

Willenhall St, Newport NP19 0GE.

Highways, Transport, and Parking Justification:

The addition of staff accommodation within the first-floor roof space of the existing building at Blue Cross, Willenhall Street, Newport.

at Willenhall Street , Newport, NP19 0GE

Rev 03

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Introduction:

This Transport Statement is submitted in support of the planning application for the introduction of modest staff accommodation within the first-floor roof space of the existing building at Blue Cross, Willenhall Street, Newport.

The building will continue to operate as a Meditation Centre, consistent with Newport City Council's Parking Standards Supplementary Planning Guidance (March 2015) and the South Wales Counties Parking Guidelines (1993 Revision, SD101a).

Parking Standards and Site Provision:

Under the relevant standards this would equate to 1 parking space per 10m² of usable floor area is required.

The usable ground floor area of the building is approximately 209m², excluding circulation and entrance areas. This results in a parking requirement of 21 spaces.

The site currently benefits from 21 on-site car parking spaces, exceeding the calculated parking requirement based on the operational area of the Meditation Centre.

Public Transport Accessibility

1. Excellent Local Bus Network

- **Multiple nearby bus routes:** The nearest stop—Liswerry Post Office—is only a 7-minute walk away and served by several routes, including 42 (to Newport Retail Park), 9A, 9C, 43, SJ5, YGI3, and 74, offering strong connectivity across Newport.
- **Additional stop options:** Lysaght Institute (9 min walk) and Spytt Lane (12 min walk) provide even more route flexibility, with lines like SJ3, SJ4, SJ2, SJ14, and X74 available.

This dense coverage ensures participants and staff can access the centre from various parts of Newport easily—be it for daily sessions, retreats, or community events.

2. Strong Rail Connectivity

- **Newport railway station**, just ~1.4 miles away, is among the busiest in Wales and offers frequent services by Transport for Wales, Great Western Railway, and CrossCountry. This provides fast regional and long-distance access.
- **Nearby suburban stations** like Rogerstone and Risca & Pontymister offer frequent services to Newport, Cardiff, and Ebbw Vale—broadening the catchment area for attendees outside the city.

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3. Regional and Inter-City Reach

- Attendees from **Cardiff (≈20 mins)**, **Bristol (≈45 mins)**, and even **London (≈2 hours)** can conveniently reach Newport by train, positioning the centre well for wider regional draw.
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4. Future-Proof Transport Improvements

- **Upcoming enhancements:** Welsh Government has announced an £810 million investment for Newport's transport, including a transformed transport interchange at Newport station and new rail stations starting from 2026. This will significantly ease onward travel to the meditation centre.
- **Bus infrastructure:** Planned bus lanes and sustainable corridor upgrades along the A48 will improve service reliability and speed.

Summary: Why This Location Is Ideal for a Meditation Centre

Feature	Advantage
Bus accessibility	Multiple bus lines within a 7–12 min walk make the site easy to reach
Rail connectivity	Major and suburban stations nearby ensure broad regional access
Regional reach	Quick train links from Cardiff, Bristol, and even London
Future transport upgrades	Planned improvements will further enhance connectivity

The Meditation Centre on Willenhall Street is exceptionally well served by public transport. It fits well into local, regional, and future mobility networks, making it both accessible and sustainable.

Proposal:

The proposed staff accommodation within the first-floor roof space is intended solely to provide short-term accommodation for staff members who are already employed within the Meditation Centre. It does not increase overall staffing numbers or generate additional parking demand, as these staff members are included within the existing operational arrangements.

Operational Management:

The Meditation Centre operates between 6:00 am and 8:00 pm, with structured, pre-booked sessions and one-hour changeover periods to prevent parking congestion.

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A maximum of 40 attendees per session will be permitted, controlled through an online booking system that regulates attendance and ensures parking demand is managed within on-site capacity.

Staff will undertake cleaning and preparation between 8:00 pm and 9:00 pm, when the centre is closed to the public.

One parking space is allocated for staff, with the remaining staff members encouraged to use sustainable transport modes such as walking, cycling, or public transport.

Many attendees travel together, particularly families, which reduces single-occupancy vehicle trips.

Conclusion:

The proposed modest staff accommodation directly supports the operation of the Meditation Centre by providing short-term living arrangements for existing staff. It does not introduce additional staffing requirements or parking demand beyond that already accounted for within the centre's operations.

The current provision of 21 on-site parking spaces exceeds the calculated requirement for the Meditation Centre's operational area, ensuring sufficient parking capacity is available. The proposal, supported by effective operational management and the promotion of sustainable travel options, is considered acceptable in highways and transport terms, with no adverse impact on the local road network.

APPENDIX 1

Visitor Number Calculation for 40 persons /209m2 floor area

Standard: 1 space per 10 seats

Peak seats/attendees = 40

→ Visitor spaces = $40 \div 10 = 4$ spaces.

Staff parking (on-site during sessions)

Assume 4 staff

Where staff ratios are not explicitly set for places of worship, authorities commonly expect a modest allowance within the total provision. Provide +1 space to cover staff demand without over-providing.

→ Staff spaces = 2 space

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Disabled parking

Minimum 6% of total; round up to the nearest whole space; in all cases, at least 1 space.

With 5 spaces total (see step 4), $6\% \times 6 =$ provide 1 disabled bay.

Total proposed car parking

Visitor (6) + Staff (1) = **7 car spaces total**, including 1 disabled bay.

Area Calculation for 214 m²

- Total area: 209 m²
- Standard: 1 space per 10 m²
- Required spaces = $209 \div 10 = 20.9$ which equates to 21 spaces

Additional provisions

- Disabled bay(s): Minimum one bay; if adopting e.g. 6% rule (common), $0.06 \times 21 \approx 1.3$
→ round up to 1 disabled space.

Summary

Total car parking proposed: 21 spaces, inclusive of at least 1 disabled bay.

REFER TO SUSTAINABILITY REDUCTION FOR TOTAL PARKING REQUIREMENT