not consider it likely that parking demand would increase massively in this case and do not raise a formal objection.