

Highway Response

Ref: 24/0840

Date: 17/12/24

PROPOSAL: CHANGE OF USE FROM A 3 BEDROOM DWELLING (C3 USE) TO A 5 BEDROOM HOUSE IN MULTIPLE OCCUPATION (C4 USE), ERECTION OF BIN STORE TO FRONT OF PROPERTY AND CYCLE STORE TO REAR

SITE: 176 Caerleon Road Newport NP19 7GQ

Case Officer: Vicky Quinn

Highway Officer: Kevin Jackson

Highway recommendation:

Not supported or policy compliant.

Highway Comments:

The proposals include cycle storage, however these are not accessible without pushing a bike through the house. They are accessed via the kitchen and living room. In addition the store is open to the elements, so not suitable for long stay parking as needed for residential development.

The application includes a parking survey and sustainability assessment. The sustainability assessment is not helpful as the development is 5 residences with one space each. It has not been considered as there is no scope for reducing the requirement to less than one each. Furthermore, it would apply to the existing use and would reduce its requirement from 3 spaces. If considered it would increase the number of additional spaces needed.

Only two additional spaces are needed. These may be available; however no weight can be given to the parking survey as it has not been conducted properly. It should be based on drivable routes.

The numbers appear to be crossed over in some cases and no/insufficient allowance made for junctions and existing accesses. The survey therefore over-estimates the capacity and considers roads which should not be included (eg Richmond, Somerset & St Julian's).

In terms of car ownership, the key factor is the type of tenant attracted. Many, such as young professionals, would have cars.

Whilst there is no weight given to the parking survey, there are only two additional spaces needed to be parking policy compliant.

Given that the roads closest to the development do appear to have capacity for two cars, we would not object on parking grounds. The lack of parking and claims of low car ownership however place more importance on cycle use, which is not adequately provided for.

In conclusion, Highways cannot support the proposals and do not consider them policy compliant.