

SUSTAINABILITY APPRAISAL

1. Local Facilities

Regarding the site's accessibility / proximity to services, in accordance with Appendix 5 of the Newport City Council Supplementary Planning Guidance – Parking Standards document the site achieves the following score as set out below:

District Centre – 55 metre 3p x 2
Convenience Store – 110 metres 3p
Pharmacy 260 metres 2p
Doctors Surgery – 280 metres 2p
Post Office 240 metres 2p
School 650 metres 1p

Total 16 points

2. Public Transport

Bus Stop 110 metres

In respect to accessibility to public transport – bus stop within 300m

Total 3 points.

3. Frequency of Public Transport

Frequent services within 10 minutes

Total 2 points.

4. Cycle Route

Total 0 Point

Total 21 points

The total score is 21 points indicating that the property is readily accessible by public transport and to all other services and amenities.

The existing lawful use of the property is as a 3-bedroom single dwellinghouse (Use Class C3), which already has the potential to generate demand for up to 3 parking spaces.

The proposed development seeks permission for a modest change of use to a 4-bedroom HMO (Use Class C4). Based on the Council's parking standards, this would result in a theoretical increase of only one additional parking space requirement.

Given that the site is located within a sustainable location achieving approximately 21 sustainability points, the Council's guidance supports a reduction in parking provision requirements in such accessible locations.

It is therefore considered that the marginal increase of one additional parking space demand would not result in a severe impact on highway safety or parking conditions within the surrounding area. The sustainable location of the site, together with access to

local services and public transport, is likely to reduce reliance on private car ownership amongst future occupiers.

In support of the application, two previous parking surveys undertaken using the Lambeth Methodology have also been submitted. These surveys provide additional contextual parking information for the surrounding area and further demonstrate that the proposal would not give rise to unacceptable parking stress.

On this basis, it is considered that any requirement for a new parking stress survey would be unnecessary and disproportionate in relation to the scale and nature of the proposal.