



LRJ PLANNING

Planning, Design and Development

PARKING SURVEY

PROPOSAL: CHANGE OF USE FROM A 3 BEDROOM DWELLING (C3 USE) TO A 6 BEDROOM HOUSE IN MULTIPLE OCCUPATION (C4 USE) AND INSERTION OF WINDOW IN FIRST FLOOR FRONT ELEVATION

CLIENT: MR GRAINGER JONES

SITE: 28 BRYNGLAS ROAD, NEWPORT, NP20 5RZ

DATE: JUNE 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 the change of the use of 28 Brynglas Road, Newport from a three bedroom dwellinghouse to a six bedroom house in multiple occupation (C4 use).
- 1.2 This appraisal describes the likely parking demand that will be generated by the proposal and whether this can be accommodated within surrounding streets. It has been carried out in accordance with the Lambeth Methodology prescribed by the Council.

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 district centre where there is good public transport accessibility and where the services and facilities provided within the district 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). The property is located within parking zone 3.
- 2.11 The lawful use of the property is as a dwelling and the existing parking demand generated is 3 spaces. With regards the proposed use of the property as a HMO, in accordance with the Council's parking standards the demand generated is 7 spaces.

3.0 Site Accessibility

- 3.1 The property is located within easy walking distance of local amenities and services as well as close to bus stops on Malpas Road that connects the property to Newport City Centre. As a result, occupants will enjoy easy access to shops, services and facilities as well as local employment opportunities, therefore reducing the reliance on the private car. This accords with the overarching pursuit of sustainable development set out in Planning Policy Wales. Given the proximity



to a range of local services, the absence of off-street parking is fully justified for an HMO.

4.0 Proposed Development and Parking Demand

- 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 has been provided in support of the application.
- 4.2 A parking stress survey was undertaken of the streets surrounding the property in the early hours of Wednesday 4th June 2025 and Thursday 5th June 2025. The survey method was to visit the area in the early morning 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) as set out in the Lambeth Methodology. Lengths of kerb across driveway entrances and garages, as well as dedicated disabled parking spaces were not included within the calculation. The results of the survey are produced in the table below.



Parking Survey Results

Street	Available Kerbside Parking Length (Metres)	Available kerbside parking - Parking Spaces Number	Wednesday 4th June 2025 at 05:00 No of cars	Wednesday 4th June 2025 at 05:00 No of cars (% occupied)	Thursday 5th June 2025 at 05:15 No of cars	Thursday 5th June 2025 at 05:15 No of cars (% occupied)
Brynglas Road (East)	107	21	19	90.5	19	90.5
Brynglas Road (West)	58	11	9	81.8	10	90.9
Aston Crescent (East)	144	28	27	96.4	27	96.4
Aston Crescent (West)	115	23	23	100.0	23	100.0
Ross Steet (North)	100	20	20	100.0	20	100.0
Ross Steet (South)	69	13	11	84.6	11	84.6
Chelston Place (North)	45	9	9	100.0	9	100.0
Chelston Place (South)	47	9	9	100.0	9	100.0
Prospect Street (North)	64	12	12	100.0	12	100.0
Prospect Street (South)	70	14	14	100.0	14	100.0
Redland Street (East)	150	30	30	100.0	30	100.0
Redland Street (West)	111	22	22	100.0	22	100.0
TOTAL	1080	212	205	96.7	206	97.2

4.4 The parking survey covers an area of 200m. Typically, parking demand is at its highest during the early morning. The parking survey found that at least 6 parking spaces were available within the surrounding area to accommodate any increase in parking demand.

4.5 Given the above, as well as the fact that due to the nature of the proposed use, levels of car ownership are low, it is evident that there is capacity on surrounding streets to cater for the parking demand generated. This position has been supported in a number of appeal decisions where similar circumstances apply.

5.0 Conclusion

5.1 The site is in a sustainable and accessible location, which offers easy access to sustainable forms of transport, as well as a range of facilities and amenities. The parking survey that has been undertaken 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 survey demonstrates 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 – Extent of Survey Area

Brynglas Road (East) and Brynglas Road (West)





Aston Crescent (East and West)





Ross Street (North and South) – EV charging (2 spaces) on north side not included



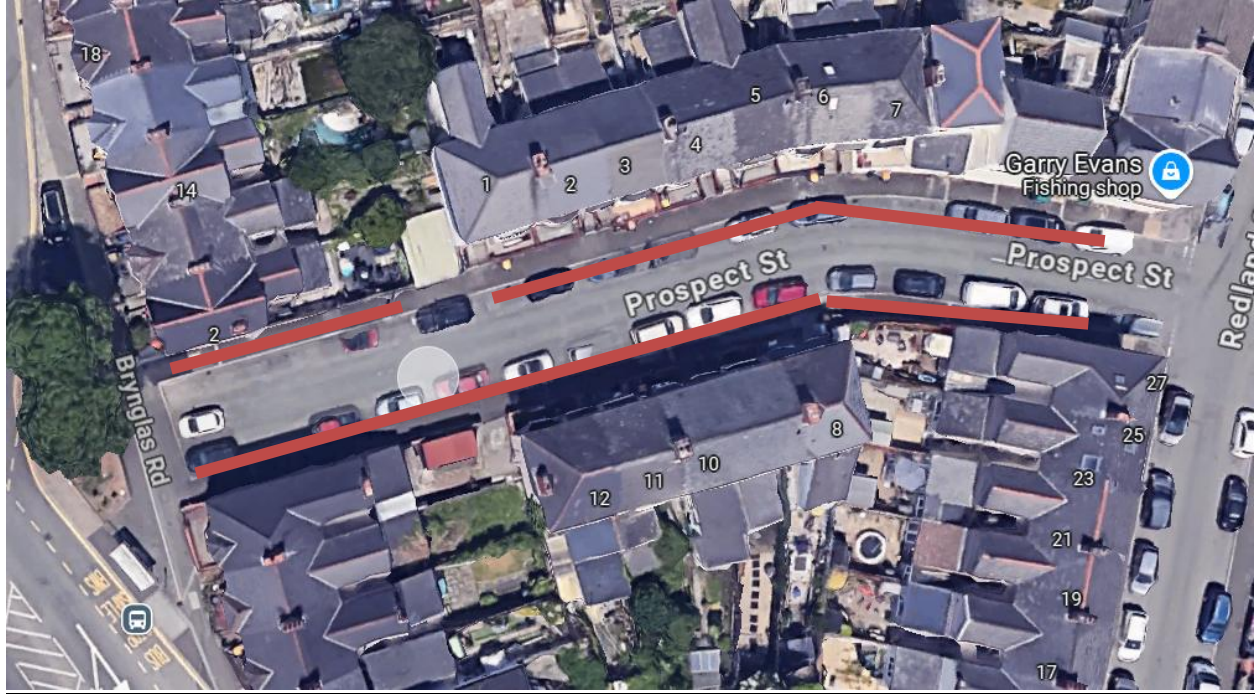


Chelston Place (North and south)



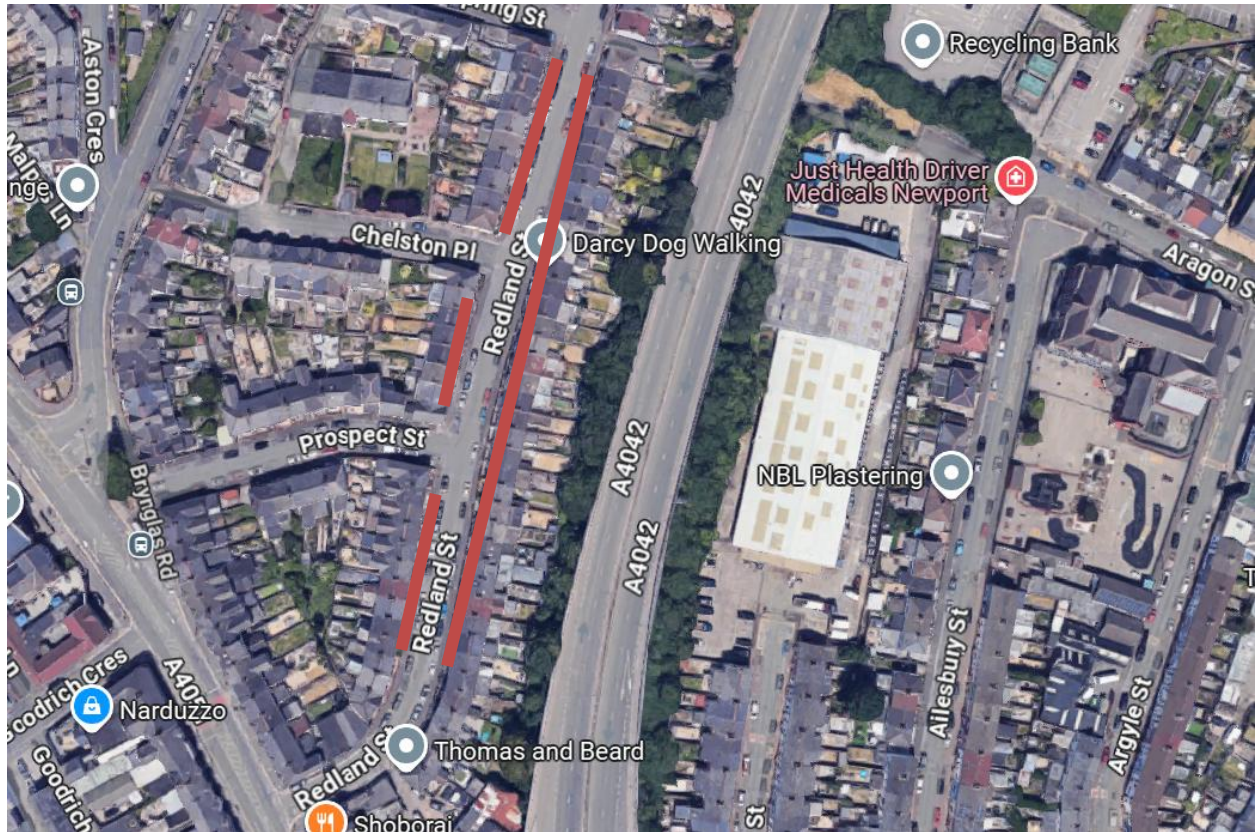


Prospect Street (North and South)





Redland Street (East and West)





4th June 2025 Photographs

Brynglas Road (West)





Brynglas Road (East)





Aston Crescent (East)





Ross Street (South)





5th June 2025 Photographs

Brynglas Road (West)





Brynglas Road (East)





Aston Crescent (East)





Ross Street (South)

