



LRJ PLANNING

Planning, Design and Development

PARKING SURVEY

PROPOSAL: CHANGE OF USE FROM A HOUSE OF MULTIPLE OCCUPATION (C4 USE) TO A 6 BEDROOM 7 PERSON HOUSE OF MULTIPLE OCCUPATION (SUI GENERIS USE)

CLIENT: MR THOMAS STRATTON

SITE: 8 CLYFFARD CRESCENT, NEWPORT, NP20 4GE

DATE: OCTOBER 2025



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1.0 Introduction

- 1.1 This Parking Survey has been prepared by LRJ Planning Ltd on behalf of the applicant to accompany the full planning application for change of the use of the property from a house in multiple occupation (use class C4) to a 6 bedroom 7 person house of multiple occupation (sui generis use) at 8 Clyffard Crescent, Newport.
- 1.2 The property does not benefit from any off-street parking.
- 1.3 This appraisal describes the likely parking demand that will be generated by the proposal and whether this can be accommodated within surrounding streets. The survey has been carried out in accordance with the Lambeth Methodology.

2.0 Policy Context

TAN18 Transport

- 2.1 Technical Advice Note 18 (TAN18) details the Welsh Government's policies in terms of transport matters.
- 2.2 Paragraph 4.6 advises that maximum car parking standards should be used at regional and local level as form of demand management.
- 2.3 In Paragraph 4.7 identifies that in determining maximum car parking standards for new development regard should be given to, amongst other things:
 - public transport accessibility;
 - opportunities for walking and cycling; and
 - the availability in the general area of safe public on street and off-street parking the potential for neighbouring or mixed-use developments sharing parking spaces at different times of the day or week.



- 2.4 Paragraph 4.13 deals specifically with the implementation of parking within new developments. It states that maximum parking standards should not be applied so rigidly that they become minimum standards and that maximum standards should allow developers the discretion to reduce parking levels. The potential for problems associated with overspill parking is recognised and applicants when undertaking a transport assessment are advised to assess the extent of existing on street parking pressures and the impact of the new development.

Manual for Streets

- 2.5 Paragraph 5.7 of TAN18 specifies that it is ‘Manual for Streets’ (MfS) provides technical guidance on street design ‘and should be referred to by all organizations and professions engaged in designing new development’.
- 2.6 At paragraph 8.1.1 MfS states that accommodating parked vehicles is a key function of most streets particularly in residential areas and in 8.1.4 that parking can be provided on or off the street. The statements demonstrate that it is permissible to consider that the parking demand generated by new development can be catered for by on-street parking.
- 2.7 Paragraph 8.3.6 states that parking provision below parking demand can work successfully where adequate on street parking controls are present and where residents can reach day-to-day destinations such as jobs, schools and shops without the use of a car. The appeal site is located close to the town centre where there is good public transport accessibility and where the services and facilities provided within the town centre can be easily accessed on foot or by bicycle. MfS suggests that for residents who choose not to own a car, living in such an area may be an attractive proposition.



Newport adopted Local Development Plan (LDP) 2011 - 2026

- 2.8 Policy GP4 relates to general development principles in respect to Highways and Accessibility. Amongst other considerations development proposals must be accessible by a choice of transport modes and make adequate provision for car parking and cycle storage.
- 2.9 Policy T4 requires that development provides an appropriate level of parking provision in accordance with adopted parking standards.

Newport City Council Parking Standards Supplementary Planning Guidance 2012

- 2.10 The Parking Standards SPG sets out the Council's parking requirements for new developments. Parking requirements differ according to the location and relative accessibility of the development with areas of the Council allocated to one of five zones (zones 2 to 6).
- 2.11 The lawful use of the property is currently a dwellinghouse (C4 use). proposed use of the property as a HMO, the Council parking demand generated is 7 spaces, which includes 1 visitor space.

3.0 Site Accessibility

- 3.1 As detailed in the Planning Statement, the site is located in an accessible location. The property occupies a sustainable location within the settlement boundary, as well as being within walking distance of a bus route and mainline train station with regular services. Within 800m there are a raft of amenities and services that are accessible within the City Centre.



4.0 Proposed Development and Parking Survey

- 4.1 The property does not benefit from any off-street parking, but given the sustainable location of the property, it is considered that this is fully justified. Notwithstanding this, a parking survey to understand the availability of on-street parking within 200 metres of the property.
- 4.2 A parking stress survey was undertaken of the streets surrounding the property (extent of survey area is produced at Appendix A) in the early hours of 8th October 2025 and 9th October 2025. The survey method was to visit the area when it is assumed that most residents would be home and the residential parking demand therefore would be at its greatest. The survey covered the streets within some 200m / 2 minutes walk of the application site as this was considered a reasonable distance within which future residents/visitors of the proposed development would look for a parking space.
- 4.3 The on-street parking capacity of the survey area has been calculated by measuring the length of kerbside parking available and dividing this by the length of a parking space (5m). Lengths of kerb with parking restrictions or across driveway entrances/garages were not included within the calculation. The results of the survey are produced in the table overleaf.



Table 1 – Unrestricted Parking

Street (Not controlled or restricted)	Available Kerbside Parking Length (Metres)	Available kerbside parking - Parking Spaces Number	Wednesday 8 October 2025 at 00:30:00 No of cars	Wednesday 8 October 2025 at 00:30 No of cars (% occupied)	Thursday 9th October 2025 at 00:30 No of cars	Thursday 9th October 2025 at 00:30 No of cars (% occupied)
Clyffard Crescent (north side)	189	37	34	91.9	33	89.2
Clyffard Crescent (south side)	168	33	30	90.9	33	100.0
Kingsmill Terrace (north side)	45	9	7	77.8	9	100.0
Kingsmill Terrace (south side)	41	8	8	100.0	8	100.0
Tunnell Terrace (east side)	36	7	7	100.0	7	100.0
TOTAL	479	94	86	91.5	90	95.7

Table 2 – Controlled Parking Zones

Street (Controlled/Restricted parking)	Available Kerbside Parking Length (Metres)	Available kerbside parking - Parking Spaces Number	Wednesday 8 October 2025 at 00:30:00 No of cars	Wednesday 8 October 2025 at 00:30 No of cars (% occupied)	Thursday 9th October 2025 at 00:30 No of cars	Thursday 9th October 2025 at 00:30 No of cars (% occupied)
Albert Terrace (west side)	104	20	20	100.00	20	100.00
Blewitt Street (east side)	126	25	21	84.00	20	80.00
Blewitt Street (west side)	126	25	21	84.00	21	84.00
Windsor Terrace(south side)	54	10	10	100.00	10	100.00
Tunnell Terrace (east side)	87	17	17	100.00	17	100.00
Tunnell Terrace (west side)	21	4	4	100.00	4	100.00
St Mary Street (north side)	110	22	18	81.82	19	86.36
St Mary Street (south side)	77	15	13	86.67	13	86.67
St Edward Street (east side)	138	27	27	100.00	27	100.00
St Edward Street (west side)	138	27	27	100.00	27	100.00
TOTAL	981	192	178	92.71	178	92.71



4.4 The evidence collected demonstrates that there is sufficient capacity within the surrounding streets. As a result, it is clearly the case that there are parking spaces available to serve the increased number of persons are available on surrounding streets.

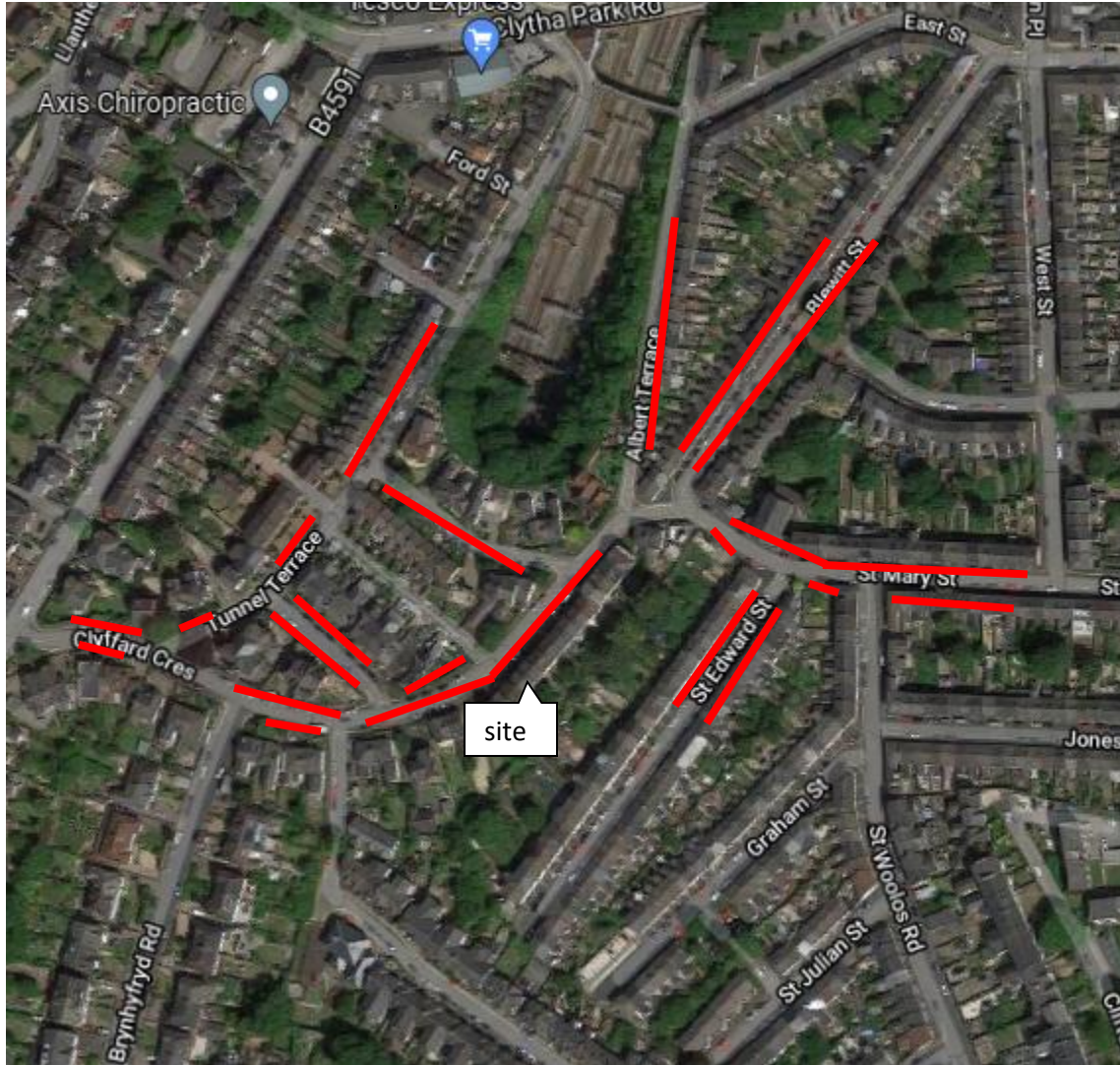
5.0 Conclusion

5.1 The site is in a sustainable and accessible location. The parking survey has been undertaken and provides evidence that there is on-street parking capacity to accommodate the anticipated on-street parking associated with the development.

5.2 Overall, it is considered that the parking surveys demonstrate that the parking demand can be comfortably accommodated within the surrounding streets and for this reason it is considered that the proposal is acceptable in highway terms.



Appendix A – Parking Survey Area and Photographs

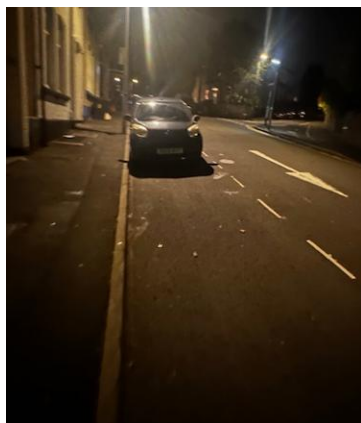




Photographs from Wednesday 8th October 2025

Parking Available Clyffard Crescent (Restricted)





Parking Available Clyffard Crescent (Not Restricted)



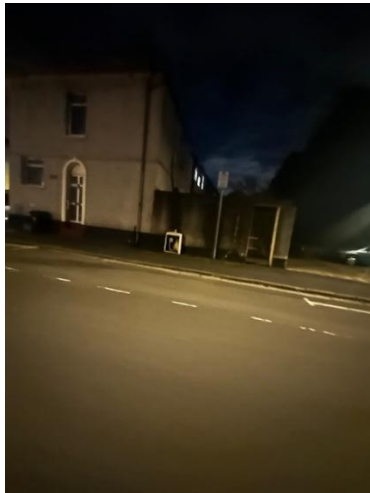


Parking available Kingsmill Terrace (Restricted)





St Mary Street parking available (restricted)





Blewett Street available parking (Restricted)





Photographs from Thursday 9th October 2025

Parking Available Clyffard Crescent (Restricted)



Parking Available Clyffard Crescent (Not Restricted)

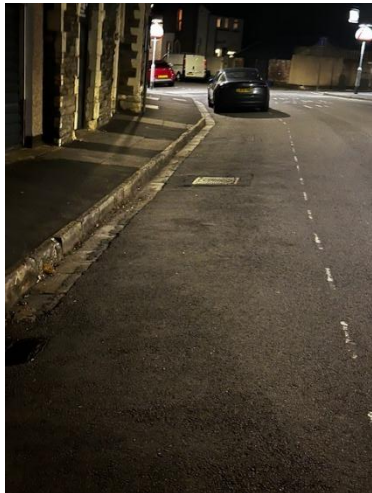




Parking available Kingsmill Terrace (Restricted)



Parking available St Mary Street (restricted)





Blewett Street available parking (Restricted)

