

K W DORRINGTON ARCHITECTURAL ASSOCIATES

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4th April, 2026.

Development Dept.,
Newport, City Council,
Civic Centre,
Newport.

PROPOSED CHANGE OF USE FROM PART RETAIL WITH RESIDENTIAL ACCOMMODATION TO UPPER FLOORS TO 6 BEDROOM SUI-GENERIS HMO AT – 6, ALEXANDRA ROAD, NEWPORT, NP20 2GY.

TRAVEL PLAN & PARKING SURVEY-

1.0 Introduction

- 1.1 - This Parking Survey has been prepared on behalf of the applicant to accompany the full planning application for the CHANGE OF USE TO A 6 NO. BED HMO at 6, Alexandra Road, Newport, NP20 2GY.
- 1.2 - The proposal includes internal secure cycle storage, which is separate from the refuse/recycle storage. The property is in a sustainable location with adequate on road parking within 200m. The assessment of available on road spaces has been carried as per the accepted Lambeth Methodology.
- 1.3 The ground floor was primarily an A1 Shop – it appears that the kitchen was used as part of the residence. CSS Wales Parking Guidelines has A1 Shops under 200sq.m. requiring 1 operational commercial vehicle space and per 60sq.m. – thus the retail would equate to 2 parking spaces. The retail has been vacant for a considerable number of years.
- 1.4 The upper floors had 3 bedrooms, which equates to 3 parking spaces.
- 1.5 Thus, the existing demand equates to 5 parking spaces. The proposed scheme under this planning application will require a total of 6 parking spaces – 1 per bedroom. This Parking Survey does conclude that there is available space on street. It should be noted that occupiers of HMOs have a lesser incidence of car ownership.
- 1.6 The locality has wide area of on street parking areas.
- 1.7 This parking study area includes highways parking within 200m of the property.
- 1.8 – It should be noted that the area of Alexandra Road near the Church has numerous space for car parking.

2.0 - Lambeth Methodology -

1. “The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2-minute walk) around a site.”

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2. Extent of survey

All roads within 200m walking distance of the site. Note this area is NOT a circle with a 200m radius but a 200m walking distance as measured along all roads up to a point 200m from the site.

People searching for a parking space are unlikely to stop halfway along a road at an imaginary 200m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road. Surveys will be assessed based on practical driving routes so advanced confirmation that the extent of a survey is acceptable should be sought.

3. *To calculate parking capacity each individual length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example, a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each parking bay on a road must be calculated separately and then added together to give a total number of parking spaces for each road.*
4. *Note that stress levels of over 100% stress (or 100% occupancy level) are possible. For example, small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.*
5. *Parking stress becomes a cause for concern when an excess 85% is reached - after allowance has been made for parking generated by the development, in this case the habitation of the HMO. At this point, nearby residents will have difficulty finding parking close to their homes. Each site will be judged on it's own merits; taken into account location of local facilities including bus stops etc.*
6. *The aerial photograph below shows the extent of the parking study. At the end of this document there are a number of photographs that were taken at the time of the parking study street nighttime studies.*

3.0 APPROVED POLICIES -

3.1 - Newport City Council SPG - Parking (Adopted August 2015)

3.1 - The Council's parking requirements for all new developments, including Change of Use is set out in the Parking SPG. The required parking standards are set by development type and location. There are a number of zones (1 to 6), this application falls into Zone 3 – Urban.

3.2 - The proposal relates to the Proposed Change of Use to a 6 Bedroom HMO. The SPG will confirm that 1 parking space per bedroom will be required. Whereas the proposed a 6 Bedroom HMO would equate to 6 parking spaces. Thus, a shortfall of 1 parking spaces exists.

3.3 – Cycle Parking Provision is now covered in The Sustainable Travel SPG (July 2020), and not the Parking SPG. The Sustainable Travel SPG states - that 1 space is provided per 2 bedrooms. The proposed HMO has the ground floor retail area which will be converted to provide space for 3 cycles, as well as secure storage for refuse and recycle bins; this is excellent as cases of cycle theft is high, this is noted in the extremely low usage of publicly accessible cycle storage.

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Plate 2 – Aerial showing walking distance from application dwelling

4.0 - Technical Advice Note 18 – Transport (TAN18)

4.1 - Welsh Government's TAN 18 policies in terms of transport, travel and parking matters.

4.2 – “Development plans and related SPG should outline the information required in residential applications or design statements to demonstrate appropriate levels of access by walking, cycling and public transport for new residents and the wider community to local services. Developers should be able to demonstrate that..”

4.3 - Paragraph 4.6 states – “Maximum car parking standards should be used at regional and local level as a form of demand management. Turning minimum standards into maximum standards will not necessarily be appropriate. Therefore evidence based on the likely effects of different parking levels for each land use should be considered, including consideration of the relative locations of land uses and their consequent accessibility”

4.4 - Paragraph 4.7 –

“4.7 In determining maximum car parking standards for new development, regard should be given to:

- public transport accessibility and opportunities or proposals for enhancement;
- targets and opportunities for walking and cycling;
- objectives for economic development including tourism;
- the availability in the general area of safe public on- and off- street parking provision; and

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- potential for neighbouring or mixed-use developments sharing parking spaces, for example at different times of the day or week.”

4.5 - Paragraph “4.15 – Residential Car Parking - Some car free housing development may be appropriate in locations with good walking, cycling and public transport links and in areas where parking is controlled. On-site cycle and parking provision for those with disabilities will be required if such on-street parking cannot be provided. Planning obligations will have a role 19 Welsh Office Circular 13/97 ‘Planning Obligations’ to play in ensuring residents do not own cars in such developments It is essential that, prior to occupation, the future residents should be made aware of the car free status of the development. To ensure this, the role of travel plans, including personal travel planning initiatives such as MODUS20 should be considered by planning authorities.”

5.0 – CSS Parking Standards –

5.1 - The application site falls into Zone 3 – CSS states that “Zone 3 - Urban: Very much part of a substantial built up area with a number of basic local facilities within 400m walking distance. A range of bus routes offering up to 6 buses per hour; the range of destinations offering practical access to most but not all essential facilities. The curtilage of the site restricts, to an extent, what car parking can be provided. There are likely to be some restrictions on on-street parking and other available off-street parking is severely limited or non-existent.”

5.2 - Paragraph 6.2 states “In assessing the parking requirements for a particular development, the planning authority will need to take into account a number of factors in relation to the development and its location. These are listed below. However, it should be noted that some of these factors are outside direct planning control, e.g.:-

- a. accessibility to and the service provided by the public transport system;
- b. the availability of private buses or the extent of car pooling;
- c. the relative proportions of full time / part time / local catchment of labour;
- d. accessibility by walking and cycling;
- e. the existing and possible future congestion in streets adjacent to the development; and
- f. accessibility to and the availability of public and/or private car parking space in the vicinity.”

6.0 - Manual for Streets (MfS) -

6.1 - “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’.

2.5 - 4.4 The walkable neighbourhood 4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents”

6.2 – “8.14 - Parking can be provided on or off the street. Off-street parking includes parking within a curtilage (on-plot) or in off-street parking areas (off-plot).”

6.3 – “8.2.4- The amount of cycle parking in a shared facility will depend on the overall number of cycles anticipated across the scheme, based on average cycle-ownership levels. This number can vary considerably depending on circumstances”

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6.4 – “8.2.13- Greater consideration therefore needs to be given to the provision of bespoke cycle storage. Cycles are not suited to overnight storage outdoors as they are vulnerable to theft and adverse weather. At the very least, any outdoor cycle parking needs to be covered, and preferably lockable” The Proposed HMO will have cycles locked in the rear garden – this is secure. MfS criticises cycles stored in hallways – this does not apply to this application.

6.5 – “8.3.6- Provision below demand can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car. This will normally be in town and city centres where there will be good public transport and places that can be accessed easily on foot and by cycle. For residents who choose not to own a car, living in such an area may be an attractive proposition.”

This applies to this application. The site is in a highly sustainable area and is locality in close proximity to shops, bus routes and places of employment.

7.0 - Newport adopted Local Development Plan (LDP) 2011 - 2026

7.1 – Policy SP14 – “SP14 Transport Proposals

TRANSPORT PROPOSALS WILL BE SUPPORTED WHERE THEY:

- i) PROVIDE FOR TRAFFIC-FREE WALKING AND CYCLING FACILITIES AND EXPANSION OF THE NETWORK;**
- ii) ENCOURAGE THE USE OF PUBLIC TRANSPORT AND OTHER MODES WHICH REDUCE ENERGY CONSUMPTION AND POLLUTION;”**

– “2.52 As transport is a contributor to atmospheric pollution, it is therefore essential that the use of more energy efficient modes of transport is encouraged. Improvements to public transport will assist in reducing traffic congestion and therefore improving air quality and road safety. Encouraging walking and cycling through the improvement of infrastructure and accessibility will not only have environmental benefits but also promote healthier lifestyles.”

7.2 – “GP4 General Development Principles – Highways and Accessibility

DEVELOPMENT PROPOSALS SHOULD:

- i) PROVIDE APPROPRIATE ACCESS FOR PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT IN ACCORDANCE WITH NATIONAL GUIDANCE;**
- ii) BE ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT;**
- iii) BE DESIGNED TO AVOID OR REDUCE TRANSPORT SEVERANCE, NOISE AND AIR POLLUTION;**
- iv) MAKE ADEQUATE PROVISION FOR CAR PARKING AND CYCLE STORAGE;**
- v) PROVIDE SUITABLE AND SAFE ACCESS ARRANGEMENTS;**
- vi) DESIGN AND BUILD NEW ROADS WITHIN PRIVATE DEVELOPMENT IN ACCORDANCE WITH THE HIGHWAY AUTHORITY'S DESIGN GUIDE AND RELEVANT NATIONAL GUIDANCE;**
- vii) ENSURE THAT DEVELOPMENT WOULD NOT BE DETRIMENTAL TO HIGHWAY OR PEDESTRIAN SAFETY OR RESULT IN TRAFFIC GENERATION EXCEEDING THE CAPACITY OF THE HIGHWAY NETWORK.**

7.3 – “3.16 All new development that may be visited by people should be highly accessible and encourage walking, cycling and access to public transport, in the first instance. Adverse effects on people and the environment of traffic and parking should be minimised. The mobility and access requirements of those with increased needs should be fully considered.”

8.0 - Planning Policy Wales

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8.1 – “4.1.51 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport.”

8.2 – “4.1 – “Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel and public transport network and public transport stations and stops are positively integrated”

9.0 Site Accessibility

9.1 The property is located within easy walking distance of the Pillgwenlly District Centre – see integrated aerial photo. Tenants will enjoy easy access to large and small shops, services and facilities as well as nearby employment opportunities. This will reduce the necessity to use on the private car. Extensive and regular Public transport is also nearby.

9.2 The property benefits from the converted frontage to allow secure storage of 3 cycles, details have been provided to support the application. The application site is considered to be in a sustainable location, however following SPG Parking policy approved by NCC Planning, we have provided this parking study.

9.3 The parking stress survey was carried out at the streets surrounding the property in the early hours of 2nd and 3rd April 2026. The photographs are time stamped. The study was carried out in the early hours, when most residents would be home, and the residential parking demand should be at its greatest. The study covered some of the streets within 200m / 2 minutes’ walk of the application site. 2-minute walk is considered as a reasonable distance for residents to walk to / from a parking space. Due to the number of empty spaces, it was not considered necessary to include all of the areas shown on the aerial photograph below.

9.4 The Lambeth Methodology lays out guidance on-street parking capacity, the necessary survey area and times to carry out the study. Kerbside parking bays are based on 5m long, this is to be assessed with the integrated aerial photo within this document. The results of the parking survey are produced in the tables below. The table includes the most likely parking destinations (which do have daytime restricted hours). The results were found to be acceptable. Acceptable level being below 85%.

9.5 The parking survey covers a walking area of 200m from the application property. This survey assesses parking demand early in the early hours – as suggested within the Lambeth Methodology. All photos below have time and date stamps.

9.6 This parking study demonstrates that there is adequate on street parking to cater for on street additional vehicles – should the occupants have cars, and this application be approved.

It should also be noted that occupants of HMOs tend to have a lower rate of car ownership.

Levels of car ownership within this area were found to be low; this would partly be due to the close proximity of multiple services and amenities. The survey concludes that there is currently adequate on street parking.

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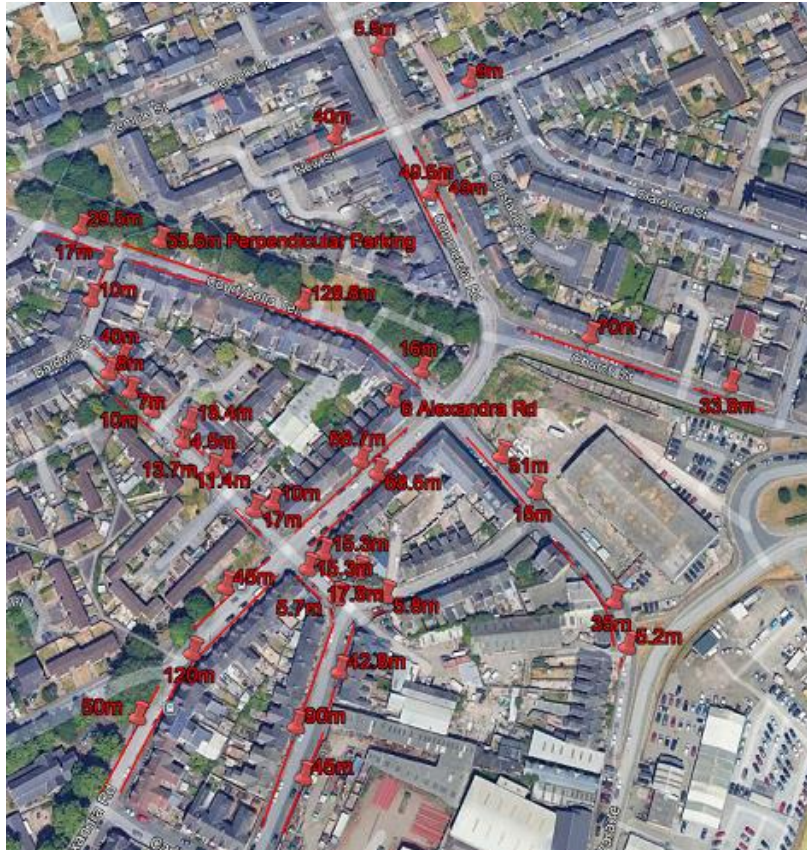


Plate 3 – Proximity to local amenities/services

10.0 Conclusion

10.1 The site is in a sustainable and accessible location close to an established District Centre, other shops and amenities. Public transport is also nearby. Cycle parking is being provided.

10.2 The parking survey provides evidence that there is adequate on-street parking capacity to accommodate the Proposed HMO,

Kevin Dorrington

K.W. Dorrington

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<u>STREET</u>	<u>Available Parking Length (M)</u>	<u>Total Spaces</u>	<u>Number of Cars</u>	<u>% of Available Spaces Occupied</u>	<u>Notes</u>
Date - 02/04/26					
Alexandra Rd (NW)	163.7	33	13	39.4%	
Alexandra Rd (SE)	188.5	32	21	65.6%	
James Street	140	24	14	58.3%	
Baldwin Street	27	5	2	40%	
Courtybella Terrace	229.9	33+23 perp=55	28	51%	55.6m Perpendicular
Commercial Road	104	19	15	79%	
New Street	34	6	5	83.3%	
Church Street	103.8	20	15	75%	
Mill Parade	91.2	18	13	72.2%	
St Stephens Road	207.1	40	27	67.5%	
TOTAL		252	153	60.7%	
Date - 03/04/26					
Alexandra Rd (NW)	163.7	33	11	33.3%	
Alexandra Rd (SE)	188.5	32	17	53.1%	
James Street	140	24	10	41.7%	
Baldwin Street	27	5	3	60%	
Courtybella Terrace	229.9	33+23 perp=55	31	56.3%	55.6m Perpendicular
Commercial Road	104	19	10	52.6%	
New Street	34	6	4	66.6%	
Church Street	103.8	20	13	65%	
Mill Parade	91.2	18	11	61.1%	
St Stephens Road	207.1	40	24	60%	
TOTAL		252	134	53.2%	
TOTAL (Average)		252	143.5	56.9%	

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Photographs 2nd April 2026.



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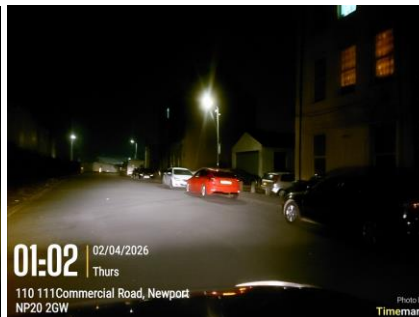
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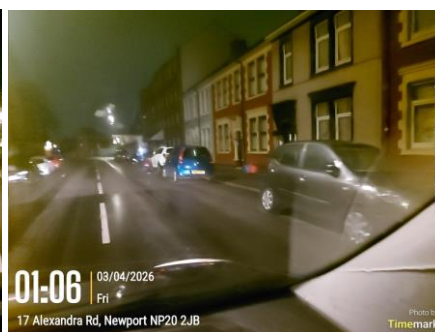
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Photographs 3rd April 2026



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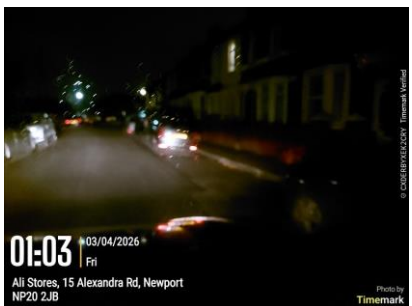
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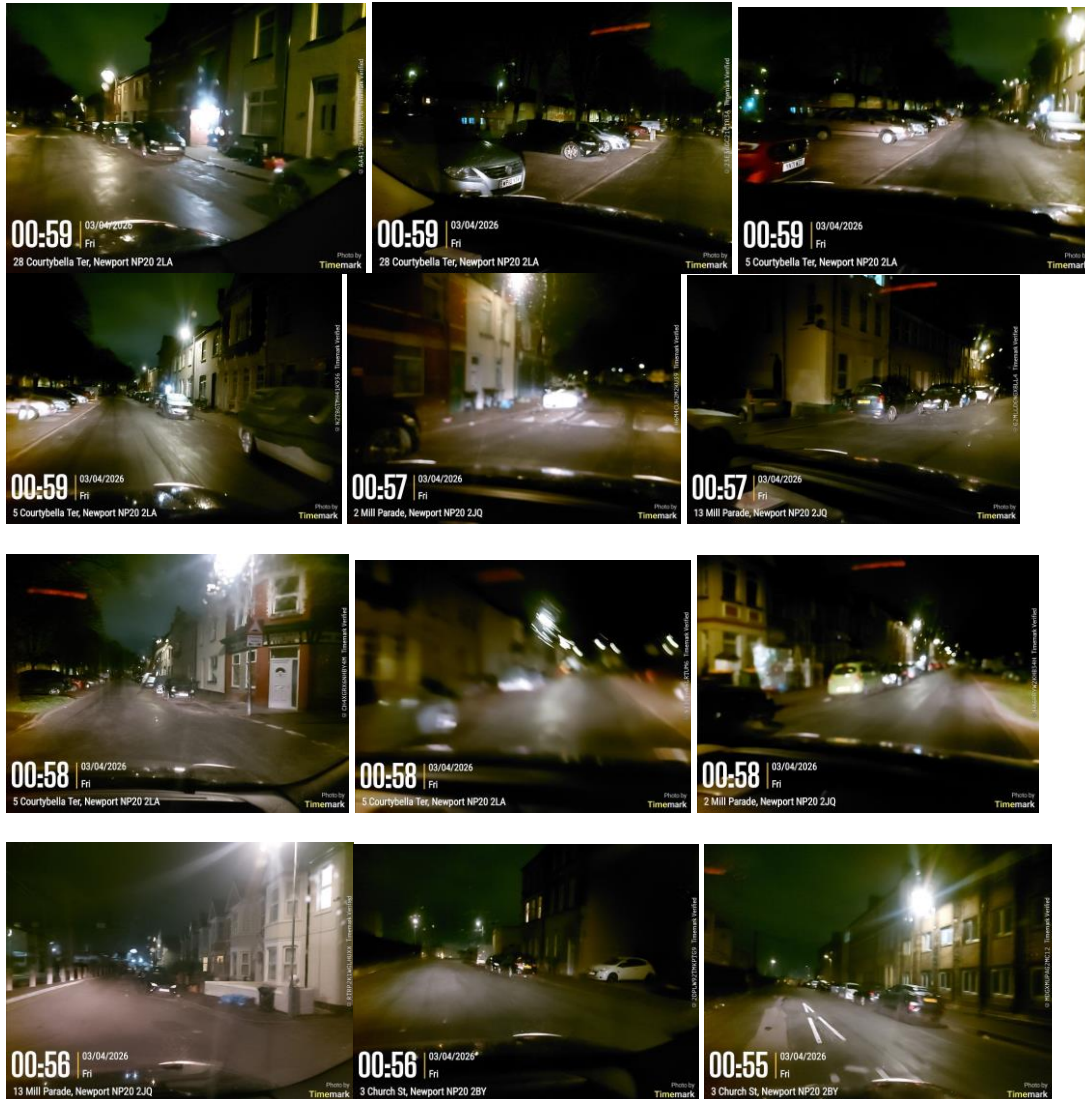
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