

Highway Response

Ref: RECON 25/0425

Date: 15/07/25

PROPOSAL: DEMOLITION OF THE EXISTING GARAGE AND ERECTION OF TWO-STOREY EXTENSION AT THE REAR TOGETHER WITH THE CHANGE OF USE THE FORMER FUNERAL DIRECTORS (A1) TO FACILITATE THE CREATION OF NO.5 FLATS FOR SPECIALISED SUPPORTED HOUSING WITH OVERNIGHT ACCOMMODATION FOR CARE PROVIDER

SITE: 140 Caerleon Road Newport NP19 7GS

Case Officer: Grant Hawkins

Highway Officer: Kevin Jackson

Following receipt of further information, we would update our comments as follows.

Highway recommendation:

Objection on grounds of parking policy.

Highway Comments:

The location is accepted as a sustainable one and electric vehicle charging and cycle parking are proposed but not detailed. These should be secured by way of condition.

It is difficult to assess the parking requirements, but only one space is proposed. Further information has been requested and received. Whilst it helps to clarify the situation, it makes it clear that staffing is higher than originally thought and parking is not sufficient.

From the application form it appears there are more than two staff during the day and accommodation for one overnight. This appears to be the minimum and could be exceeded.

Shifts are 12 hours changing at 8am/pm. Presumably there would be overlap with incoming staff briefed or at least present before the outgoing team can leave.

The parking SPG suggests one space per full time staff and one per three non-resident staff for similar uses. It also suggests parking based on bed numbers, which could provide for visitors and residents.

We accept that there would be no requirement for the proposed residents but are unable to condition that the residents can be regulated to prevent future residents that may drive. We also note that the permission is for flats and must base the assessment upon that.

We note that the operator suggests that staff would cycle, car share or use public transport. Again, however there is no control, and we cannot be assured of this. We must assume, modal share in line with national trends.

At this time, we would estimate that four spaces are probably needed to meet the demands of various staff, assuming some cross-over and use of other modes.

We would also require 6 spaces (including visitor) for the 5 flats, based on the SPG. (avoiding double counting the staff flat).

A parking survey has been submitted but does not effectively support the application. It shows that parking stresses are very high in the area and whilst there may be some spaces available the photos are not date stamped and or clear enough to determine how many spaces are available. In fact, many photos do not appear to show any spaces available.

The daytime survey would be the most relevant to staff parking as there is only one member of staff at night and there is a space provided on site. The residents parking would need to be demonstrated from the overnight survey.

Whilst it is a given that the previous use created parking demand, we are unable to evaluate it, and it must be noted that it had more parking within curtilage, most of which is lost. It may or may not have generated some on street parking.

The change of use and parking therefore results in a shortfall in parking, which relies upon street parking availability. The survey does not demonstrate that capacity is available on street, therefore we would raise an objection based on parking policy requirements. Other matters could be addressed via conditions.