

Parking Survey

1. Site Accessibility and Planning Context

The application property is located within the established residential area of St Julian's, Newport, and benefits from access to local services and facilities, including shops, community infrastructure, and public transport options, with many facilities within walking distance.

In accordance with *Planning Policy Wales (PPW)*, development should be located in accessible and sustainable locations that reduce reliance on private car use and promote active travel. The site is therefore considered suitably accessible for a small-scale home-based childcare use.

2. Parking Stress Survey Methodology

A parking stress survey was undertaken on **17, 18, 19 and 22 June 2026** at the following times:

- **07:00 (morning peak / drop-off period)**
- **13:00 (daytime period)**
- **17:00 (afternoon peak / collection period)**

These survey periods reflect anticipated peak parking demand associated with childminding operations.

The survey assessed on-street parking availability within:

- St Julian's Avenue
- St Julian's Road
- Heather Road
- Carlton Road

within an approximate **75-metre radius** of the application property.

The assessment was undertaken in accordance with established parking stress principles, including the **Lambeth Methodology**, using an assumed kerbside capacity of **5 metres per parking space**.

Parking Survey between 17th June to 22nd June 2026

Street name	Total no of car spaces	No of cars at 7am	Free car spaces at 7am	No of cars at 1pm	Free car spaces at 1pm	No of cars at 5pm	Free car spaces at 5pm	Notes
<u>17.06.2026</u> St Julian's Rd	60	43	17	55	15	50	10	
<u>18.06.2026</u> St Julian's Av	60	39	21	44	16	27	33	
<u>18.06.2026</u> Heather Rd	30	10	20	20	10	7	23	Right side done, not whole rd
<u>18.06.2026</u> Carlton Rd	30	16	14	16	14	16	14	
<u>19.06.2026</u> St Julian's Rd	60	35	25	35	25	23	37	
<u>22.06.2026</u> St Julian's Av	60	45	15	33	27	23	21	Some cars taking 2 spaces
<u>22.06.2026</u> Heather Rd	30	13	17	23	7	13	17	
<u>22.06.2026</u> Carlton Rd	30	9	21	5	25	5	25	

Photographic evidence was taken to support the survey data recorded within the table; however, due to file size limitations, it was not possible to upload the full set of images as part of this submission. As a representative sample, photographs from the 17:00 survey period for all four streets have been included. Should the Local Planning Authority wish to review the complete set of photographs covering all survey times and dates, these can be provided separately upon request, either via email, postal submission, or hand delivery.

Unfortunately I could not upload some of the photos of above(5pm St julian av, Heather Rd & Carlton rd)

3. Survey Coverage and Assumptions

The survey did not extend along the full length of all surrounding streets:

- Only partial sections of **St Julian’s Road** and **Heather Road** were included
- **Carlton Road** was not surveyed in its entirety

Accordingly, the findings represent a **conservative baseline assessment** of parking conditions.

Neighbouring roads such as Hubert Road and Caerleon Road were not surveyed, as observed conditions clearly demonstrated ample parking availability within the study area.

Despite these limitations, the survey consistently recorded **significant spare parking capacity across all time periods**, including peak drop-off and collection times.

4. Survey Results Summary

Combined Parking Data (All Surveyed Streets)

Time	Total Spaces	Cars Parked	Free Spaces
07:00	360	211	150
13:00	360	231	139
17:00	360	164	180

Key Observations

- A **minimum of 139 spaces** remained available at peak daytime demand
- Up to **180 spaces** were available in the afternoon period
- Parking availability remained **consistently high across all surveyed days**

Some minor observations included:

- Isolated instances of inefficient parking (e.g. vehicles occupying two spaces)
- Partial survey coverage on Heather Road

These factors further support the conclusion that **actual available capacity is likely higher than recorded**.

5. Parking Demand and Capacity Relationship

The proposed childminding use is small in scale and generates a low level of vehicle activity.

Under reasonable worst-case assumptions:

- Up to **7 vehicle arrivals** during the morning peak
- Up to **7 vehicle departures** during the afternoon peak
- Movements will be **staggered across time slots**

Parking demand will be:

- **Short-duration in nature**
- Limited to drop-off and collection
- Characterised by **high turnover**

When assessed against the observed availability of **139–180 free spaces**, the proposal represents a **negligible increase in demand relative to available capacity**.

6. Parking Impact Assessment

Given:

- The **low level of additional parking demand**
- The **substantial available on-street capacity**
- The **short-duration nature of parking activity**

The proposed development will **not result in**:

- Parking stress
 - Displacement parking
 - On-street congestion
 - Obstruction of the public highway
 - Harm to residential amenity or highway safety
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7. Conclusion

The parking survey demonstrates that **substantial on-street parking capacity exists throughout the day**, including during peak operational periods.

Across the surveyed streets:

- Between **139 and 180 spaces** remain available at any given time
- The recorded data represents a **conservative baseline**, with additional capacity likely beyond the survey extent

The limited and short-duration parking demand associated with the proposed childminding use is **significantly lower than the available capacity**.

This shows that there is consistently substantial spare parking capacity throughout the day, demonstrating that the existing highway network can comfortably accommodate the minimal additional demand without adverse impact.

Accordingly, the proposal is considered acceptable in parking and highway terms and accords with:

- **Planning Policy Wales (PPW)**
- **Newport Local Development Plan policies**