



TRANSPORT STATEMENT

PROPOSED CHANGE OF USE FROM C3 RESIDENTIAL USE
TO FIVE SELF-CONTAINED BEDSITS
216 STOW HILL, NEWPORT, NP20 4HA

On behalf of **United Welsh**
Report Reference: **26/261/A**
March 2026

REPORT CONTROL SHEET

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1 INTRODUCTION

1.1 Purpose Of Report

- 1.1.1 Magna Transport Planning Ltd has been appointed by United Welsh to prepare a Transport Statement (TS) in relation to the proposed change of use of a residential dwelling (C3 Use Class) to a five self-contained bedsit with overnight accommodation suitable for Young Person's Care Leavers Project, at 216 Stow Hill, Newport, NP20 4HA.
- 1.1.2 This TS has been prepared to assess the transport and highways impact of the proposed development. It has been in accordance with the Planning Policy Wales Technical Advise Note 18: Transport (TAN18) and Newport City Council's (NCC) Local Development Plan (LDP 2011-2026), including a regard given to the Council's parking standards within Supplement Planning Guidance.
- 1.1.3 This TS demonstrates that the given the specific nature of the proposals and its users/tenants; and the sustainable location of the site, the proposed development will not result in adverse traffic impact on the local road network.

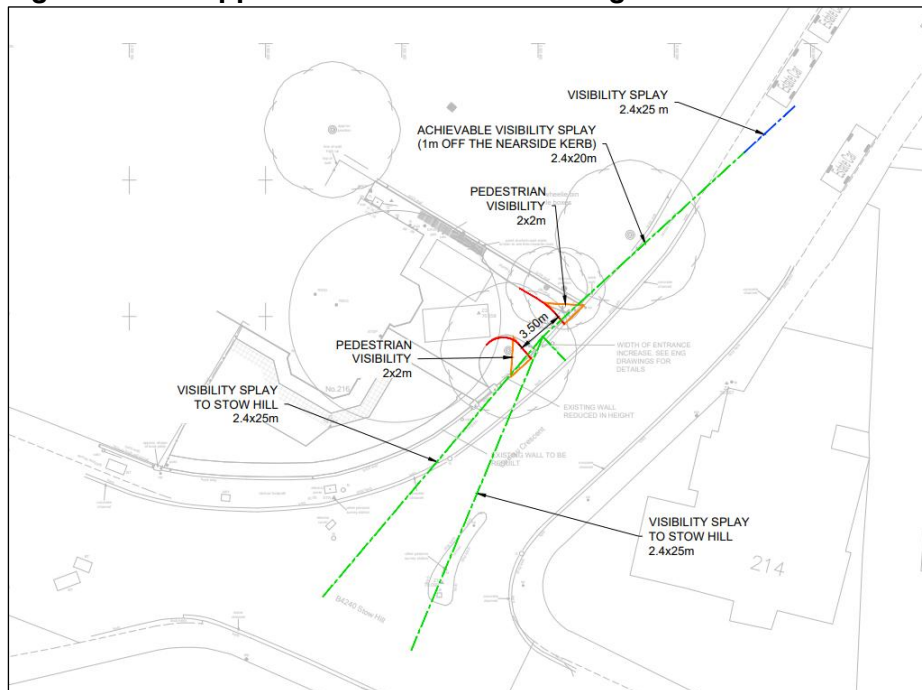
1.2 Site's Recent Planning History

- 1.2.1 The site benefits from a recent planning permission under application ref. 23/1065 for the internal reconfiguration of the existing seven-bedroom house to create five self-contained studio apartments, staff facilities and associated works. Planning permission was granted in October 2024.
- 1.2.2 The approved scheme related to accommodation for young adults aged 18 and above leaving foster care or residential care homes and requiring supported accommodation. The purpose of the development was to provide a managed living environment to assist residents in developing the skills needed for independent living.
- 1.2.3 During the consideration of that application, the Highway Authority engaged constructively with the Applicant and raised technical points in relation to the access arrangement, visibility splays, cycle parking and the need for a robust parking survey.
- 1.2.4 Those matters were subsequently addressed through amended plans and additional supporting information, including a revised parking survey. Following receipt of that

material, the Highway Authority confirmed that there were no in-principle objections to the change of use and recommended no objection subject to conditions.

- 1.2.5 In reaching that position, the Highway Authority accepted the amended access arrangement, confirmed that the visibility issue had been satisfactorily resolved, and accepted the parking evidence submitted in support of the application. The approved access drawing (Drawing 23-261-SK01 Rev B) is shown in Figure 1A.

Figure 1A Approved Site Access Drawing



- 1.2.6 Planning permission was then granted subject to conditions, including conditions requiring the approved parking provision to be completed and retained, secure cycle storage to be provided, and the approved visibility splays to be maintained clear of obstruction in the interests of highway safety.
- 1.2.7 The recent planning history is material to the current application. It demonstrates that the principle of this form of supported accommodation has already been accepted at the site in highway and parking terms, subject to appropriate controls.
- 1.2.8 The current proposal is materially comparable to the consented scheme under ref. 23/1064, the principal distinction being that the accommodation would be for young persons aged 16 and above rather than 18 and above. That age threshold does not alter the essential nature of the use in transport terms, nor does it give rise to any basis to conclude that the parking or highway effects would be materially different.

1.2.9 The Highways Officer's final comments and Officer Report are provided in Appendix 1.

1.3 Structure of Report

1.3.1 Chapter 2 provides details of site and surrounding area.

1.3.2 Chapter 3 provides details of the accessibility by non-car modes of transport.

1.3.3 Chapter 4 provides description of the proposed development.

1.3.4 Chapter 5 outlines the traffic and parking impact assessment.

1.3.5 Chapter 6 concludes the study.

2 SITE AND SURROUNDING AREA

2.1 The Site

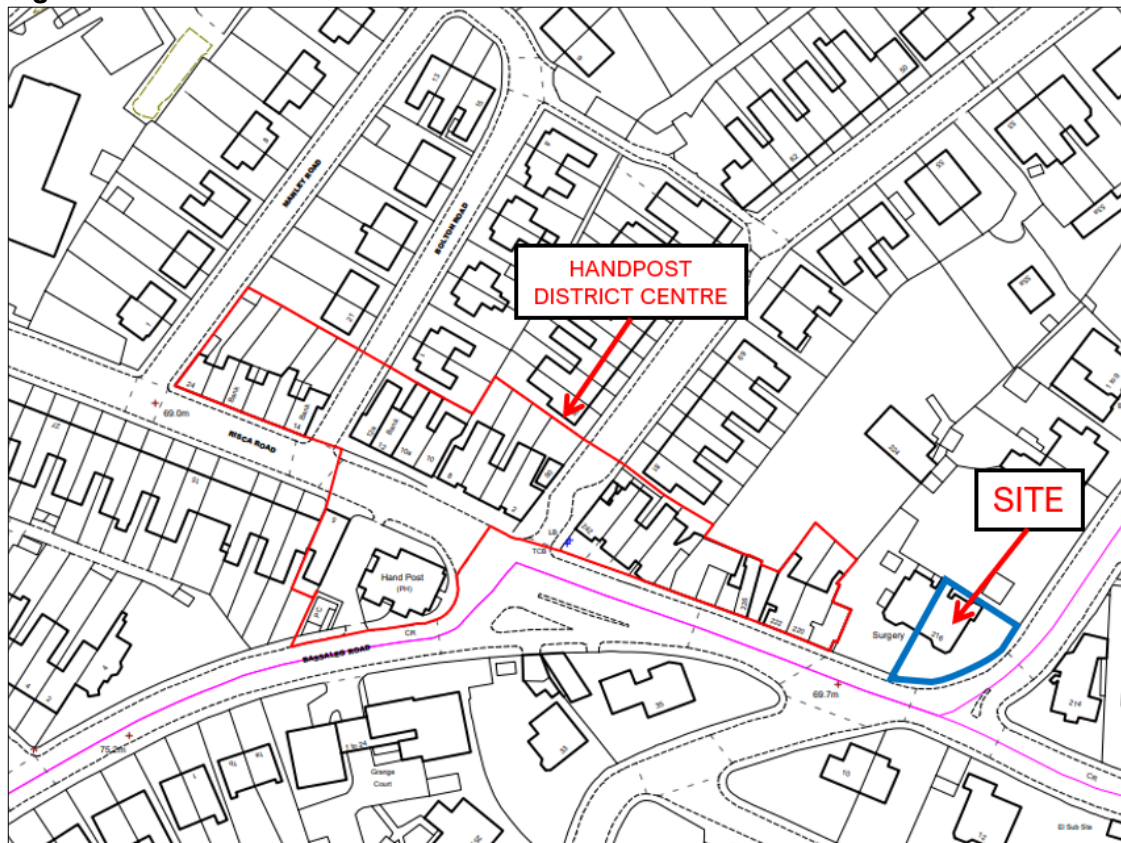
- 2.1.1 The site (216 Stow Hill) is a seven-bedroomed dwelling located on the eastern edge of the Handpost District Centre, at approximately 950 metres (walking distance) southwest of the Newport city centre.
- 2.1.2 The site location in its wider context is shown in Figure 2A.

Figure 2A Site Location in Wider Context



- 2.1.3 The site is bound by Caerau Crescent to the east, Stow Hill (B4240) to the south, No. 218 Stow Hill (a commercial building) abutting the site to the west and the residential dwelling to the north.
- 2.1.4 Handpost District Centre comprises variety of retail shops including chemist, optometrist, pub, convenience shops, takeaways and café. The retail function is complemented by a number of financial and professional services such as library and financial advisor.
- 2.1.5 The site location in its local context is shown in Figure 2B.

Figure 2B Site Location in Local Context



2.1.6 Apart from Handpost District Centre, the surrounding area is predominantly residential in nature.

2.2 Local Highway Network

2.2.1 The site is located on the western corner of the Stow Hill junction with Caerau Crescent.

2.2.2 The B4240 Stow Hill is one of the primary routes in the city, connecting the city centre to the east with the M4 Junction 27 to the west. The B4240 is subject to 20 mph speed limit and is therefore relatively safe for pedestrians and cyclists.

2.2.3 Caerau Crescent is a local residential street, also subject to the 20 mph speed limit.

2.2.4 Caerau Crescent connects to the B4240 Stow Hill at a priority junction, which together with the junction with Stow Park Circle (opposite the site) form a staggered junction arrangement.

2.2.5 Caerau Crescent continues in northeasterly direction where it connects with the B4591 Caerau Road. This is the main pedestrian route towards the city centre as well Newport Railway Station.

- 2.2.6 At approximately 90 metres west of the site, Stow Hill connects with Bassaleg Road and Llanthwy Road at a signalised junction, which has pedestrian crossing facilities on all four arms.
- 2.2.7 A bus gate (i.e., short section of street in which only buses are allowed) is provided on the eastern arm of this junction, which creates two bus lanes – one being a slip road for buses to enter Bassaleg Road from Stow Hill (east arm) by bypassing the signal junction and the second being a bus-only Stow Hill westbound signal lane.
- 2.2.8 The site is accessed via Caerau Crescent, where there are two site entrances, one is a pedestrian gate and the other is vehicular entrance. As such, there is space to accommodate up to two cars on site.
- 2.2.9 There are double yellow line restrictions (no waiting at any time) on Stow Hill and Caerau Crescent in the close proximity to the site. Unrestricted on-street parking is permitted on Caerau Crescent from approximately 20 metres north of the junction with Stow Hill.
- 2.2.10 There are pockets of on-street car parking on the northern side of Stow Hill within Handpost District Centre, to the west of the site. This parking is however restricted for one hour between Monday to Saturday from 08:00 till 18:00 hours. This is to accommodate parking for retail customers visiting Handpost centre.
- 2.2.11 The other local streets connecting to Stow Hill, including Stow Park Circle, Caerau Road (B4591), Llanthwy Road and Bassaleg Road also exhibit unrestricted on-street parking.

2.3 Local Amenities

- 2.3.1 Given that the site is located in a very close proximity to Handpost District Centre, there are a number of local services and facilities located within a walking distance of 200 metres (or less than three-minute walk). They are as follows:
- Opticians on Stow Hill at 45 metres (less than a minute walk) west of the site;
 - Pharmacy on Stow Hill at 55 metres (less than a minute walk) of the site;
 - Convenience Stores (x 2) on Stow Hill within 160 metres (or within two-minute walk) west of the site;
 - Building Society on Stow Hill at 75 metres (or one-minute walk) west of the site;

- Bus stops on Stow Hill at 95 metres (or less than two-minute walk) west of the site;
- Several takeaway shops and restaurants on Stow Hill within 200 metres (or within three-minute walk) from the site;
- Sandwich shop on Llanthwy Road at 130 metres (less than a two-minute walk) west of the site;
- Accountants / Financial Services on Stow Hill at 145 metres (or two-minute walk) west of the site;
- Café on Stow Hill at 150 metres (or approximately two-minute walk) west of the site; and,
- Pub on Stow Hill at 150 metres (or approximately two-minute walk) west of the site.

2.3.2 In addition to the district centre facilities, the site is located within 890 metres (or 12-minute walk) southwest of Newport Railway Station and just under one kilometre (or 14-minute walk) from the city centre (Bridge Street).

2.3.3 The site is therefore located in a highly sustainable location with excellent access to local services and amenities within comfortable walking distance.

2.4 Accident Analysis

2.4.1 The Crashmap website has been interrogated to obtain personal injury collision data for the latest available five-year period for the section of highway comprising Stow Hill, Caerau Crescent in the vicinity of the site.

2.4.2 The search revealed that there have been no collisions reported on the highway within 100 metres from the site. As such, there are no known highway safety issues associated with the existing site accesses on Caerau Crescent that need to be addressed as part of this planning application.

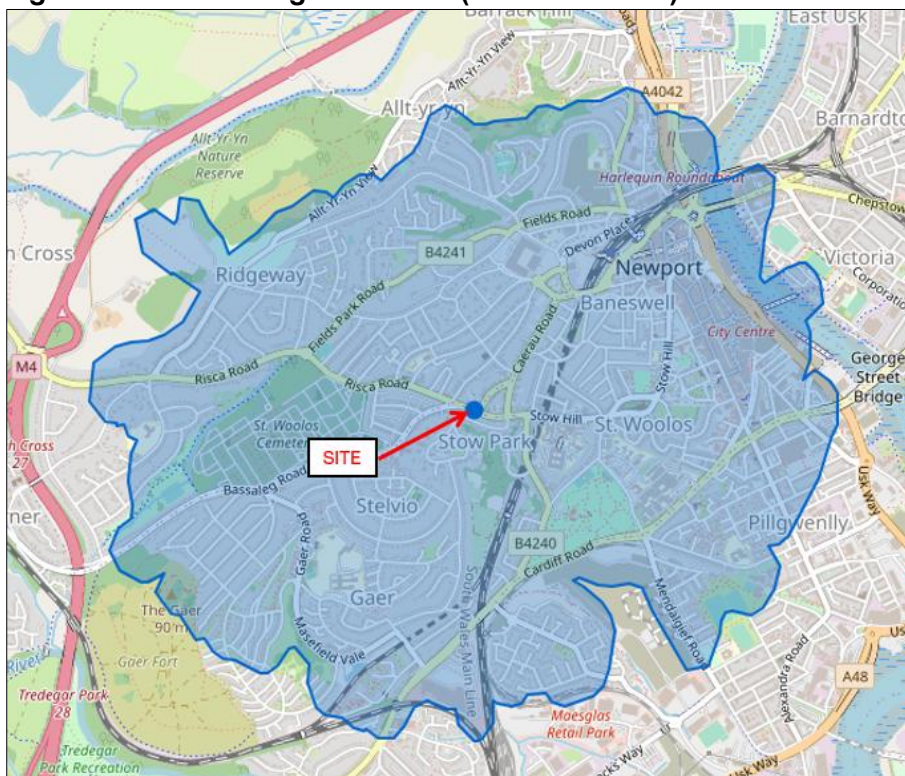
2.4.3 As demonstrated in this Transport Statement, the proposed development's propensity to generate imperceptible amount of trip generation is unlikely to give rise to an increase in accidents in the area.

3 ACCESSIBILITY

3.1 Pedestrians and Cyclists

- 3.1.1 Chartered Institute of Highways and Transportation (CIHT) document – ‘Planning for Walking’ (2015) states that 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot. Therefore, a walking distance of 1.6 kilometres could be classed as an ‘acceptable’ walking distance.
- 3.1.2 The local amenities in the vicinity of the site (as discussed in Chapter 2, Section 2.3) are located well within this distance. In terms of access to local shops and services, the site location is therefore considered to be very sustainable.
- 3.1.3 A 1.6 kilometre walking isochrone is shown in Figure 3A.

Figure 3A Walking Isochrone (1.6 Kilometres)



- 3.1.4 Figure 3A shows that a large part of urban area of Newport including the city centre area, railway station and residential areas of St Woolos, Ridgeway, Stow Park, Gaer fall within the acceptable walking distance.
- 3.1.5 As such, the site is located in a mature urban environment with a very good pedestrian infrastructure. The introduction of default 20 mph speed limit of restricted roads will result in a pedestrian and cycle friendly environment.

- 3.1.6 There are footways on all the streets in the vicinity of the site including Caerau Crescent and Stow Hill. The Caerau Crescent approach to Stow Hill has dropped kerbs with pedestrian refuge island which facilitates pedestrian crossing across this junction.
- 3.1.7 The signal junction of Stow Hill with Bassaleg Road and Llanthwy Road has pedestrian phases across Stow Hill (east and west arms) and Bassaleg Road arm. These crossing are equipped with dropped kerbs with tactile paving. Although Llanthwy Road arm does not have signalised pedestrian crossing, the narrow crossing distance provides an opportunity to pedestrians to cross this arm of the junction with relative ease.
- 3.1.8 The pedestrian route to the railway station and city centre is also furnished with appropriate footway infrastructure and crossing facilities.
- 3.1.9 Local Transport Note 1/20 (Cycle Infrastructure Design) states that two out every three personal trips are less than five miles (or eight kilometres) in length which is an achievable distance to cycle for most people. An eight-kilometre cycle isochrone is shown in Figure 3B.

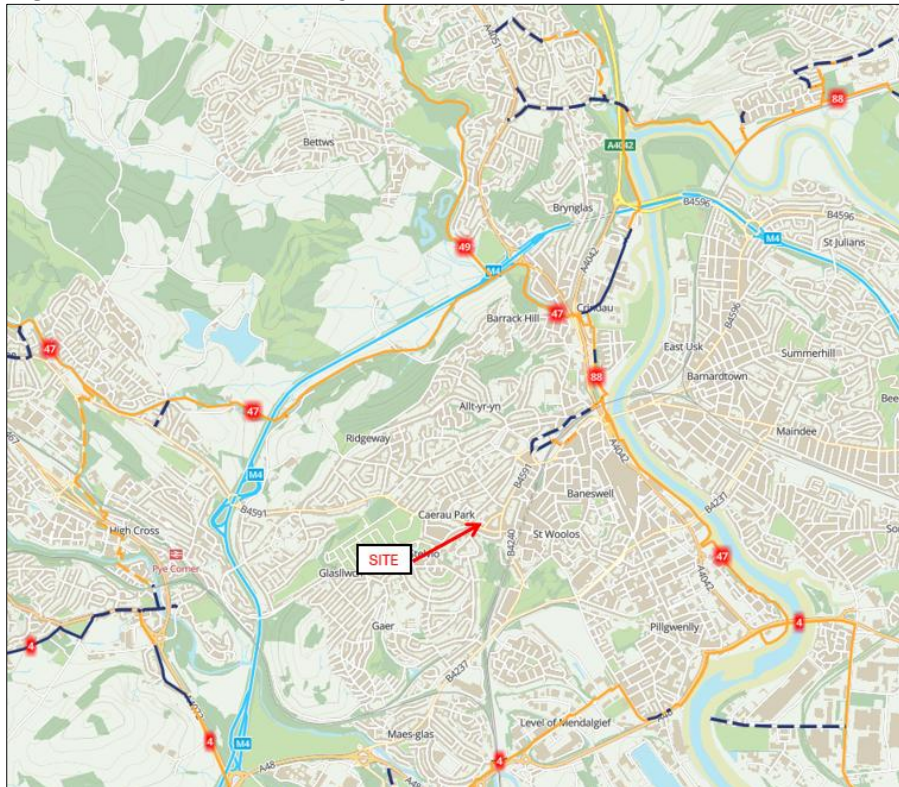
Figure 3B Cycling Isochrone (Eight Kilometres)



- 3.1.10 As can be seen, the entirety of Newport falls within an acceptable cycle distance. Although there are no designated cycle lanes on Stow Hill, as discussed previously, the recent introduction of default 20 mph speed limit on almost all streets in the vicinity of the site will create a safe environment for cyclists.

3.1.11 National Cycle Network (NCN) routes 47 and 88 is located within the acceptable cycling distance, as shown in Figure 3C below.

Figure 3C National Cycle Network



3.1.12 NCN 47 and 88 runs along River Usk in Newport. This route can be accessed via Devon Place (near Newport Railway Station). NCN 47 provides cycle access to the areas of Crindau and Brynglas to the north of city centre and Pillgwenilly to the south.

3.2 Public Transport

Buses

3.2.1 CIHT's Buses in Urban Developments (2018) guidance recommends that the new developments should be within walking distance of 250 metres from town centre bus stops.

3.2.2 There are bus stops on Stow Hill, within 95 metres walking distance from the site i.e., less than two-minute walk. The site is therefore located well within the CIHT's recommended walking distance from the bus stop.

3.2.3 The eastbound bus stop is equipped with bus shelter, bus cage and timetable board. The westbound bus stop is located on the bus gate and is equipped with bus flag with timetable board.

3.2.4 These bus stops are served by a number of bus routes, which are summarised in Table 3A.

Table 3A Bus Services

Route No.	Route Description	Frequency		
		Mon-Fri	Saturday	Sunday
1	Newport – Rogerstone	1 per hr	4 services	-
2	Newport – Gaer	1 per hr	1 per hr	5 services
50	Newport – Bargoed	1 per hr	1 per hr	5 services
56	Newport - Tredegar	1 per hr	1 per hr	5 services
151	Newport – Blackwood	4 per hr	4 per hr	1 per hr
R1	Newport - Pontymister	1 per hr	1 per hr	1 per hr

3.2.5 As shown in Table 3A, there are bus routes stopping at the nearby bus stops at regular intervals which provide access to local and wider areas of Newport, Bargoed, Tredegar, Blackwood and Pontymister.

Rail

3.2.6 Newport Railway Station is located 890 metres northeast of the site or at approximately 12-minute walk. This railway station is a calling point for Great Western Railway as well as Transport for Wales Rail and Cross Country.

3.2.7 The typical service frequency is as follows:

- 1 train per hour to Manchester Piccadilly via Hereford, Shrewsbury and Crewe.
- 1 train per hour to Carmarthen with a two-hourly extension to Milford Haven via Cardiff Central, Bridgend, Port Talbot Parkway, Neath, Swansea, Llanelli and Pembrey and Burry Port. There is also one daily service to Tenby, departing Newport at 1640 and a daily service to Pembroke Dock. These services are from Manchester Piccadilly.
- 1 train per 2 hours to Holyhead via Hereford, Shrewsbury, Wrexham General, Chester, Llandudno Junction and Bangor.
- 1 train per 2 hours to Cardiff Central. These services are from Holyhead.
- 1 train per hour to Cheltenham Spa via Severn Tunnel Junction and Gloucester.
- 1 train per hour to Maesteg via Cardiff Central and Bridgend.
- 1 train per hour to Crosskeys via Pye Corner, Rogerstone and Risca and Pontymister.

3.2.8 The service frequency at Newport Railway Station is considered to be extremely good. This is not surprising given the station is second busiest railway station in Wales, after Cardiff Central.

3.3 Sustainability Assessment

- 3.3.1 Despite the fact the proposed development will not give rise to any adverse traffic or parking impact, a sustainability assessment has been undertaken using the methodology provided within Appendix 5 of the NCC's Parking Standards.
- 3.3.2 It is acknowledged that given that the site is located within Parking Zone 3, no reduction in parking criteria will be awarded. However, a Sustainable Assessment has been undertaken as requested by the Highway Authority at the pre-application consultation.
- 3.3.3 The sustainability assessment is provided in Table 6A.

Table 6A Sustainability Assessment

Sustainability Criteria	Maximum Walking Distance	Sustainability Points
<u>Local Facilities</u>		
Handpost District Centre	Within 200 metres	6
School (Clytha Primary School)	At 420 metres	1
<u>Public Transport</u>		
Bus Stops	Within 95 metres	3
<u>Frequency of Public Transport</u>		
At least one bus service with 4 buses per hour on weekdays and Saturday	15 minutes	1
Total		11

- 3.3.4 The site scores 11 sustainability points. Based on Appendix 5 of the NCC's Parking Standards, with the score of 11, the site would have been qualified for a reduction in car parking by 30% had it been located within Parking Zone 1.

3.4 Summary

- 3.4.1 The assessment of accessibility by non-car modes of transport demonstrates that the site by virtue of its highly sustainable location enhances the propensity to walk, cycle and use public transport; resulting in a reduced reliance on private car use.
- 3.4.2 The site therefore accords with the NCC's Local Development Plan Policy GP4 (bullet points i, ii and iii):

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;*

4 PROPOSED DEVELOPMENT

4.1 The Proposals

- 4.1.1 It is proposed to convert the existing seven-bedroom private dwelling into a five self-contained bedsits with overnight staff accommodation suitable for Young Person's Care Leavers Project. As such, there will be one staff present on site at any given time. The proposed development will contain a communal laundry room and shared kitchen facility. It will also each include a training room and an office for staff.
- 4.1.2 The proposal aims to meet the needs of vulnerable young adults aged 16 and upwards that are moving out of foster placements, or residential care homes and in need of accommodation. The project will therefore meet the needs of vulnerable young people leaving care by providing accommodation and support to develop their independent living skills.

4.2 Access and Parking Arrangements

Site Access

- 4.2.1 The site will be served by the access arrangement shown on Drawing 23-261-SK01 Rev B, which was accepted by the LHA following detailed review and subsequently approved under planning permission ref. 23/1065. This drawing is provided in Appendix 2.

Car and Cycle Parking

- 4.2.2 The site can accommodate up to two cars. This arrangement will be retained. Two cycle stands (i.e., four cycle parking spaces) will be provided on site in a covered and secure location.
- 4.2.3 The proposed development therefore accords with the NCC's Local Development Plan Policy GP4 (bullet points iv, v):

Development proposals should:

- iv) make adequate provision for car parking and cycle storage*
- v) provide suitable and safe access arrangements*

4.3 Servicing

- 4.3.1 The on-street deliveries and refuse collection from Caerau Crescent would occur, as per the existing situation.

5 TRAFFIC AND PARKING IMPACT ASSESSMENT

5.1 Traffic Impact

Existing Situation

5.1.1 In order to estimate trips associated with the existing seven-bedroom private dwelling, TRICS v8 database has been interrogated. Following criteria within TRICS have been used:

- Land Use Residential
- Sub-land Use Houses Privately Owned
- Regions Wales, England (excluding London), and Scotland
- Locations Suburban, Edge of Town Centre
- Sites with four or more bedrooms per unit

5.1.2 The TRICS report is provided in Appendix 4.

5.1.3 Based on the aforementioned TRICS site selection criteria, the existing dwelling on site has a potential to generate up to six two-way vehicular trips per day. This is a baseline trip generation associated with the site.

Proposed Development

5.1.4 The TRICS v8 database does not contain sites that are comparable to the proposed development in terms of the purpose it serves (i.e., meeting the needs of vulnerable young adults aged 16 and upwards that are moving out of foster placements, or residential care homes and in need of accommodation).

5.1.5 The closest land use within TRICS that could be used purely for trip generation purposes would be “Institutional Hostels” because other care uses within TRICS database primarily associated with older people. The land use was available using the earlier version of TRICS database.

5.1.6 The TRICS site selection criteria for the purposes of quantifying trip generation are as follows:

- Land Use Residential
- Sub-land Use Institutional Hostels
- Regions Wales, England (excluding London), and Scotland

- Locations Suburban, Edge of Town Centre

5.1.7 The TRICS report is provided in Appendix 5.

5.1.8 Based on the aforementioned TRICS site selection criteria, it can be seen that the facility could generate 0.94 two-way vehicular trips per resident.

5.1.9 Therefore, the proposed development comprising five bedsits (and therefore five tenants) has a potential to generate up to five two-way vehicular trips per day.

Traffic Impact

5.1.10 When compared to the existing five-bedroom dwelling (which could generate up to six two-way vehicular trips), the proposed development represents a slightly reduced trip generation.

5.1.11 In terms of non-car modes, assuming each tenant and staff would make a two non-car movements (i.e., walk/cycle/public transport) on a daily basis, the development could generate around 12 two-way non-car movements.

5.1.12 The existing pedestrian and public transport infrastructure in the vicinity of the site as well as in the wider areas of the city would be able to accommodate these non-car trips without causing any adverse capacity impacts on the respective modes of transport.

5.2 Parking Assessment

Existing Situation

5.2.1 Based on 2021 Census, the majority of private dwellings in Mid Layer Super Output Area Newport 014 (in which the site is located in) with four or more bedrooms have an average car ownership of three cars or more.

5.2.2 Therefore, the existing seven-bedroom dwelling is also likely to have a car ownership of at least three cars. This parking demand also accords with the NCC's car parking standards for private houses in Parking Zone 3 (in which the site is located).

5.2.3 Two of these cars could be accommodated on site, resulting in the third car being parked on the neighbouring streets i.e., a parking overspill of one car on streets. This is the site's baseline parking situation against which the proposed development will be measured to calculate the residual parking impact.

Proposed Development

- 5.2.4 NCC's Supplementary Planning Guidance "Parking Standards" does not contain land uses that exactly match the specific nature of the proposed development.
- 5.2.5 As discussed previously, the purpose of the proposed development is to meet the needs of vulnerable young people leaving care by providing accommodation and support to develop their independent living skills. The project will equip them with the skills to enable them to manage a tenancy in a safe, supportive and psychologically informed environment.
- 5.2.6 It is therefore highly improbable that tenants living at this property will have access to a car due to their personal circumstances.
- 5.2.7 As there will be care provided to the tenants of the development by way of presence of staff member, the appropriate type of developments within the parking standards closest to the proposed development could be one of the following two:
- House conversion to residential hostel; or,
 - Residential children's homes/homes for elderly persons/nursing homes
- 5.2.8 The parking standards for "*House conversion to residential hostel*" are:
- Operational: 1 space per resident staff + 1 space per 3 non-resident staff
 - Non-operational: Nil
- 5.2.9 The parking standards for "*Residential children's homes/homes for elderly persons/nursing homes*" are:
- Operational: 1 space per resident staff + 1 space per 3 non-resident staff
 - Non-operational: 1 space per four beds
- 5.2.10 Given that there will be one staff on site at any given time, there is a need for one car parking space for staff and up to one car parking space for visitors (should the parking standards for Residential Children's Homes/Homes for Elderly Persons/Nursing Home be used). Therefore, there would be a requirement for a total of two car parking spaces.
- 5.2.11 The proposed development therefore conforms to NCC's Local Development Plan Policy T4 which states:

Development will be required to provide appropriate levels of parking, within defined parking zones, in accordance with adopted parking standards

Residual Parking Impact

- 5.2.12 The application of appropriate car parking standards to the proposed development results in a parking requirement for two spaces. These can be accommodated fully on site as there is room for two cars; as per the existing situation.
- 5.2.13 Compared to the baseline situation whereby the existing seven-bedroom private dwelling could result in a parking overspill of at least one car on the neighbouring streets, the proposed development will not result in any overspill; thus, reducing the on-street parking stress.
- 5.2.14 The proposed development therefore represents a highway gain from a parking perspective when compared to the existing development on site.

5.3 Parking Stress Survey

- 5.3.1 A parking survey was scoped with the Highways Officer during the previous planning application (ref. 23/1065) following the initial objection from the LHA. The parking survey of the surrounding streets was undertaken on the evenings of 24 and 25 January 2024. The survey photographs are provided in Appendix 4.
- 5.3.2 The survey recorded 67 unrestricted kerbside spaces within the study area, of which 30 spaces were unoccupied on 24 January and 27 spaces were unoccupied on 25 January, equating to average parking stress of 57%.
- 5.3.3 The survey demonstrates that there was available on-street parking capacity in the vicinity of the site. It was previously submitted to, and considered by, the LHA as part of the earlier planning application for the site.
- 5.3.4 The survey therefore provides further evidence that the proposal would not result in any unacceptable parking impact on the surrounding highway network.

5.4 Summary

- 5.4.1 The proposal would not intensify traffic at the site. Daily vehicular trip generation would be slightly lower than the existing lawful use.

- 5.4.2 The site is in a sustainable location. It has good access to local services, bus stops and Newport Railway Station. This supports travel by walking, cycling and public transport.
- 5.4.3 In parking terms, the proposal can accommodate its day-to-day parking demand on site. This compares favourably with the existing situation, which has greater potential to rely on on-street parking.
- 5.4.4 The parking survey also confirms that there is available on-street parking capacity in the surrounding area. This provides additional comfort that the proposal would not result in any unacceptable parking impact.
- 5.4.5 The proposed development is therefore acceptable in traffic and parking terms. It would not result in any material harm to highway operation or parking conditions in the surrounding area.
- 5.4.6 As such, the proposed development would accord with the NCC's Local Development Plan Policy GP4 (bullet points vii):

Development proposals should:

- vii) ensure that development would not be detrimental to highway or pedestrian safety or result in traffic generation exceeding the capacity of the highway***

6 CONCLUSIONS

6.1 The Proposal

- 6.1.1 The proposal comprises conversion of an existing seven-bedroom private dwelling at 216 Stow Hill, Newport into a five self-contained bedsits with overnight staff accommodation suitable for Young Person's Care Leavers Project.
- 6.1.2 The proposal aims to meet the needs of vulnerable young adults aged 16 and upwards that are moving out of foster placements, or residential care homes and in need of accommodation. The project will equip them with the skills to enable them to manage a tenancy in a safe, supportive and psychologically informed environment.
- 6.1.3 The proposal provides two cycle stands (or four cycle parking spaces) in a covered and secure location. This demonstrates the Applicant's commitment to encouraging sustainable transport. The site currently accommodated up to two cars. This will be retained in the proposed development scenario.
- 6.1.4 The site will be served by the access arrangement previously accepted by the LHA and approved under planning permission ref. 23/1065. That arrangement included localised widening of the vehicular access and reduced wall heights to improve visibility. The current proposal will therefore continue to benefit from an access arrangement already found acceptable in highway terms.
- 6.1.5 On-street deliveries and refuse collection will take place from Caerau Crescent, as per the existing situation.

6.2 Site's Sustainable Location

- 6.2.1 The access to local services and facilities; as well as to public transport on foot is excellent, owing to the site's proximity to Handpost District Centre. The city centre is located at a 14-minute walk from the site, thus enhancing the range of local services and amenities for the tenants and staff.
- 6.2.2 The site is also suitable for cycling to these facilities and to staff living in and around Newport who wish to cycle to work. The bus routes serving the bus stops located within less than two-minute walk from the site provide excellent bus access to local and wider areas of Newport. Newport Railway Station is located at a comfortable 12-minute walk from the site.

6.2.3 The site is therefore located in a highly sustainable location, which increases the propensity to walk, cycle and use public transport; and in turn reduce the reliance of private car use.

6.2.4 The Sustainability Assessment shows that the site scores 11 sustainability points based on the NCC's parking standards, which qualifies a parking reduction of 30% had the site been located within Parking Zone 1.

6.3 Traffic and Parking Impact

6.3.1 The proposal would not intensify traffic at the site. Daily vehicular trip generation would be slightly lower than the existing lawful use.

6.3.2 In parking terms, the proposal can accommodate its day-to-day parking demand on site. This compares favourably with the existing situation, which has greater potential to rely on on-street parking.

6.3.3 The parking survey previously prepared for the site also confirms that there is available on-street parking capacity in the surrounding area. This provides additional comfort that the proposal would not result in any unacceptable parking impact.

6.3.4 The current proposal is materially comparable in transport terms to the scheme approved under planning permission ref. 23/1065. The principal change is that the accommodation would be for young persons aged 16 and above rather than 18 and above. That distinction does not alter the essential nature of the use in transport terms.

6.3.5 The proposal is therefore acceptable in traffic and parking terms. It would not result in any material harm to highway operation, highway safety or parking conditions in the surrounding area.

6.4 Conclusion

6.4.1 The proposed development accords with TAN 18 and Policies GP4 and T4 of the NCC LDP. There are therefore no transport or highway reasons why planning permission should not be granted.

Appendix 1. 23/1065 – LPA REPORT AND HIGHWAYS OFFICER'S COMMENTS

Committee Decision Report

Application No:	23/1065	Statutory Period Expires:	25th July 2024
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Site:	<i>Anderley Lodge 216 Stow Hill Newport NP20 4HA</i>		
Proposal:	<i>PROPOSED INTERNAL RECONFIGURATION OF EXISTING SEVEN-BEDROOM HOUSE TO CREATE FIVE SELF-CONTAINED STUDIO APARTMENTS, COMMUNAL FACILITIES AND ASSOCIATED WORKS</i>		
Applicant:	<i>United Welsh Housing Association</i>		
Type:	Full	Ward:	Allt-yr-Yn
Decision:	GRANTED WITH CONDITIONS AND SUBJECT TO A SECTION 106 LEGAL AGREEMENT WITH DELEGATED AUTHORITY TO HEAD OF REGENERATION AND ECONOMIC DEVELOPMENT TO USE DISCRETION TO REFUSE IF NOT SIGNED WITHIN 3 MONTHS OF A RESOLUTION		

1. BACKGROUND

- 1.1 This application is submitted seeking full planning consent. This application has been screened under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017. It is considered that the proposal does not raise significant environmental impact and is therefore not considered to be EIA development.
- 1.2 A separate application for Conservation Area Consent (CAC) relating to the replacement of the external boundary wall has been received and is being considered.
- 1.3 This application is being reported to Planning Committee at the request of Councillor David Fouweather due to concerns relating to onsite parking provision and the impact upon on-street parking provision within the local area and that the scheme may result in an overdevelopment of the site.

2. SITE LOCATION AND CONTEXT

- 2.1 The application site comprises a 2.5 storey, semi-detached dwelling known as Anderley Lodge. The property is a large Victorian property in a street scene of prevailing Victorian character and appearance. The property occupies a prominent corner plot at the junction of Stow Hill (B4240) and Caerau Crescent. The site is enclosed by a brick boundary wall with pedestrian and vehicular accesses being located on the eastern boundary on Caerau Crescent. Parking provision for 2 vehicles is located to the side of the property whilst the primary outdoor amenity space is located to the front and side of the property.

- 2.2 The application site is located within the defined settlement boundary as identified by Policy SP5 of the Newport Local Development Plan (LDP) and its associated proposals maps. The site falls within the Stow Park Conservation Area which is subject to an Article 4 Direction.
- 2.3 The trees to the rear of the application site are subject to a Tree Preservation Order (TPO 1/98). To the east of the application site is the Handpost District Centre as defined by the proposals map of the LDP and Policy R6, accordingly the immediate area has a mixed commercial/residential character.

3. DESCRIPTION OF DEVELOPMENT

- 3.1 Consent is sought for the internal reconfiguration of the dwelling to create 5 self-contained studio apartments with a communal laundry area, the rebuilding of the exterior boundary wall, alterations to the parking area and the siting of a secure cycle store within the front garden area.
- 3.2 The proposed re-configuration of the building would result in the removal of the existing conservatory from the ground floor, the creation of 2 studios on the ground floor, 2 studios at first floor as well as the communal laundry room and 1 studio at second floor.
- 3.3 This application has been submitted on behalf of United Welsh, a registered social landlord with the scheme intended to provide accommodation for young adults aged 18+ leaving foster care or residential care homes and in need of accommodation. This facility would be managed by United Welsh to provide self-contained but supported accommodation to develop skills required for independent living. The scheme would be run in conjunction with a nearby facility at 47 Llanthwy Road; staff would be based at the 47 Llanthwy Road location however would be on site throughout the day between 9am-5pm and would have remote CCTV monitoring to assist in the management of the facility. The nature of accommodation meets the definition of affordable housing as set by Technical Advice Note (TAN) 2.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
89/0165	SINGLE STOREY SIDE EXTENSION TO PROVIDE CONSERVATORY	Granted with conditions	7th July 1989
16/0953	DEMOLITION OF EXISTING BOUNDARY WALL AND ERECTION OF FRONT BOUNDARY FENCE Refused 9th March 2017	Refused	9th March 2017

5. PLANNING POLICY

- 5.1 The National Development Framework: Future Wales - the National Plan 2040

Future Wales sets out the Welsh Government's land use priorities and provides a national land use framework for SDPs and LDPs. Future Wales concentrates on development and land use issues of national significance, indicating areas of major opportunities and change, highlighting areas that need protecting and enhancing and helping to co-ordinate the delivery of Welsh Government policies to maximise positive outcomes.

Policy 1 - Where Wales Will Grow

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

Policy 9 - Resilient Ecological Networks and Green Infrastructure

5.2 Planning Policy Wales (Edition 12) 2024

5.3 Technical Advice Notes (TAN):

TAN 2: planning and affordable housing

TAN 12: design

TAN 18: transport

TAN 24: the historic environment

5.4 Newport Local Development Plan (2011-2026)

- SP1 – Sustainability
- SP9 – Conservation of the Natural, Historic and Built Environment
- SP13 Planning Obligations
- GP1 General Development Principles – Climate Change
- GP2 – General Development Principles – General Amenity
- GP4 – General Development Principles – Highways and Accessibility
- GP5 General Development Principles – Natural Environment
- GP6 – General Development Principles – Quality of Design
- GP7 – General Development Principles – Environmental Protection and Public

Health

- H2 – Housing Standards
- H4 – Affordable Housing
- T4 – Parking
- W3 – Provision for Waste Management Facilities in Development
- SP4- Water Resources
- CE7 – Conservation Areas
- CE10 – Renewable Energy

5.5 Supplementary Planning Guidance

- Affordable Housing

- Waste Storage and Collection
- Parking Standards
- Flat Conversions SPG
- Stow Park Conservation Area Appraisal

6. CONSULTATION RESPONSES

6.1 Housing Development Manager: No reply.

6.2 Local Highways Authority:

Highway Recommendation: No objection subject to conditions.

Highway Comments: Following receipt of additional information, we would update our comments as follows. There are no in principle objections to the change of use, however the cycle proposals do not appear to be clear, detailed or consistent between the submitted documents. As there are 5 household and staff the cycle parking should take the form of an enclosed building with Sheffield style racks fixed to the ground. This could be secured by way of condition, however we would suggest it is agreed prior to determination, if possible. Amended plans and visibility drawings have been provided. The proposed access is now compliant with the required pedestrian visibility splays, but vehicular splays are marginally less than 25m (left). Given the specific location, we would accept that speeds and position are to some extent curtailed by the proximity of the junction and consider that the access would be acceptable and that this is the optimal arrangement. The objection on grounds of highway safety relating to visibility is therefore not maintained, subject to a condition to achieve the visibility splays demonstrated on Drawing 23-261-SK01 Rev B. No gates are shown on the revised drawings and a condition to prevent gates is needed to ensure highway safety. A parking survey has been provided to demonstrate that this use or subsequent use as flats would not cause any issues with this level of parking. In summary, highways would not object to the current proposals subject to the following conditions.

Suggested Conditions: The development shall not be implemented until the surface water drainage of the site has been designed to prevent the discharge of water on to the highway. Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.

No part of the development hereby approved shall be occupied until the visibility splays defined on Drawing No. 23-261- SK01 Rev B. are cleared of all obstructions to visibility exceeding 600mm in height above footway level. The visibility splays shall subsequently be maintained free of any visual obstruction thereafter.

Reason: To ensure adequate visibility at the street junction or site access in the interests of road safety.

Before the access is used for vehicular purposes, that part of the access extending from the nearside edge of the highway boundary of Caerau Crescent for a minimum distance of 5 metres into the site shall be appropriately paved in a bound material

such as tarmacadam, concrete, block pavements or other material approved in writing by the Council as Local Planning Authority.

Reason: To prevent loose surface material/debris from being carried on to the public highway thus causing a potential source of danger to other road users in the interests of road safety.

No gates or other means of obstruction shall be placed across the vehicular access formed as part of this development.

Reason: To permit vehicles to pull clear of the carriageway when entering the site in the interests of road safety.

Except for site clearance and remediation No development shall take place until a scheme for the provision of cycle parking in accordance with the Council's current standards has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.

Reason: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport.

A scheme for the provision of electric vehicle charging points, or passive provision, shall be submitted to and agreed in writing with the Local Planning Authority. The agreed scheme shall be provided prior to first occupation of each unit and retained as such thereafter.

Reason: To ensure that appropriate provision for current and future electric and electric/hybrid vehicles and encourage more sustainable means of transport.

Informative Notes: It is an offence to carry out any works within the public highway without permission of the Highway Authority. This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980 the Highway Authority must specify the works to be carried out and only the Highway Authority or contractor approved by the Highway Authority can carry out the works. Therefore prior to commencing any works that affect the access you must contact the Council's Highway Maintenance Team for further details.

The applicant is reminded that it is an offence to allow material to be carried from the site and deposited on or cause damage to the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and will prosecute persistent offenders under Sections 131, 148 & 149 of the Highways Act 1980.

Any landscaping within the site is to be positioned and maintained such that it does not encroach on or over the adjacent highway

- 6.3 Environmental Health; Objection raised due to lack of a window serving the bedroom of flat 5.
- 6.4 Waste Manager; To determine the collections required please can the nature of staff facilities be confirmed and the use of the premise? If staff are to be accommodated on site this may determine that the property requires a trade waste collection. Should the development require domestic collections we anticipate a standard kerbside residual and recycling service be provided. We note the proposed location of the bins and recycling. Each property would require as a minimum 2 recycling bags, 1 box and a food waste container, with potentially a hygiene waste collection if this is requested. The plans at present only indicate one recycling container per premise. The location does present collection hazards given it's location. Please confirm where bins are to be collected.
- 6.5 Conservation Officer:
- The updated plans are acceptable, I'm happy to agree to panels on the rear. I would ask a condition is put on for details of these, possibly:
- Prior to their installation, cross sections of the solar panels shown at a scale of 1:10 shall be submitted to and approved in writing by the Local Planning Authority. The panels shall be matte black. The work shall be completed in accordance with the details agreed.
- Reason: In the interest of preserving the character and appearance of the conservation area in accordance with policy CE7 of the LDP.
- 6.6 Ecology: No reply.
- 6.7 Landscape Officer: No landscape issues or comments arising.
- 6.8 Tree Officer: No objection.
- 6.9 Senior Scientific Officer: The context of the residential development is noted and as such the level of parking provision does not appear onerous. Opportunities to provide EV charging and limit vehicular use to ultra-low emission vehicles should be taken wherever feasible. Likewise low energy heating systems and low carbon building materials should be considered wherever possible. Any green infrastructure proposed for the development should take advantage of air quality beneficial species of plants in order to maximise air quality gains from the development.
- 6.10 SAB/Drainage Officer: No reply.
- 6.11 Dwr Cymru Welsh Water: The proposed development is in very close proximity to a trunk/distribution watermain, the approximate position being shown on the attached plan. Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access our apparatus at all times. I enclose our Conditions for Development near Watermain(s). It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult Dwr Cymru Welsh Water before any development commences on site.

We can confirm capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site. We

recommend that the existing private drainage on site should be utilised to avoid any new direct connection to the public sewerage system.

Notwithstanding this, we would request that if you are minded to grant Planning Consent for the above development that the **Condition and Advisory Notes** listed below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

Condition: No surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

Advisory Notes: The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

In accordance with Planning Policy Wales (Edition 11) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 07 December 2023.

- 7.1 NEIGHBOURS: 20 neighbouring properties were written to, no representations have been received.
- 7.2 COUNCILLORS: Councillor David Fouweather requested this application be reported to Planning Committee should the recommendation be to approve citing concerns relating to onsite parking provision and the impact upon on-street parking

provision within the local area and that the scheme may result in an overdevelopment of the site.

7.3 COMMUNITY COUNCIL: No reply.

8. ASSESSMENT

Principle of Development

- 8.1 The application site is located within the defined settlement boundary where there is a presumption in favour of development and the efficient use of land is encouraged, given the urban character of the application site no conflict has been identified in respect of the creation of additional residential units on this site. Both the existing and proposed uses are residential therefore the proposal would not result in a materially different use at the site albeit to a greater intensity. A residential use at this site is compatible with the surrounding area/use classes.
- 8.2 The property subject of this application is a large 7 bedroom dwelling occupying a generous plot, it is therefore considered that the proposed use to provide 5 managed studio apartments can be accommodated on site without resulting in an over-development of the site or over-intensification of the use.
- 8.3 Planning Policy Wales (PPW) and Future Wales: The National Plan, set the policy framework for Planning decisions in Wales, both place significant weight upon sustainability and sustainable developments within appropriate locations. In this instance the proposed application site is within close proximity of Handpost Local Centre which would provide future residents easy access to a number of commercial services/offerings. Additionally, a bus route operates along Stow Hill with a bus stop being located approx. 80m from the application site providing future occupiers with easy access to public transport. Additionally, the proposal includes secure cycle parking for up to 4 cycles therefore promoting sustainable modes of transport for future occupiers to avail of.
- 8.4 Having regard to the proposed use in conjunction with the scale and location of the application site it is considered that the development as proposed is acceptable in principle and accords with the requirements of LDP Policy SP1.

Visual Amenity / Character and Appearance/Historic Environment:

- 8.5 The external alterations to the property are minor and therefore are not considered to result in any significantly different visual impact than the existing. The removal of the conservatory from the side elevation is considered to be acceptable with the remedial works to make good considered to be in keeping and appropriate to the context.
- 8.6 The proposal includes the siting of a cycle store located within the front garden area. Due to the position of the property within the plot the majority of the usable amenity space is located to the front and side of the dwelling. Given the arrangement of the plot in conjunction with the boundary treatment and scale of the cycle store it is not considered that the cycle store would be a visually prominent feature within the street scene that would result in any unacceptable visual impact to the detriment of the amenity of the area or special character of the Conservation Area.

- 8.7 Solar Panels are proposed to be sited on the rear roof plane of the property, the rear roof plane is not readily visible from the public realm and therefore the provision of solar panels on in this location is not considered to be visually prominent and avoids any unacceptable impact upon the visual amenity of the property or character of the Conservation Area. The addition of solar PV to the rear roof plane further adds to the sustainable credential of the proposed development and accords with the requirements of LDP Policies GP1 and CE10.
- 8.8 The rebuilding of the exterior boundary wall is deemed a necessity to ensure its ongoing structural stability. The proposal includes the re-use of the existing bricks and copings, this will ensure the visual amenity and character of the Conservation Area is protected. The addition of expansion joints within the wall are deemed necessary from a practical perspective and will ensure the longevity of the wall. The vehicular access point is proposed to be widened to meet current highway safety standards, the section(s) of the wall adjacent to the vehicular access are proposed to be reduced in height to allow increased visibility when vehicles are exiting the site, the proposed rebuilt wall will be a continuous height of 1.5m. The rebuilding of the wall using the existing materials is considered to be acceptable in respect of its visual impact and impact upon the special character of the Conservation Area.
- 8.9 The Council's Conservation Officer has been consulted on this application and raises no objection to the proposed development. The Planning (Listed Buildings and Conservation Areas) Act 1990, Sec 72, states; 72. (1) In the exercise, with respect to any building or other land in a conservation area, ... (2) special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. In this instance the proposed changes to the existing dwelling are not considered to prejudice the character of the conservation area and the rebuilding of the wall is considered to provide longevity to the boundary treatment that provides a significant positive addition to the Conservation Area. The demolition of the boundary wall requires Conservation Area Approval, this is a separate consent therefore conditions relating to the rebuilding will be attached to the CAC as to ensure there are no repetitions or dual obligations for the developer to comply with/discharge.
- 8.10 The proposed development is considered to result in an acceptable visual impact that avoids any adverse impact upon the character of the Conservation Area. No conflicts with the requirements of LDP Policies SP9, GP6 or the Stow Park Conservation Area Appraisal have been identified.

Residential Amenity:

- 8.11 As previously stated, the existing and proposed use is residential falling under use class C3 as identified by The Town and Country Planning (Use Classes) Order 1987 (as amended), the continued use of the land for residential purposes raises no concern in respect of impact upon the amenity/living conditions of neighbouring occupiers.
- 8.12 The adjoining property is arranged as a commercial premises offering office accommodation and the property opposite the junction operates as a Veterinary Clinic, therefore increasing the distance of the closest residential dwelling from the

application site. The proposed changes to the property are minor and would not result in any different impact in respect of overlooking or overbearing impact.

- 8.13 The development would result in the intensification of the residential use on site, however, given the scale of the property and the generous proportion of the plot no concern is raised in respect of overdevelopment. The proposed level of intensification is deemed to be of an acceptable level that would not prejudice the living conditions of nearby residents to an unacceptable level.
- 8.14 When considering amenity, the living conditions of future occupiers is a material consideration in the assessment of this application, in this instance each individual studio flat is considered to be of an acceptable scale to serve a single occupier and each flat meets the space standards as set by the adopted Flat Conversions SPG. An objection has been raised by the Councils Environmental Health Officer raising concern relating to the lack of a window serving the bedroom of flat 5. A rooflight window is located within the rear roof plane to serve this room, the rooflight would provide a sufficient level of light and ventilation for the bedroom. Although ordinarily a rooflight would not be considered sufficient to serve a bedroom due to the limited outlook they afford occupiers, in this instance due to the positioning of the window low down within the roof plane the occupier of the bedroom would enjoy a level of outlook which is considered to be sufficient as to overcome such concerns. Furthermore, the rooflight is existing and serves an existing bedroom therefore the proposed situation would result in any worse impact than the existing. To ensure that the space standards remain appropriate for the occupiers, it is considered necessary to condition that each flat is not occupied by more than 1 resident at a time.
- 8.15 The outdoor amenity space associated with this application is deemed to be appropriate for the 5 residential units, a patio area is proposed to be provided to the front of the property providing a useable outdoor amenity space for future occupiers. The bin storage facility is proposed to be provided against the rear boundary separated from the useable outdoor space by several meters. A concern has been raised by the Council's Waste Officer that there is insufficient waste storage proposed relative to the number of bins required for each flat, as full details of the bin storage facilities have not been provided upfront it is considered that such details can be controlled via condition and discharged at a later date. The proposed development has been assessed against the criterion of LDP Policies GP2, GP7, H2, W3 and the associated SPG's; Waste Storage and Collection and Flat Conversions, no conflict has been identified in this instance subject to conditions.

Movement/Vehicular access and Highway Safety:

- 8.16 Both vehicular and pedestrian access as existing is gained via Careau Crescent on the eastern boundary of the site. The pedestrian access gate would be retained in its existing location therefore no different impact would occur in relation to pedestrian access/egress. The existing vehicular access point is proposed to be maintained in its existing position however with a wider vehicular cross over to increase visibility when accessing/exiting the site.
- 8.17 The site is within Parking Zone 3 according to the Council Parking SPG. The existing dwelling creates a maximum demand for 3 spaces, whereas the proposed

flats create a demand of 1 space per bedroom and a visitor space (total 6 spaces), increasing demand by 3 spaces. Onsite parking provision of 2 spaces would be maintained, so the current shortfall of 1 space would increase to 4, increasing on street parking demand by 4 spaces. The Parking Assessment has found that on average, parking stress is 57%. On 24th January, there were a total of 30 out of 67 unrestricted kerbside spaces unoccupied. On 25th January, there were a total of 27 out of 67 unrestricted kerbside spaces unoccupied. Sufficient capacity exists on street to cater for the increased demand. Furthermore, the site is located in a highly sustainable location in close proximity to local amenities and public transport. The proposal includes secure storage for 4 cycles providing facilities that encourage sustainable modes of transport and further adding to the sustainable credentials of the site.

- 8.18 It is noted that the accommodation will provide an element of support for future residents with a staff member visiting the premises throughout the day, this has been accounted for within the supporting documents and the assessment of this application. With the staff visitation the parking provision has been considered acceptable.
- 8.19 The Council's Highway Engineer has been consulted on this application and raises no objection subject to conditions. The suggested conditions relating to visibility splays, erection of gates, and details relating to cycle parking are considered to meet the tests as set out in the Conditions Circular (WGC 016/2014) and will be carried forward onto any subsequent planning consent. However, the other suggested conditions will not be as; surface water drainage is covered by separate legislation outside of the Town and Country Planning Act therefore it would not be appropriate to condition this as part of a planning consent. Details relating to the hard surfacing of the vehicular parking area have been submitted therefore this does not need to be controlled, instead it is considered necessary to condition that the materials used are porous/permeable as to ensure compliance with the General Permitted Development Order (Wales). Whilst we have previously requested EV charging on residential developments, it is not considered justified in this instance as the property and parking is existing on site and the scheme does not propose additional parking.
- 8.20 The proposed use of the property has been assessed against LDP Policies GP4 and T4 and the Parking Standards as adopted by The Council and has been deemed acceptable.

Drainage/ Flooding:

- 8.21 The application site falls outside of any of the defined flood risk areas as shown on Natural Resources Wales's Flood Map for Planning therefore no objection or concern is raised in this respect.
- 8.22 Regarding foul drainage the application site falls within a sewered area, the development proposes to continue with the existing arrangement with a connect to the mains sewers, this accords with the requirements contained within PPW12 and Welsh Governments Drainage Circular 008/2018.
- 8.23 Dwr Cymru Welsh Water as statutory undertaker in this area has been consulted and has confirmed there is capacity within the existing sewerage system to accommodate the development and raises no objection subject to the attachment of a condition relating to the management of surface water drainage from any greater

areas of hardstanding/roof areas, as covered previously this is covered by legislation outside the remit of the Town & Country Planning Act therefore it would not be appropriate to attach this as a planning condition, instead it is considered necessary to condition that the proposed additional areas of hard surface are porous/permeable to accord with the requirements of the General Permitted Development Order (Wales). Additionally, due to the removal of the conservatory there would be a net reduction in the total roof area on site. Therefore, subject to condition(s) it is considered that the proposed development accords with the relevant criteria of LDP Policy SP4.

Biodiversity:

- 8.23 In respect of ecology and bio-diversity the site as existing comprises a residential dwelling and garden area, all 3 floors of the property are currently available for occupation and no conversion of the loft space is required. Additionally, the garden areas are maintained and are located adjacent to a busy thoroughfare within an urban environment therefore, the site offers little ecological value and the potential habitat for bats or other European Protected Species is limited. The proposed development is supported by an Arboricultural Survey (BS5837:2012) which assesses trees, hedges and major shrub groups on and within close proximity of the site. Given that the trees and shrubs located adjacent to the site boundary are undermining the structural integrity of the boundary wall this area is proposed to be cleared and replaced with appropriate landscaping/planting. Full details of the proposed landscaping have not been provided as part of this application however it is considered such details can be adequately controlled by the attachment of a condition requiring the details to be provided at a later date. Trees identified to be retained have been classified as being worthy of retention. The Council's Tree Officer has been consulted on this application and raises no objection to the proposed development in respect of impact upon trees on site. The arboricultural survey recommends a number of conditions that will be carried through to any grant of consent to ensure there is no harmful impact upon trees during the implementation and lifetime of the development.
- 8.24 PPW sets out that " Planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means development should not cause any significant loss of habitats or populations of species (not including non native invasive species), locally or nationally and must work alongside nature and it must provide a net benefit for biodiversity and improve, or enable the improvement, of the resilience of ecosystems" (para 6.4.5). This policy and subsequent policies in Chapter 6 of PPW respond to the Section 6 Duty of the Environment (Wales) Act 2016.
- 8.25 The proposal includes the provision of 2 bird boxes to be erected on the side elevation of the property and a landscaping scheme proposed to be located parallel to the rebuilt boundary wall. Given the nature and extent of development proposed in conjunction with the limited ecological value of the site as existing it is considered that a net benefit for biodiversity would be achieved through the granting of this consent thus according with the requirement of LDP Policy GP5.

- 8.26 It is noted that a Green Infrastructure Statement has not been submitted as part of this application in part due to this application being submitted prior to the requirement for GI statements being introduced. Notwithstanding the lack of a formal GI statement it is considered that the relevant information has been provided within the submitted documents to inform the most appropriate scheme for GI and biodiversity.
- 8.27 To facilitate the proposed development and to safeguard the structural integrity of the boundary wall 8 trees/shrubs are proposed to be removed as well as the clearance of the site identified as G01 within the Arbocultural Survey. Whilst full landscaping details are not currently submitted it is considered unlikely that the 1:3 replacement planting ratio as set by PPW12 would be accommodated on site. In this instance it is considered justified to deviate from the planting ratio given the amount of space available and to ensure that no further structural damage is caused to the wall or property from onsite planting.

Section 106 Planning Obligation matters

- 8.28 In 2010 the Community Infrastructure Levy Regulations (2010) came into effect. Reg 122 of these regulations sets out limitations on the use of planning obligations. It sets out three tests that planning obligations need to meet. It states that planning obligations may only constitute a reason for granting planning permission if the obligation is:
- a) Necessary to make the development acceptable in planning terms; In this instance all five proposed residential units are proposed to be used as affordable housing units for a specific need. As such, no additional obligations that would otherwise normally be payable are being sought therefore, it is necessary to secure the affordable use of the units via a section 106 agreement.
 - b) Directly related to the development; the obligations of the Section 106 Agreement are directly related to the development.
- and
- c) Fairly and reasonably related in scale and kind to the development; the obligations as set out in the Section 106 Agreement, both in terms of scale and kind of obligations being required, are fair and reasonable to ensure the aforementioned contributions for the development of this site.
- 8.29 In accordance with Policy SP13 of the adopted Newport Local Development Plan 2011-2026 and the adopted Planning Obligations Supplementary Planning Guidance, development will be required to help deliver more sustainable communities by providing, or making contributions to, local and regional infrastructure in proportion to its scale and the sustainability of the location. In this instance as the proposal seeks consent for 100% of the units to be affordable housing as defined by TAN 2 no contribution will be sought. However, a S106 agreement is required to secure the tenure of the flats. Also, whilst the present development will provide 100% affordable housing, the Council requires the Developer to provide a S106 legal agreement to cater for the event that any of the dwellings are subsequently sold or rented on the open market, in which case, contributions towards off-site provision of affordable housing provisions would be

payable according to a formula set out in the agreement. The heads of terms of the S106 have been agreed with the applicant/agent.

9. OTHER CONSIDERATIONS

9.1 *Crime and Disorder Act 1998*

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

9.2 *Equality Act 2010*

The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership.

9.3 Having due regard to advancing equality involves:

- removing or minimising disadvantages suffered by people due to their protected characteristics;
- taking steps to meet the needs of people from protected groups where these differ from the need of other people; and
- encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

9.4 The above duty has been given due consideration in the determination of this application. It is considered that there would be no significant or unacceptable impact upon persons who share a protected characteristic, over and above any other person, as a result of the proposed decision.

9.5 *Planning (Wales) Act 2015 (Welsh language)*

Section 31 of the Act clarifies that impacts on the Welsh language may be a consideration when taking decisions on applications for planning permission so far as it is material to the application. This duty has been given due consideration in the determination of this application. It is considered that there would be no material effect upon the use of the Welsh language in Newport as a result of the proposed decision.

9.6 *Newport's Well-Being Plan 2018-23*

The Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. This duty has been considered during the preparation of

Newport's Well-Being Plan 2018-23, which was signed off on 1 May 2018. The duty imposed by the Act together with the goals and objectives of Newport's Well-Being Plan 2018-23 have been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the proposed decision.

10. CONCLUSION

- 10.1 The proposed development would deliver 7 much needed affordable homes within a highly sustainable location on a site that already benefits from a residential use. The proposed development includes the rebuilding of the boundary wall which makes a significantly positive impact to the amenity and character of the conservation area therefore providing structural longevity and a benefit to the historic environment of the area contributing positively to the objectives of the Place Making Agenda. The application demonstrates a suitable means of dealing with surface water and foul drainage and would provide a net benefit in respect of biodiversity and green infrastructure in the area. The proposed amendments to the boundary wall will result in a betterment to highway safety and the parking provision on site is deemed to be acceptable. The proposal accords with the aims and objectives of both local and national planning policies and is therefore recommended for approval subject to conditions and a legal agreement securing the affordable housing provision.

11. DECISION

GRANTED WITH CONDITIONS AND SUBJECT TO A SECTION 106 LEGAL AGREEMENT WITH DELEGATED AUTHORITY TO HEAD OF REGENERATION AND ECONOMIC DEVELOPMENT TO USE DISCRETION TO REFUSE IF NOT SIGNED WITHIN 3 MONTHS OF A RESOLUTION

01 The development shall be implemented in accordance with the following plans and documents:

A101, A202 REV D, A201 REV B, A200 REV E, 23-261-SK01 REV B, S.8017-C-02 REV B, S.8017-C-01, S.8017-C-03 REV B, 23/261/16A TRANSPORT ASSESSMENT, Arboricultural Survey BY ARBTECH (20 October 2023).

Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.

02 The development hereby approved shall not come into beneficial occupation until the parking provision as shown on approved plan A200 REV E has been completed. The parking provision shall then remain available for such purposes for the duration of the development.

Reason - To ensure there is sufficient parking provision on site to serve the development in accordance with Policy T4 of the Newport City Council Local Development Plan.

03 Prior to the development coming into beneficial occupation, details for the provision of secure cycle storage shall be submitted to an approved in writing by the local planning

authority. The cycle storage facility shall be provided in accordance with the approved details prior to the occupation of the flats and retained for the duration of the development.

Reason - To make adequate provision for cycle storage in accordance with Policy GP4 of the Newport City Council Local Development Plan.

04 Prior to the development coming into beneficial occupation, details for the provision of bin storage facilities shall be submitted to an approved in writing by the local planning authority. The bin storage facility shall be provided in accordance with the approved details prior to the occupation of the flats and retained for the duration of the development.

Reason - To make adequate provision for cycle storage in accordance with Policy W3 of the Newport City Council Local Development Plan.

05 Prior to the development coming into beneficial occupation full and comprehensive details of soft and hard landscape works shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of landscape management for a minimum period of 5 years. The scheme shall be implemented in accordance with the approved details in the first planting season following development coming into beneficial occupation and any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason - To ensure that the new development will be visually attractive in the interests of amenity and to accord with Policy GP5 of the Newport City Council Local Development Plan.)

06 Prior to the development coming into beneficial occupation the biodiversity enhancements as detailed on approved plan A202 Rev C shall be constructed on site and maintained for the lifetime of the development.

Reason - In the interests of maintaining and enhancing biodiversity, in accordance with Future Wales Policy 9 and to accord with Policy GP5 of the Newport City Council Local Development Plan.

07 Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (Or any order revoking and re-enacting that Order with or without modification) no fences, gates or walls, shall be erected other than those expressly authorised by this permission.

Reason: To protect the character and appearance of the Conservation Area and in the interests of Highway Safety in accordance with Policies SP9 and GP4 of the Newport City Council Local Development Plan.

08 No part of the development hereby approved shall be occupied until the visibility splays defined on Drawing No. 23-261- SK01 Rev B. are cleared of all obstructions to visibility exceeding 600mm in height above footway level. The visibility splays shall subsequently be maintained free of any visual obstruction for the duration of the development

Reason: To ensure adequate visibility at the street junction or site access in the interests of Highway Safety in accordance with Policies SP9 and GP4 of the Newport City Council Local Development Plan.

09 Prior to their installation, cross sections of the solar panels shown at a scale of 1:10 shall be submitted to and approved in writing by the Local Planning Authority. The panels shall be matte black. The work shall be completed in accordance with the details agreed.

Reason: In the interest of preserving the character and appearance of the conservation area in accordance with Policies SP9 and CE7 of the Newport City Council Local Development Plan.

10 Each flat shall not be occupied by more than 1 resident at a time.

Reason: To ensure there is adequate space available for each occupiers in accordance with the space standards as set by the Flat Conversions SPG as adopted by Newport City Council and in accordance with Policy H2 of the Newport City Council Local Development Plan.

11 Prior to the commencement of development an arboricultural method statement and a tree protection plan drawing shall be submitted to and approved in writing by the Local Planning Authority. The method statement and plan must detail both the trees present on site and those on the adjoining land. The development shall be implemented in accordance with the approved details.

Reason: To ensure the development doesn't cause any adverse impact to the trees on site or Protected Trees to the north of the application site in accordance with Policy GP5 of the Newport Local Development Plan.

NOTE TO APPLICANT

01 This decision relates to plan Nos: A101, A202 REV D, A201 REV B, A200 REV E, 23-261-SK01 REV B, S.8017-C-02 REV B, S.8017-C-01, S.8017-C-03 REV B, 23/261/16A TRANSPORT ASSESSMENT, Arboricultural Survey BY ARBTECH (20 October 2023).

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

03 It is an offence to carry out any works within the public highway without permission of the Highway Authority. This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980 the Highway Authority must specify the works to be carried out and only the Highway Authority or contractor approved by the Highway Authority can carry out the works. Therefore prior to commencing any works that affect the access you must contact the Council's Highway Maintenance Team for further details.

04 The applicant is reminded that it is an offence to allow material to be carried from the site and deposited on or cause damage to the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and will prosecute persistent offenders under Sections 131, 148 & 149 of the Highways Act 1980.

05 Any landscaping within the site is to be positioned and maintained such that it does not encroach on or over the adjacent highway

06 The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

In accordance with Planning Policy Wales (Edition 11) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

07 From April 1st 2020, developers or owners of all new residential units will be required to purchase bin provision for each unit serviced to meet the Council's specification. 120L, 180L, 240L and 360L wheeled bins must be purchased/obtained from Newport City Council. 660L and 1100L bins can be purchased elsewhere but it is strongly recommended to speak to NCC Waste Management Refuse Management beforehand to ensure the bins fit the Refuse Department collection vehicles safely. Failure to purchase correct bin(s) will result in collections being suspended with the Council reserving the right to refuse collection until suitable bin specifications are met.

Highway Response

Ref: 23/1065 Revised
Case Officer: Jacob Cooke

Date: 26/01/24

PROPOSAL: PROPOSED INTERNAL RECONFIGURATION OF EXISTING SEVEN-BEDROOM HOUSE TO CREATE FIVE SELF CONTAINED STUDIO APARTMENTS, STAFF FACILITIES AND ASSOCIATED WORKS

SITE: Anderley Lodge 216 Stow Hill Newport NP20 4HA

Highway Officer: Kevin Jackson

Highway Recommendation:

No objection subject to conditions.

Highway Comments:

Following receipt of additional information, we would update our comments as follows.

There are no in principle objections to the change of use, however the cycle proposals do not appear to be clear, detailed or consistent between the submitted documents.

As there are 5 household and staff the cycle parking should take the form of an enclosed building with Sheffield style racks fixed to the ground. This could be secured by way of condition, however we would suggest it is agreed prior to determination, if possible.

Amended plans and visibility drawings have been provided. The proposed access is now compliant with the required pedestrian visibility splays, but vehicular splays are marginally less than 25m (left). Given the specific location, we would accept that speeds and position are to some extent curtailed by the proximity of the junction and consider that the access would be acceptable and that this is the optimal arrangement. The objection on grounds of highway safety relating to visibility is therefore not maintained, subject to a condition to achieve the visibility splays demonstrated on Drawing 23-261-SK01 Rev B.

No gates are shown on the revised drawings and a condition to prevent gates is needed to ensure highway safety.

A parking survey has been provided to demonstrate that this use or subsequent use as flats would not cause any issues with this level of parking.

In summary, highways would not object to the current proposals subject to the following conditions.

Suggested Conditions:

The development shall not be implemented until the surface water drainage of the site has been designed to prevent the discharge of water on to the highway.

Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.

No part of the development hereby approved shall be occupied until the visibility splays defined on Drawing No. 23-261-SK01 Rev B. are cleared of all obstructions to visibility exceeding 600mm in height above footway level. The visibility splays shall subsequently be maintained free of any visual obstruction thereafter.

Reason: To ensure adequate visibility at the street junction or site access in the interests of road safety.

Before the access is used for vehicular purposes, that part of the access extending from the nearside edge of the highway boundary of Caerau Crescent for a minimum distance of 5 metres into the site shall be appropriately paved in a bound material such as tarmacadam, concrete, block pavements or other material approved in writing by the Council as Local Planning Authority.

Reason: To prevent loose surface material/debris from being carried on to the public highway thus causing a potential source of danger to other road users in the interests of road safety.

No gates or other means of obstruction shall be placed across the vehicular access formed as part of this development.

Reason: To permit vehicles to pull clear of the carriageway when entering the site in the interests of road safety.

Except for site clearance and remediation No development shall take place until a scheme for the provision of cycle parking in accordance with the Council's current standards has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.

Reason: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport.

A scheme for the provision of electric vehicle charging points, or passive provision, shall be submitted to and agreed in writing with the Local Planning Authority. The agreed scheme shall be provided prior to first occupation of each unit and retained as such thereafter.

Reason: To ensure that appropriate provision for current and future electric and electric/hybrid vehicles and encourage more sustainable means of transport.

Informative Notes:

It is an offence to carry out any works within the public highway without permission of the Highway Authority. This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980 the Highway Authority must specify the works to be carried out and only the Highway Authority or contractor approved by the Highway Authority can carry out the works. Therefore prior to commencing any works that affect the access you must contact the Council's Highway Maintenance Team for further details.

The applicant is reminded that it is an offence to allow material to be carried from the site and deposited on or cause damage to the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and will prosecute persistent offenders under Sections 131, 148 & 149 of the Highways Act 1980.

Any landscaping within the site is to be positioned and maintained such that it does not encroach on or over the adjacent highway.

Appendix 2. APPROVED ACCESS ARRANGEMENTS

Appendix 3. TRICS: PRIVATE HOUSES

Audit Code: 2eda0e86-453e-41b1-b629-0f0c4be932ec

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	DC	DORSET
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
	WM	WEST MIDLANDS
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
	MS	MERSEYSIDE

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 2eda0e86-453e-41b1-b629-0f0c4be932ec

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	4 to 280 (units:DWELLS)
Range Selected by User:	4 to 1882 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	2 days
Tuesday	2 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Suburban Area	5 days
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5 days
------------------	--------

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	4 days

Audit Code: 2eda0e86-453e-41b1-b629-0f0c4be932ec

Secondary Filtering Selection:

Use Class:

C3

5 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 3200

Population within 1 mile:

15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	2 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



Audit Code: 2eda0e86-453e-41b1-b629-0f0c4be932ec

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 5 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 2eda0e86-453e-41b1-b629-0f0c4be932ec

1	AC-03-A-02	DETACHED	CHESHIRE WEST & CHESTER
WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area Residential Zone Number of dwellings: 11.00 DWELLS Survey date: Tuesday 22/05/2012			
			Survey Type: Manual
2	DC-03-A-12	PRIVATELY OWNED HOUSES	DORSET
RYLANDS AVENUE WEYMOUTH WYKE REGIS Suburban Area Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Tuesday 06/05/2025			
			Survey Type: Manual
3	MS-03-A-03	DETACHED	MERSEYSIDE
BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area Residential Zone Number of dwellings: 15.00 DWELLS Survey date: Friday 21/06/2013			
			Survey Type: Manual
4	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
ARLINGTON AVENUE LEAMINGTON SPA Suburban Area Residential Zone Number of dwellings: 6.00 DWELLS Survey date: Friday 21/10/2011			
			Survey Type: Manual
5	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS
EVESON ROAD STOURBRIDGE NORTON Suburban Area Residential Zone Number of dwellings: 14.00 DWELLS Survey date: Wednesday 18/09/2024			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DN-03-A-07 29-05-2019	29-05-2019	Ireland site
LT-03-A-02 22-05-2017	22-05-2017	Ireland site
MA-03-A-02 15-09-2021	15-09-2021	Survey during COVID excluded
MG-03-A-02 12-10-2021	12-10-2021	Survey during COVID excluded
WC-03-A-02 28-05-2018	28-05-2018	Ireland site

Audit Code: 2eda0e86-453e-41b1-b629-0f0c4be932ec

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	13	0.063	0.238	0.301
08:00-09:00	5	13	0.381	0.619	1.000
09:00-10:00	5	13	0.143	0.143	0.286
10:00-11:00	5	13	0.206	0.143	0.349
11:00-12:00	5	13	0.206	0.286	0.492
12:00-13:00	5	13	0.190	0.238	0.428
13:00-14:00	5	13	0.206	0.238	0.444
14:00-15:00	5	13	0.206	0.190	0.396
15:00-16:00	5	13	0.444	0.381	0.825
16:00-17:00	5	13	0.254	0.222	0.476
17:00-18:00	5	13	0.317	0.159	0.476
18:00-19:00	5	13	0.238	0.159	0.397
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.854	3.016	5.870

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2eda0e86-453e-41b1-b629-0f0c4be932ec

Parameter Summary:

Trip rate parameter range selected:	4 - 1882 (units: DWELLS)
Survey date date range:	21/10/2011 - 06/05/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 4. INSTITUTIONAL HOSTELS

Calculation Reference: AUDIT-213601-230924-0908

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : E - INSTITUTIONAL HOSTELS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	3 days
03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	GC GLASGOW CITY	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 16 to 240 (units:)
Range Selected by User: 16 to 240 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 09/09/10

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	2
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	2
Out of Town	1
High Street	1
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Sui Generis 8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	3 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	2 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-E-01	YMCA		DORSET
	REFORNE			
	PORTLAND			
	EASTON			
	Edge of Town Centre			
	High Street			
	Total Number of residents:	18		
	Survey date: TUESDAY	15/07/08	Survey Type: MANUAL	
2	GC-03-E-01	HOMELESS SHELTER		GLASGOW CITY
	331 BELL STREET			
	GLASGOW			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of residents:	200		
	Survey date: WEDNESDAY	02/04/03	Survey Type: MANUAL	
3	GC-03-E-02	HOMELESS SHELTER		GLASGOW CITY
	KYLE STREET			
	GLASGOW			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of residents:	240		
	Survey date: FRIDAY	04/04/03	Survey Type: MANUAL	
4	KC-03-E-02	PROBATION HOSTEL		KENT
	TONBRIDGE ROAD			
	MAIDSTONE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of residents:	29		
	Survey date: THURSDAY	15/11/01	Survey Type: MANUAL	
5	KC-03-E-03	HOSTEL		KENT
	LONDON ROAD			
	SITTINGBOURNE			
	CHALKWELL			
	Edge of Town Centre			
	No Sub Category			
	Total Number of residents:	16		
	Survey date: THURSDAY	09/08/01	Survey Type: MANUAL	
6	KC-03-E-04	HOSTEL		KENT
	CRANBROOK ROAD			
	NEAR HAWKHURST			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Number of residents:	18		
	Survey date: TUESDAY	15/07/03	Survey Type: MANUAL	
7	MS-03-E-01	YMCA		MERSEYSIDE
	LEEDS STREET			
	LIVERPOOL			
	Edge of Town Centre			
	Commercial Zone			
	Total Number of residents:	70		
	Survey date: THURSDAY	09/09/10	Survey Type: MANUAL	
8	WK-03-E-01	SALVATION ARMY		WARWICKSHIRE
	LINCOLN STREET			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of residents:	170		
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/E - INSTITUTIONAL HOSTELS
TOTAL VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	106	0.026	7	106	0.005	7	106	0.031
08:00 - 09:00	7	106	0.038	7	106	0.024	7	106	0.062
09:00 - 10:00	8	95	0.055	8	95	0.035	8	95	0.090
10:00 - 11:00	8	95	0.034	8	95	0.032	8	95	0.066
11:00 - 12:00	8	95	0.041	8	95	0.032	8	95	0.073
12:00 - 13:00	8	95	0.042	8	95	0.035	8	95	0.077
13:00 - 14:00	8	95	0.037	8	95	0.042	8	95	0.079
14:00 - 15:00	8	95	0.039	8	95	0.041	8	95	0.080
15:00 - 16:00	8	95	0.035	8	95	0.053	8	95	0.088
16:00 - 17:00	8	95	0.022	8	95	0.045	8	95	0.067
17:00 - 18:00	7	84	0.019	7	84	0.037	7	84	0.056
18:00 - 19:00	7	84	0.017	7	84	0.017	7	84	0.034
19:00 - 20:00	1	18	0.000	1	18	0.056	1	18	0.056
20:00 - 21:00	1	18	0.056	1	18	0.000	1	18	0.056
21:00 - 22:00	1	18	0.000	1	18	0.056	1	18	0.056
22:00 - 23:00	1	18	0.000	1	18	0.000	1	18	0.000
23:00 - 24:00									
Total Rates:			0.461			0.510			0.971

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	16 - 240 (units:)
Survey date range:	01/01/00 - 09/09/10
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 5. PARKING STRESS SURVEY

Parking Survey Photographs

Date: 24th January 2024 (After 6pm)

Photo Location Numbers



- Total kerbside parking capacity = 67 spaces (this excludes double/single yellow lines, driveways, kerbside with 10m from junction)
- Total spaces unoccupied = 30 spaces
- Parking Stress = 55%

Photograph No. 1

2 spaces available



Photograph No. 2

1 space available



Photograph No. 3

1 space available



Photograph No. 4

1 space available



Photograph No. 5

2 spaces available



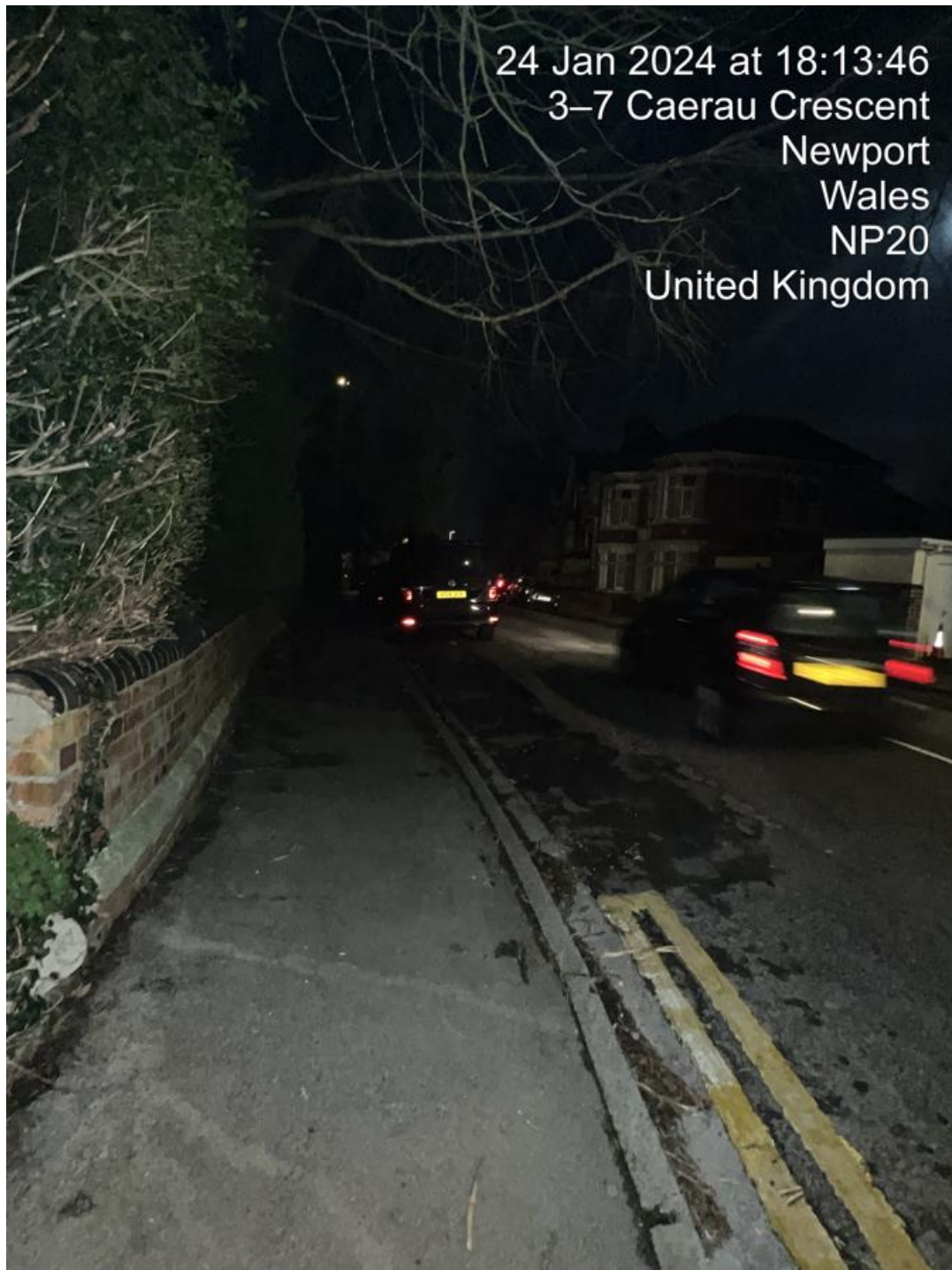
Photograph No. 6

6 spaces available



Photograph No. 7

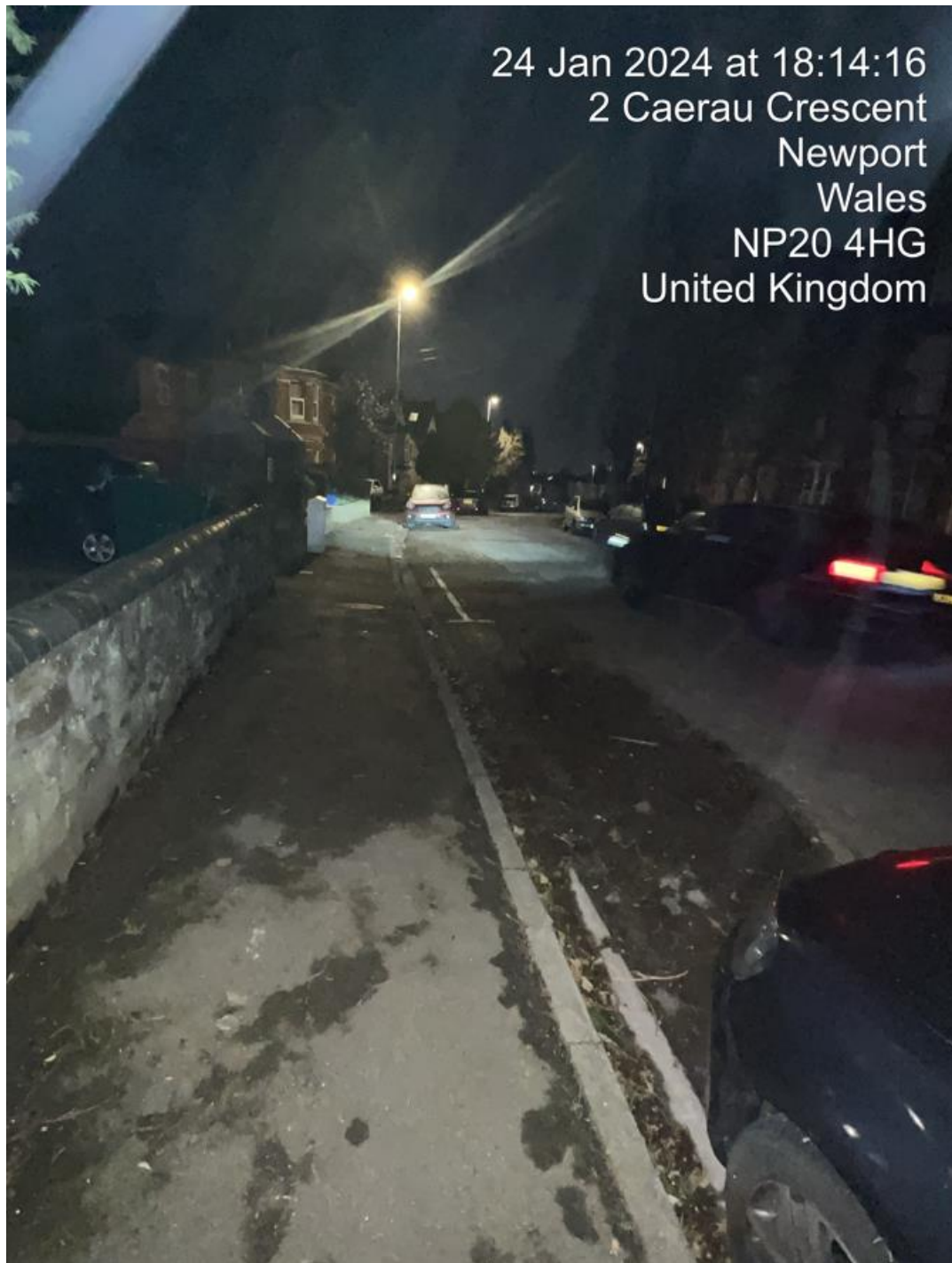
1 space available



24 Jan 2024 at 18:13:46
3-7 Caerau Crescent
Newport
Wales
NP20
United Kingdom

Photograph No. 8

1 space available



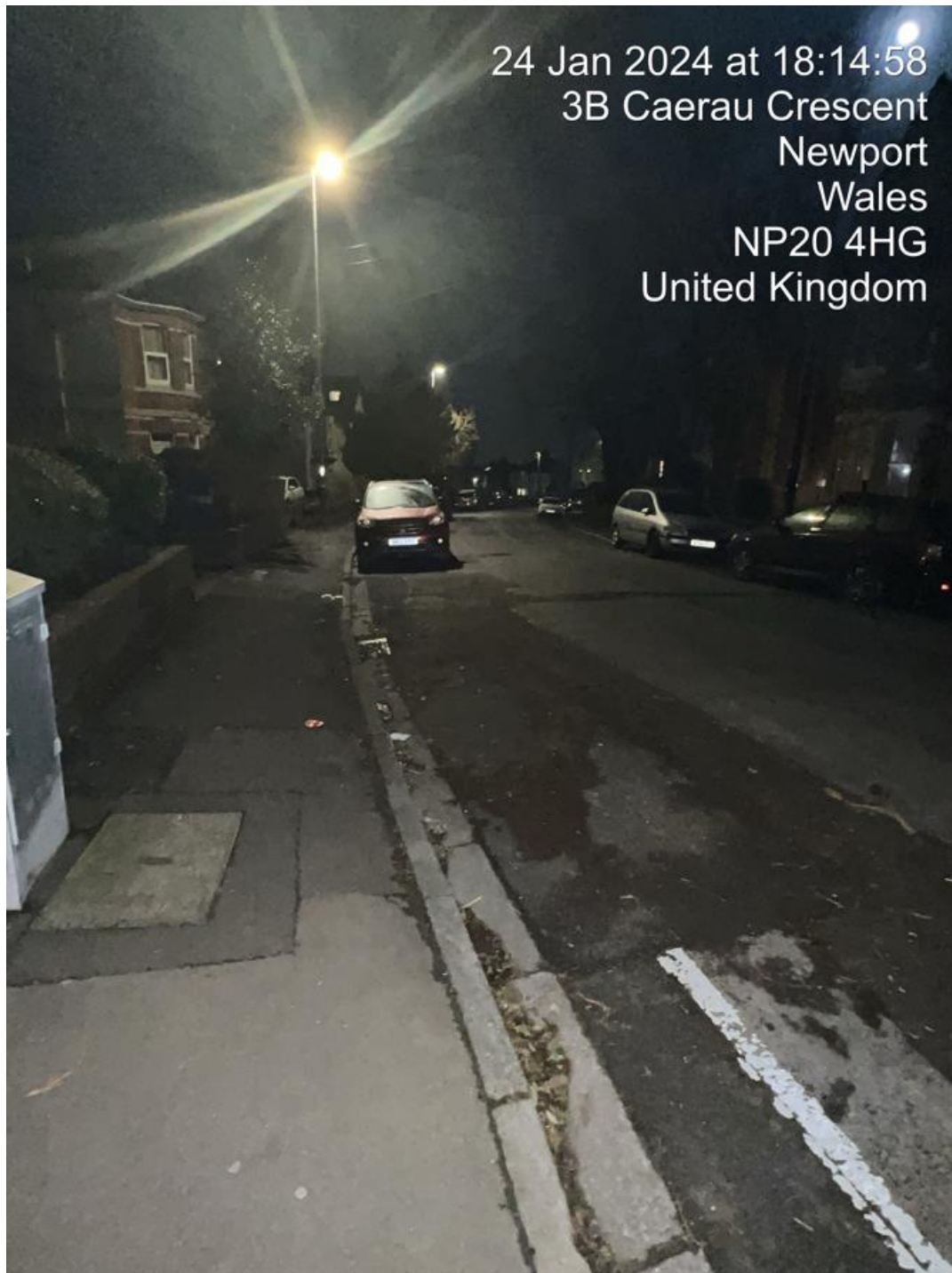
Photograph No. 9

1 space available



Photograph No. 10

1 space available



Photograph No. 11

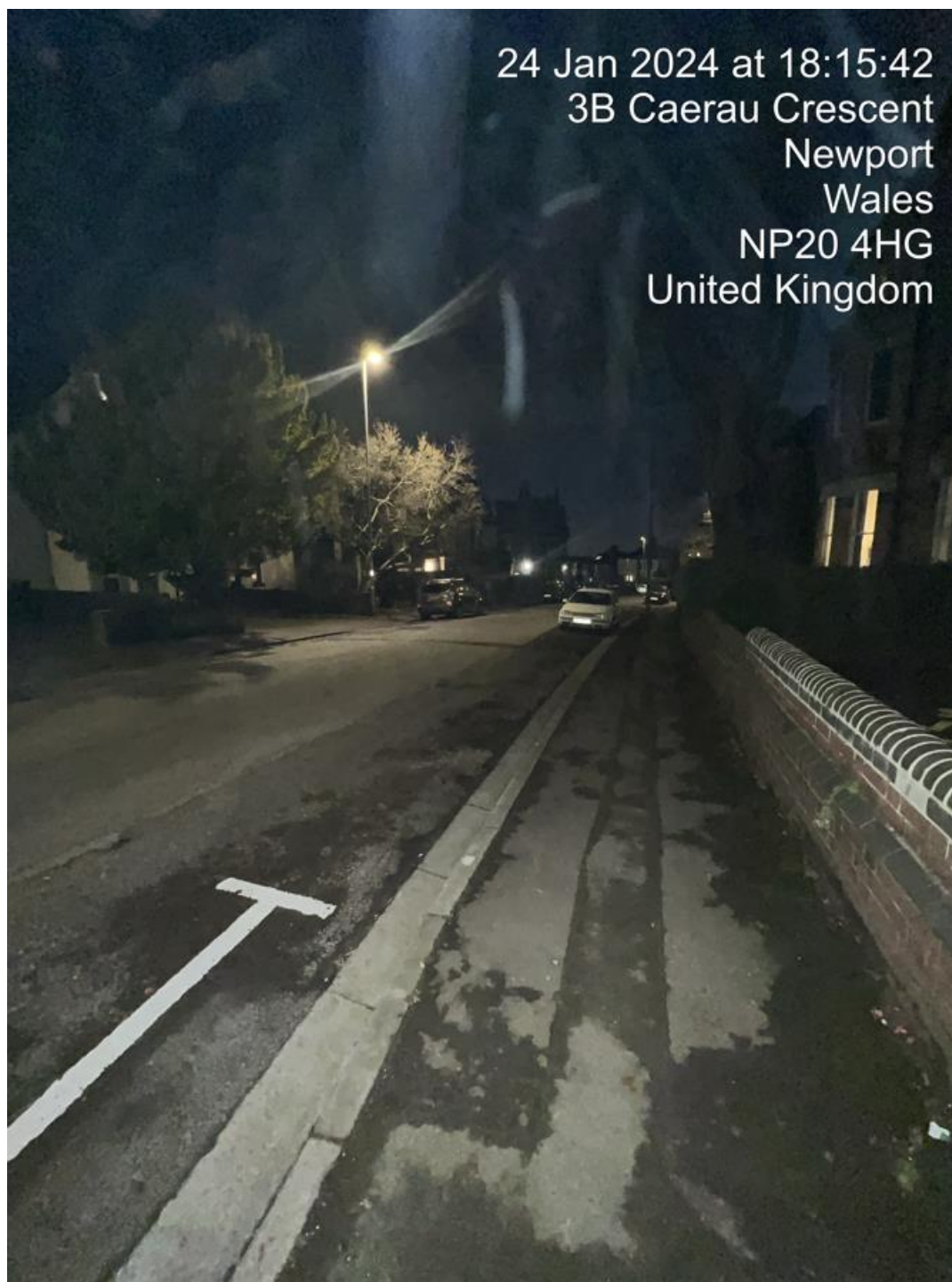
2 spaces available



24 Jan 2024 at 18:15:23
3B Caerau Crescent
Newport
Wales
NP20 4HG
United Kingdom

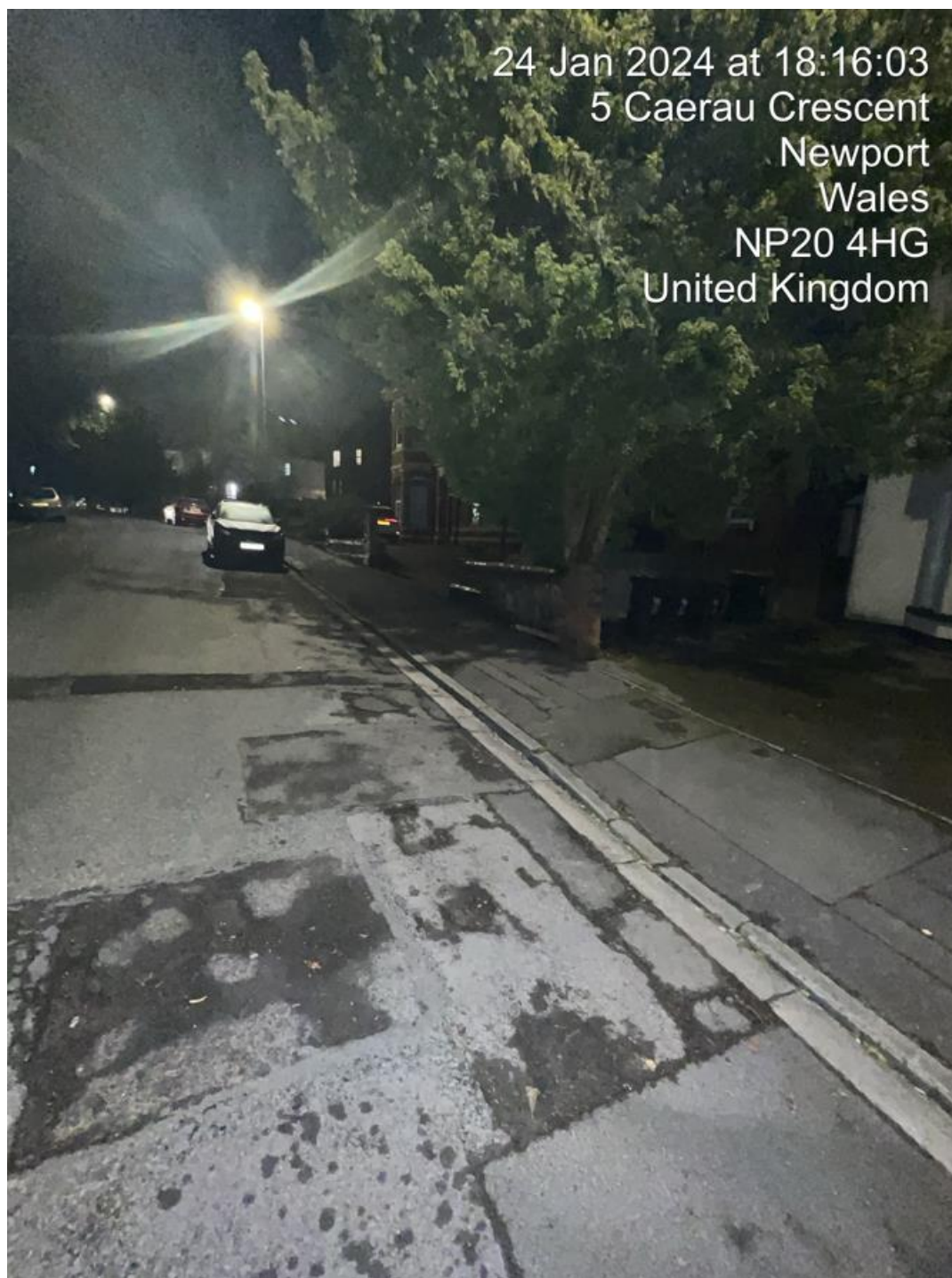
Photograph No. 12

3 spaces available



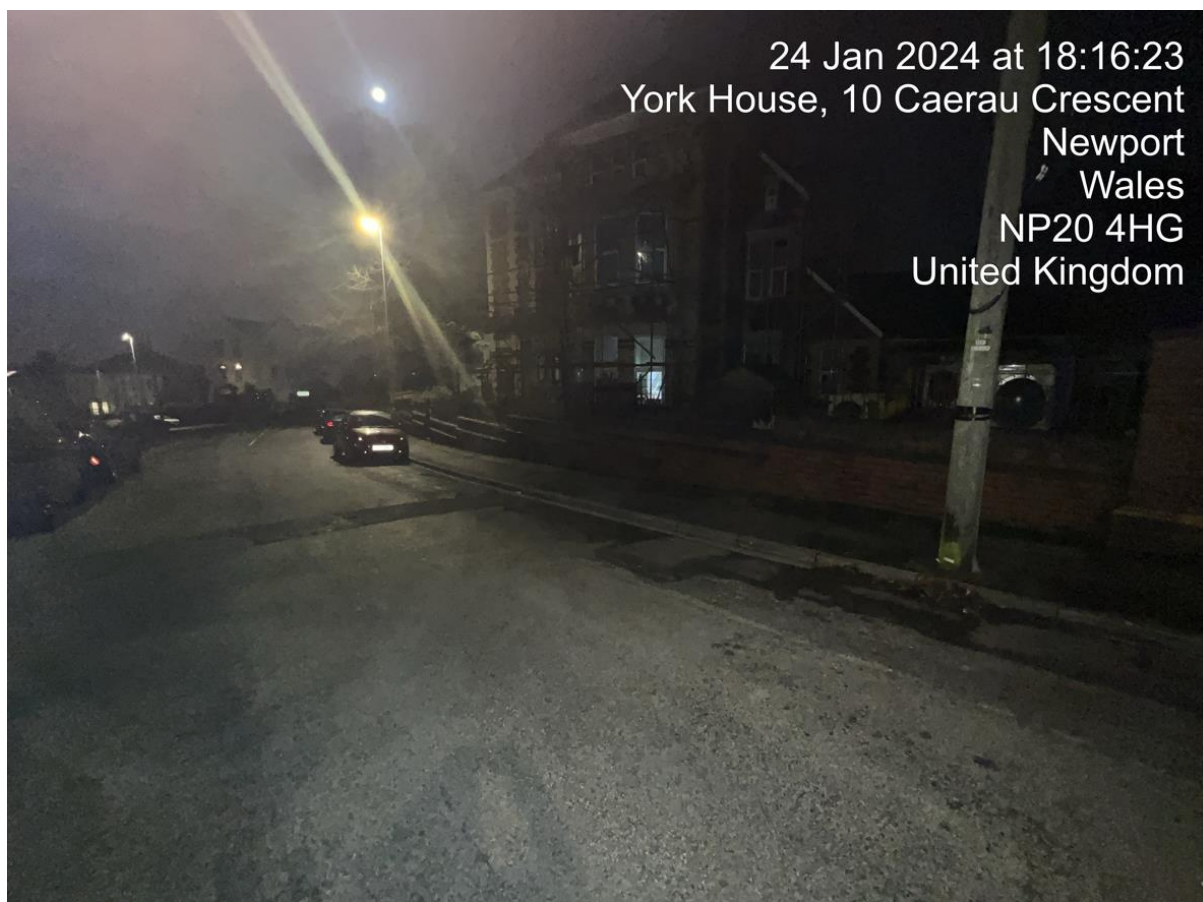
Photograph No. 13

1 space available



Photograph No. 14

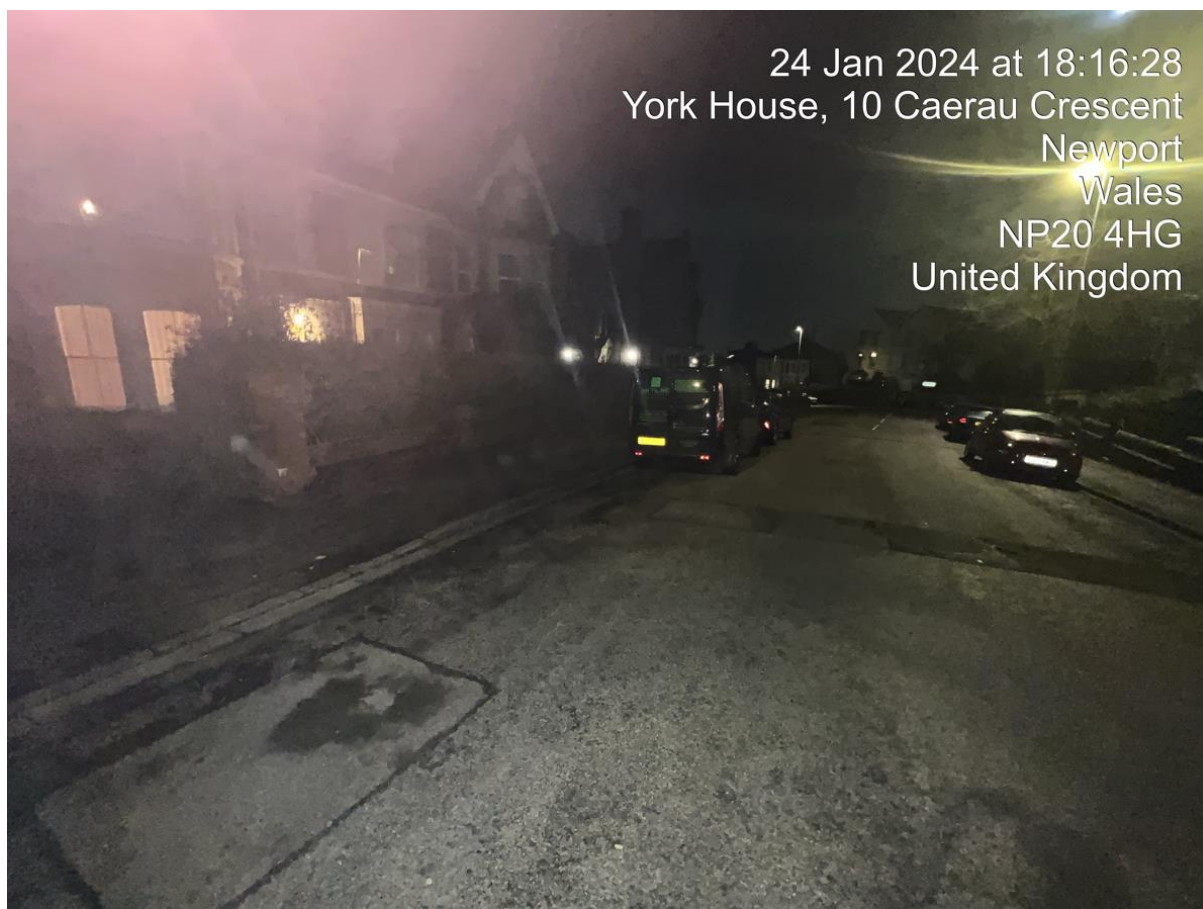
3 spaces available



24 Jan 2024 at 18:16:23
York House, 10 Caerau Crescent
Newport
Wales
NP20 4HG
United Kingdom

Photograph No. 15

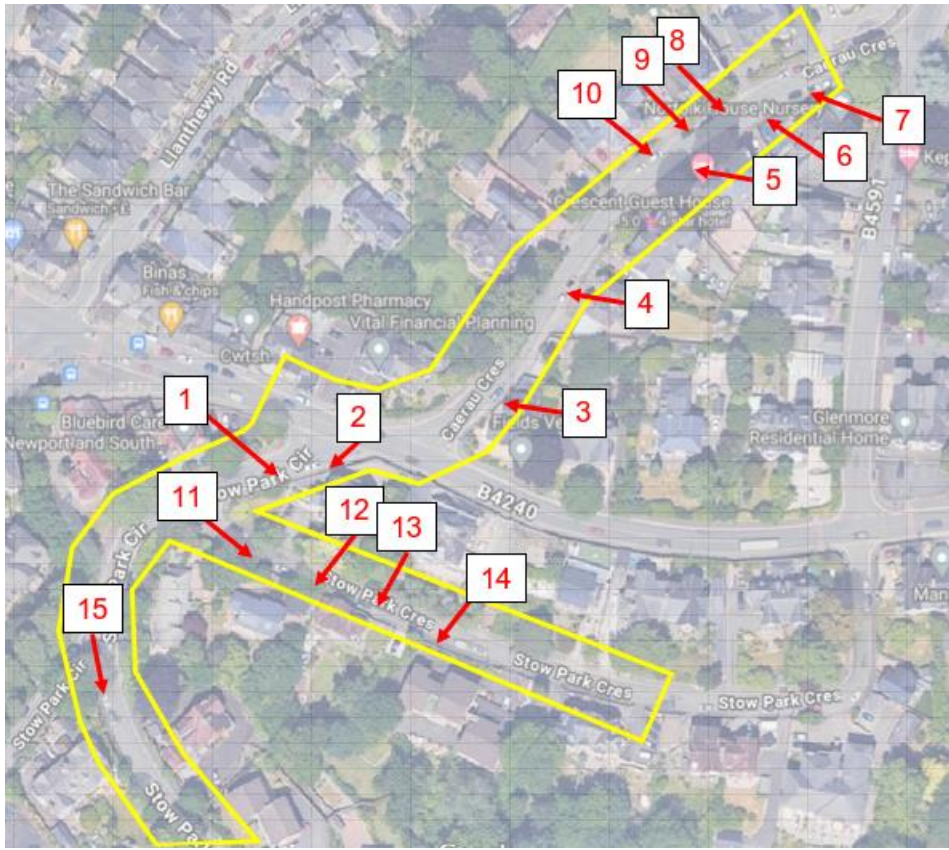
3 spaces available



Parking Survey Photographs

Date: 25th January 2024 (After 6pm)

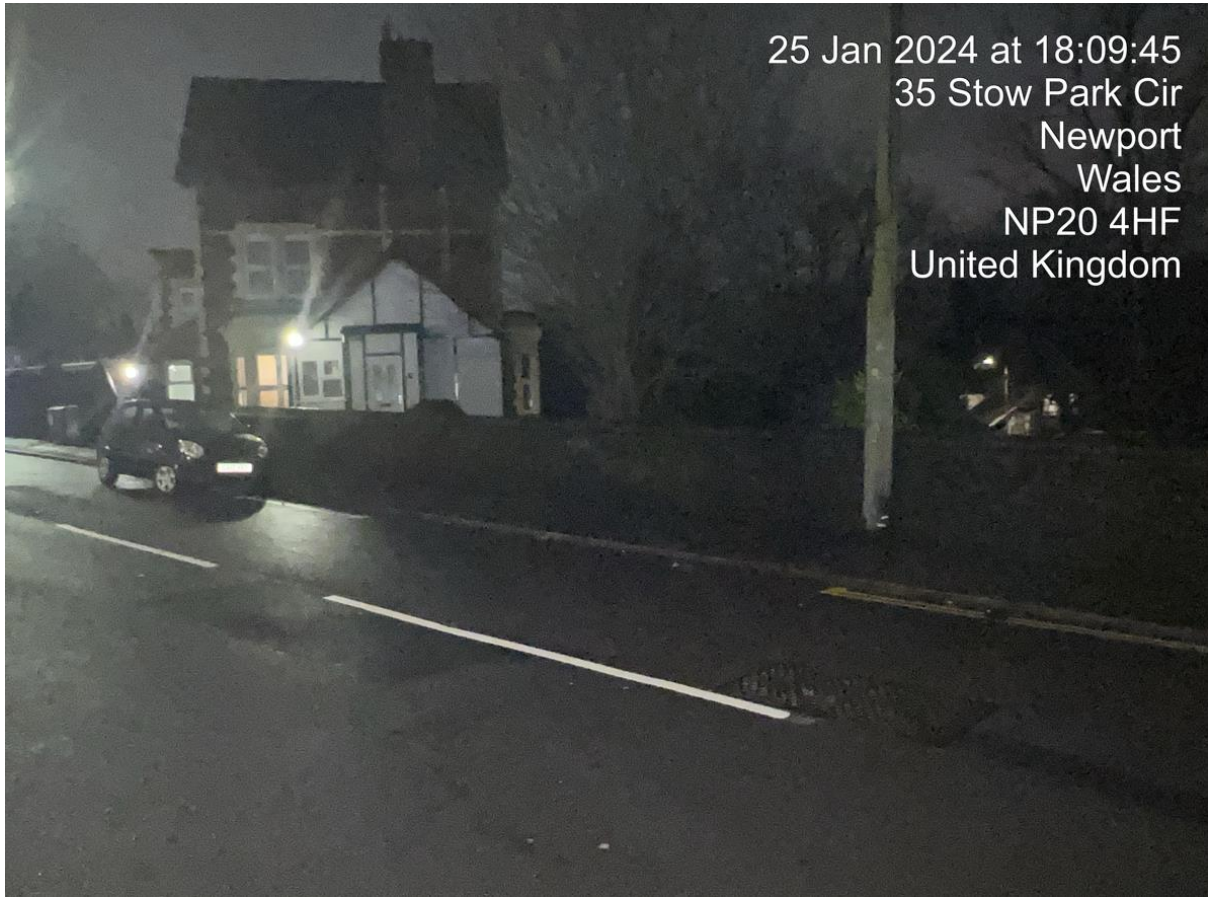
Photo Location Numbers



- Total kerbside parking capacity = 67 spaces (this excludes double/single yellow lines, driveways, kerbside with 10m from junction)
- Total spaces unoccupied = 27 spaces
- Parking Stress = 59%

Photograph No. 1

1 space available



25 Jan 2024 at 18:09:45
35 Stow Park Cir
Newport
Wales
NP20 4HF
United Kingdom

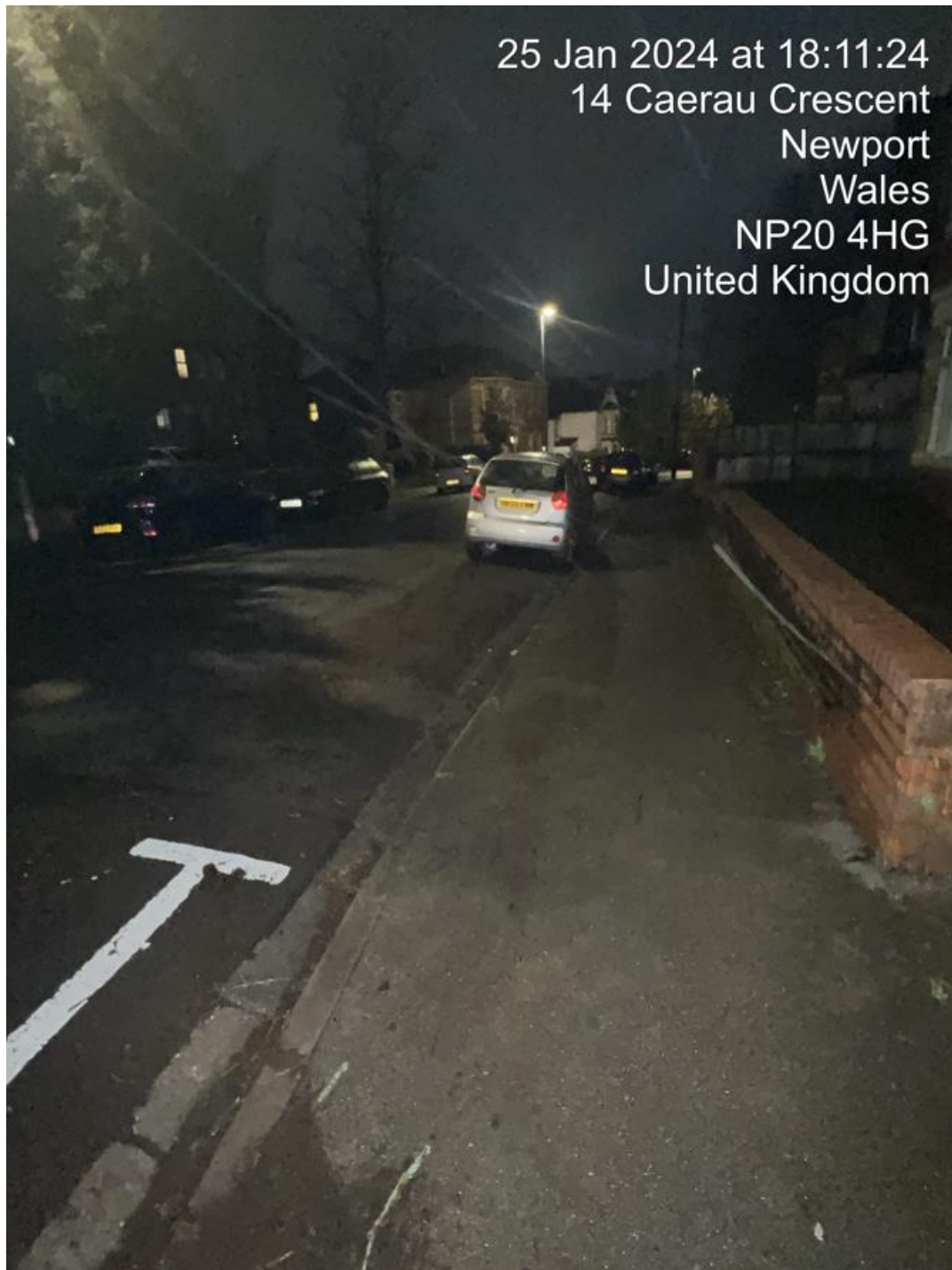
Photograph No. 2

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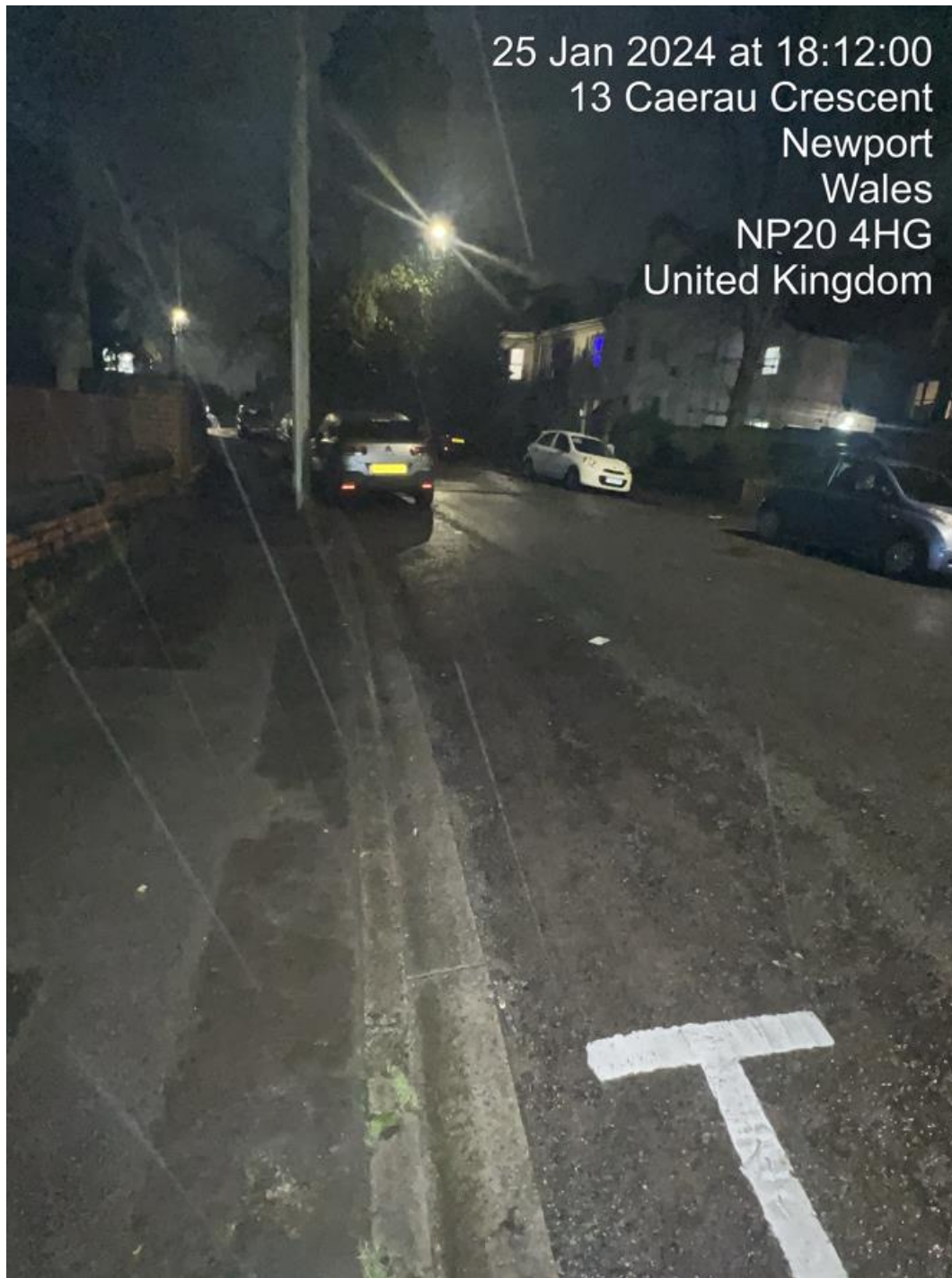
Photograph No. 3

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Photograph No. 4

1 space available



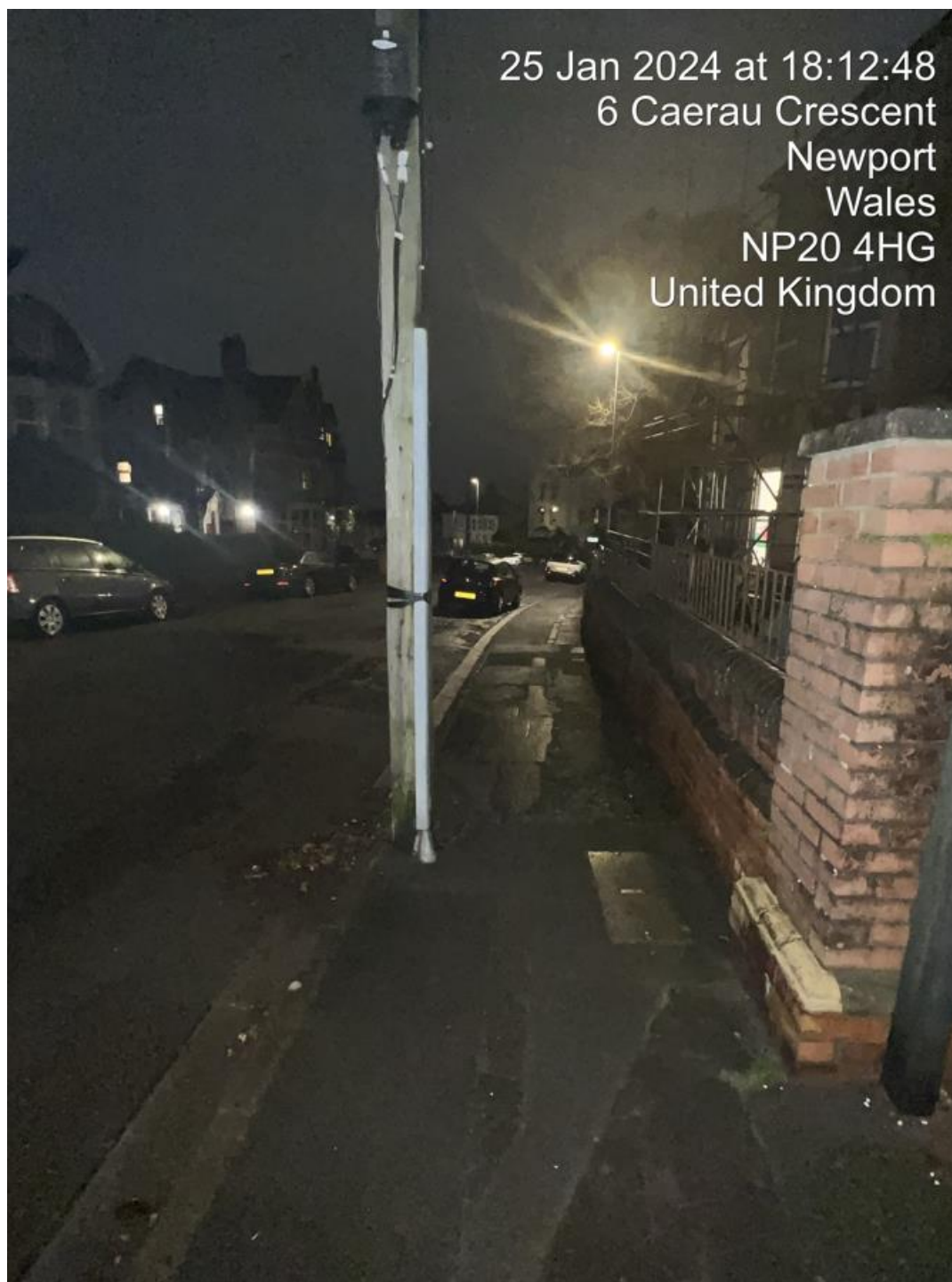
Photograph No. 5

3 spaces available



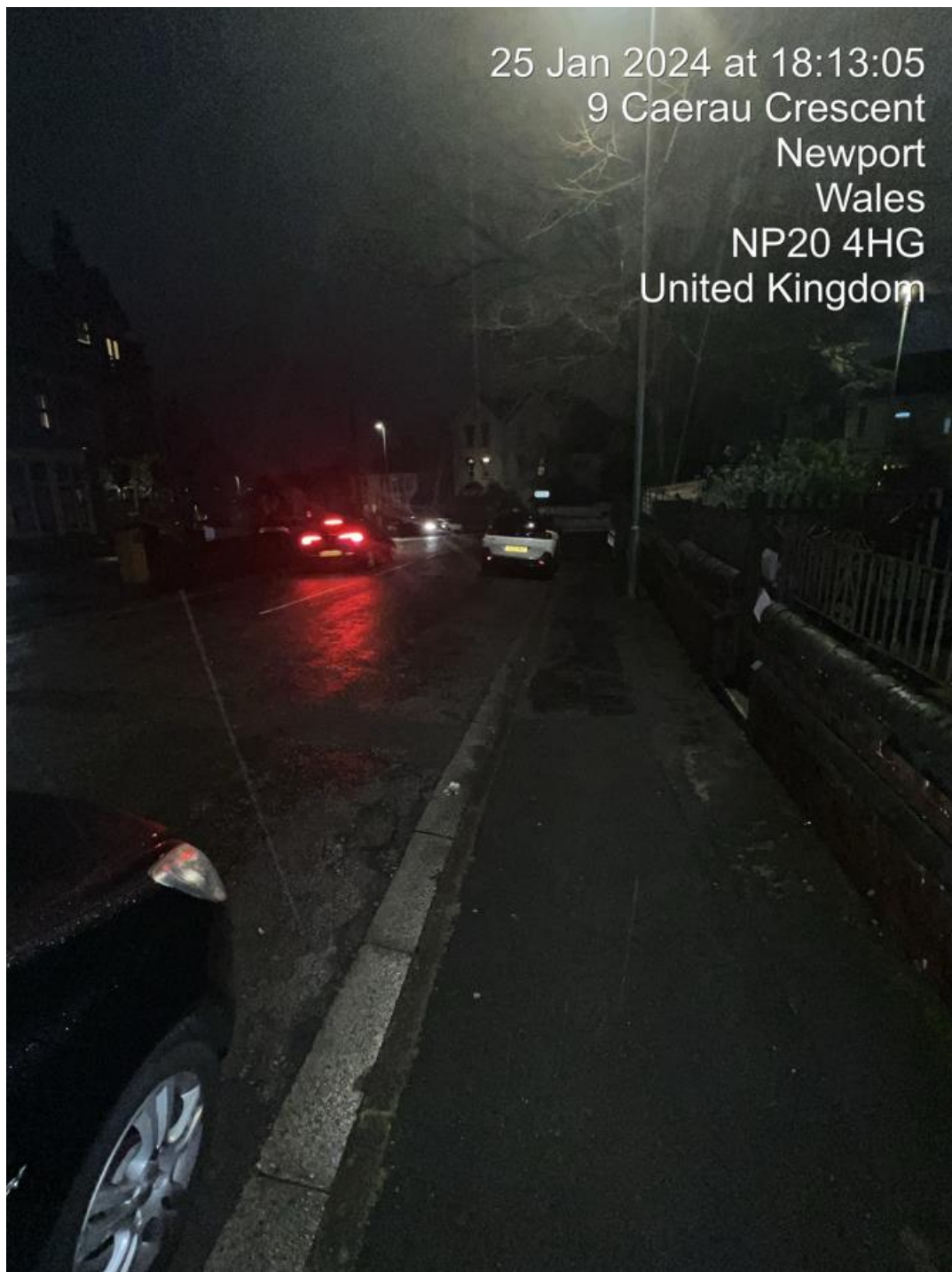
Photograph No. 6

2 spaces available



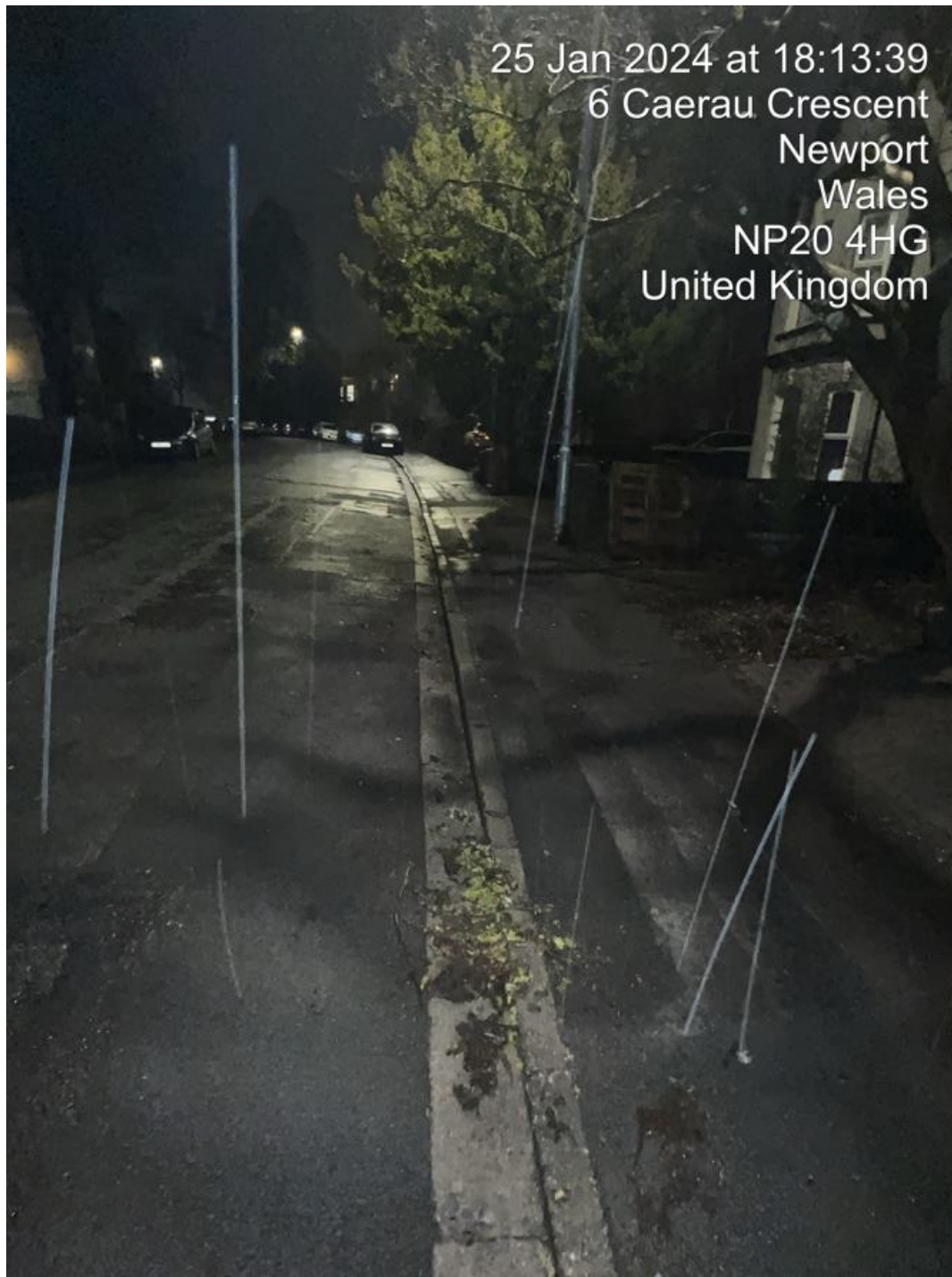
Photograph No. 7

1 space available



Photograph No. 8

1 space available



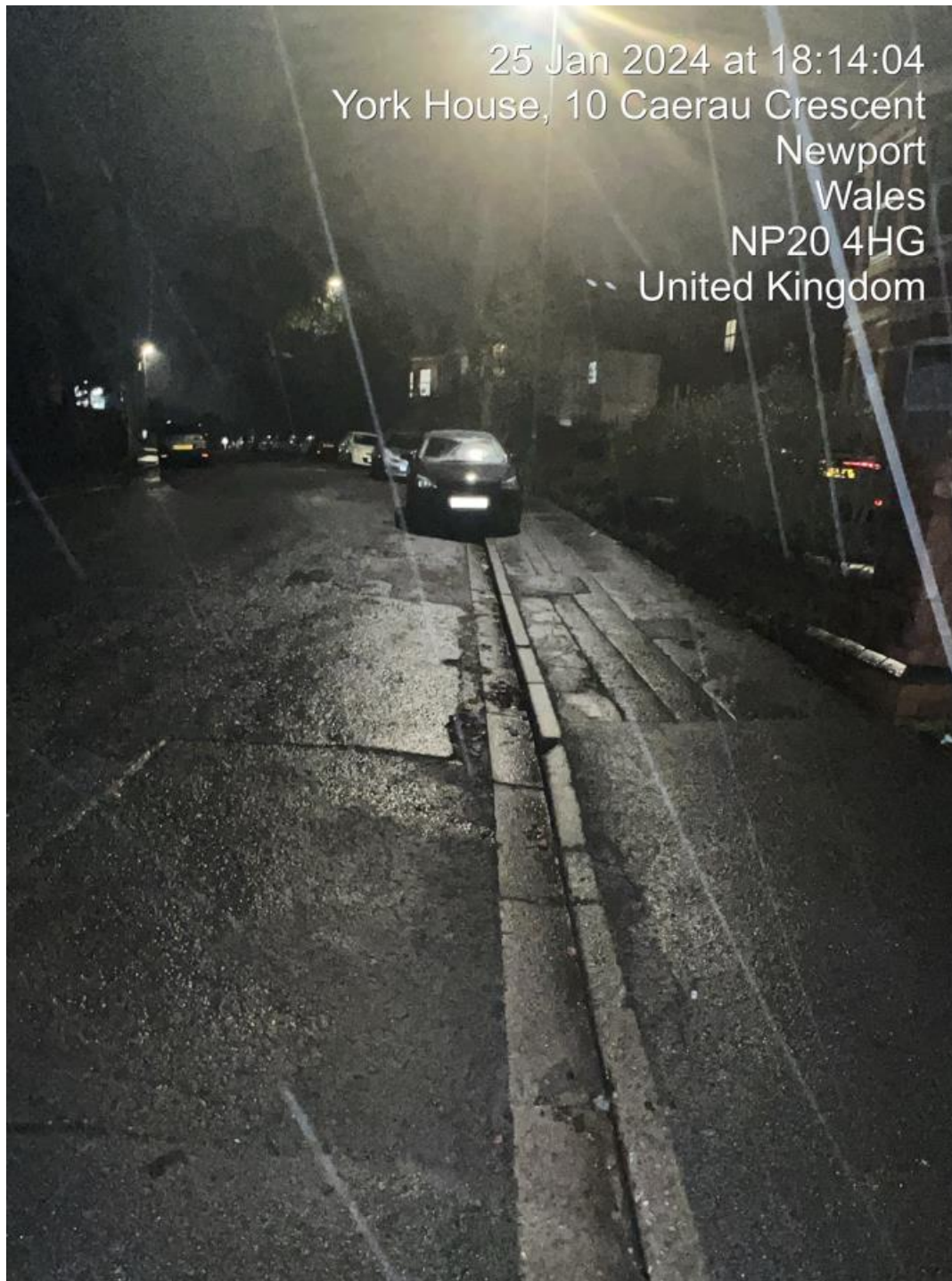
Photograph No. 9

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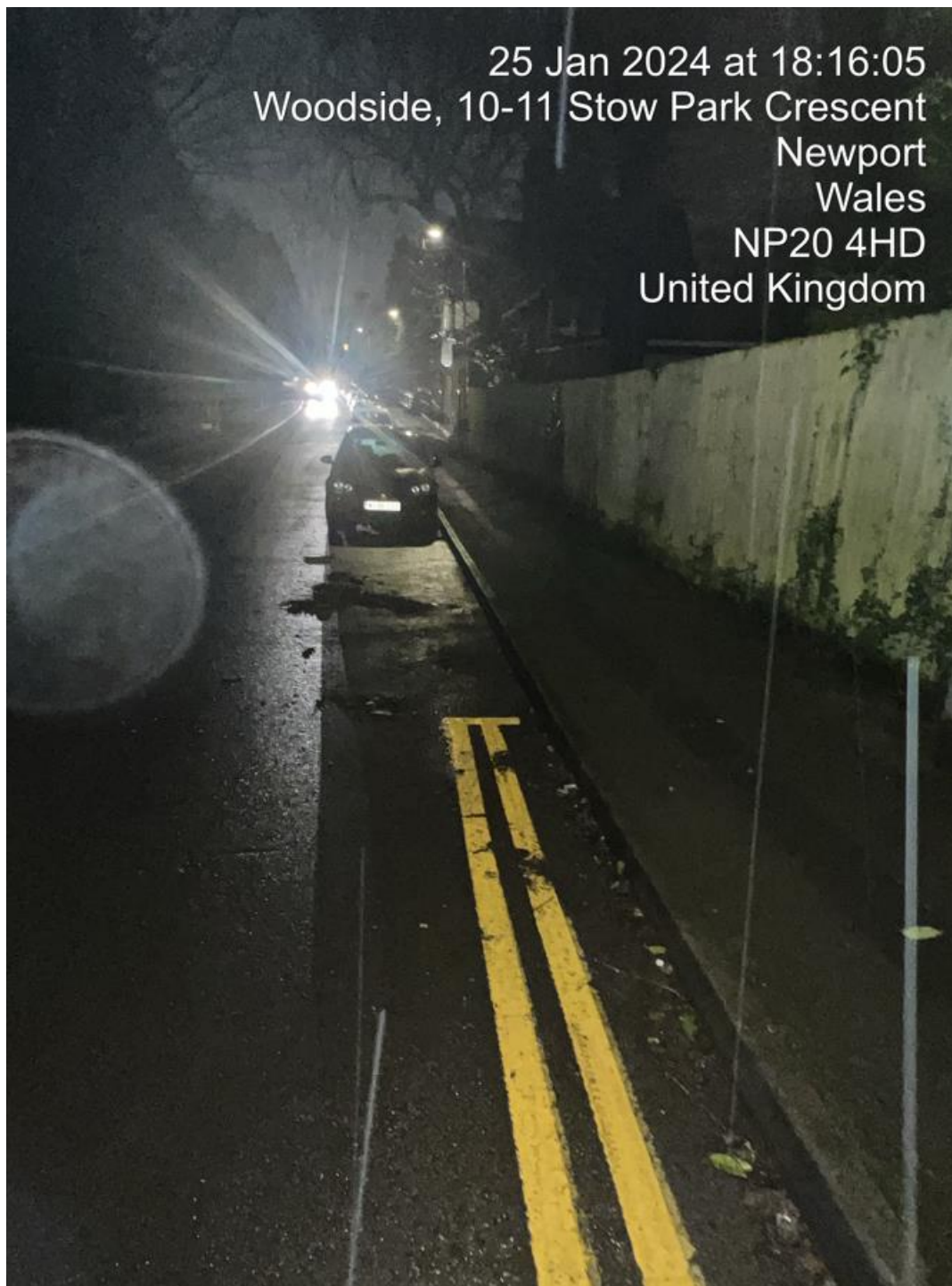
Photograph No. 10

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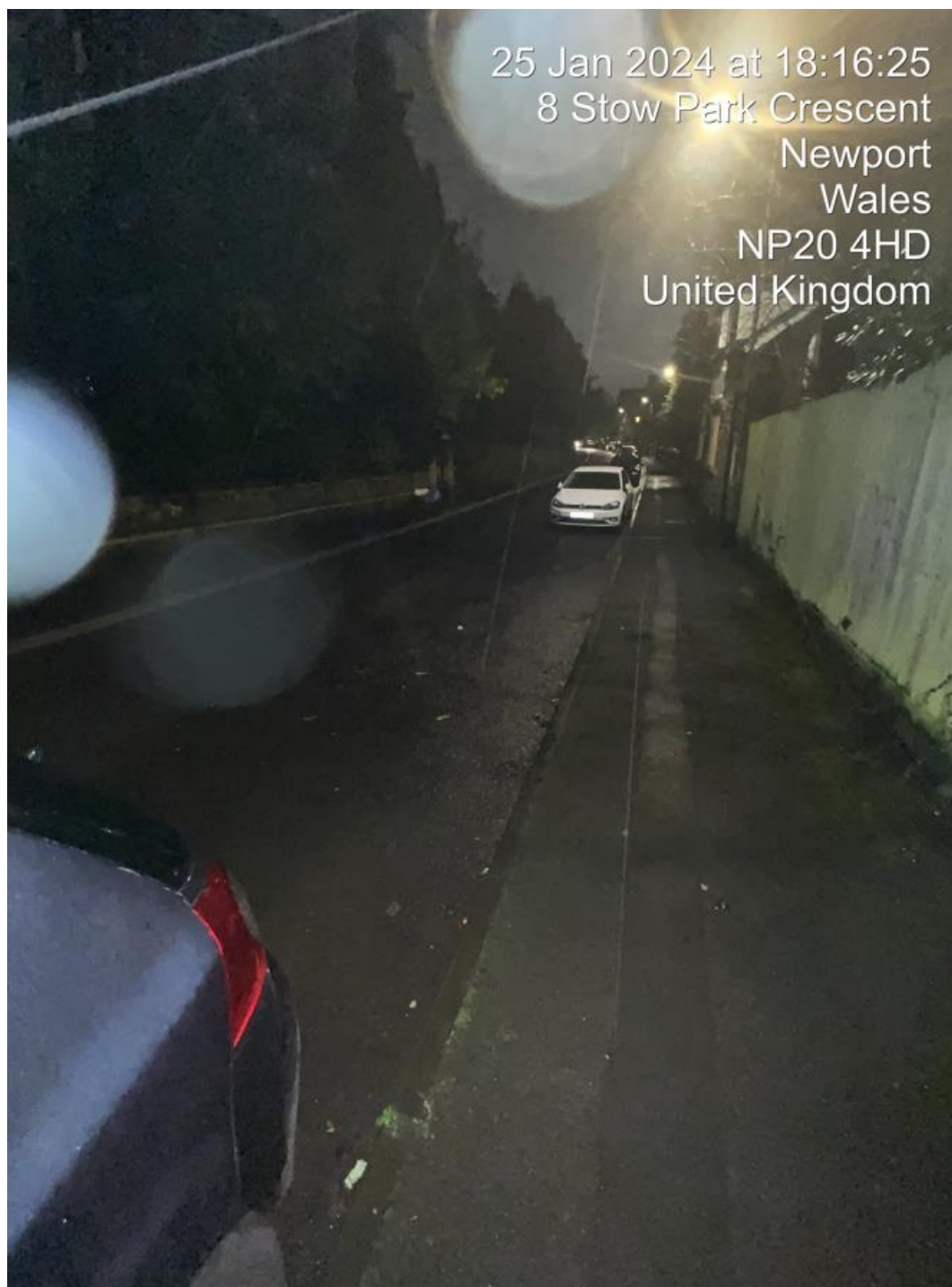
Photograph No. 11

1 space available



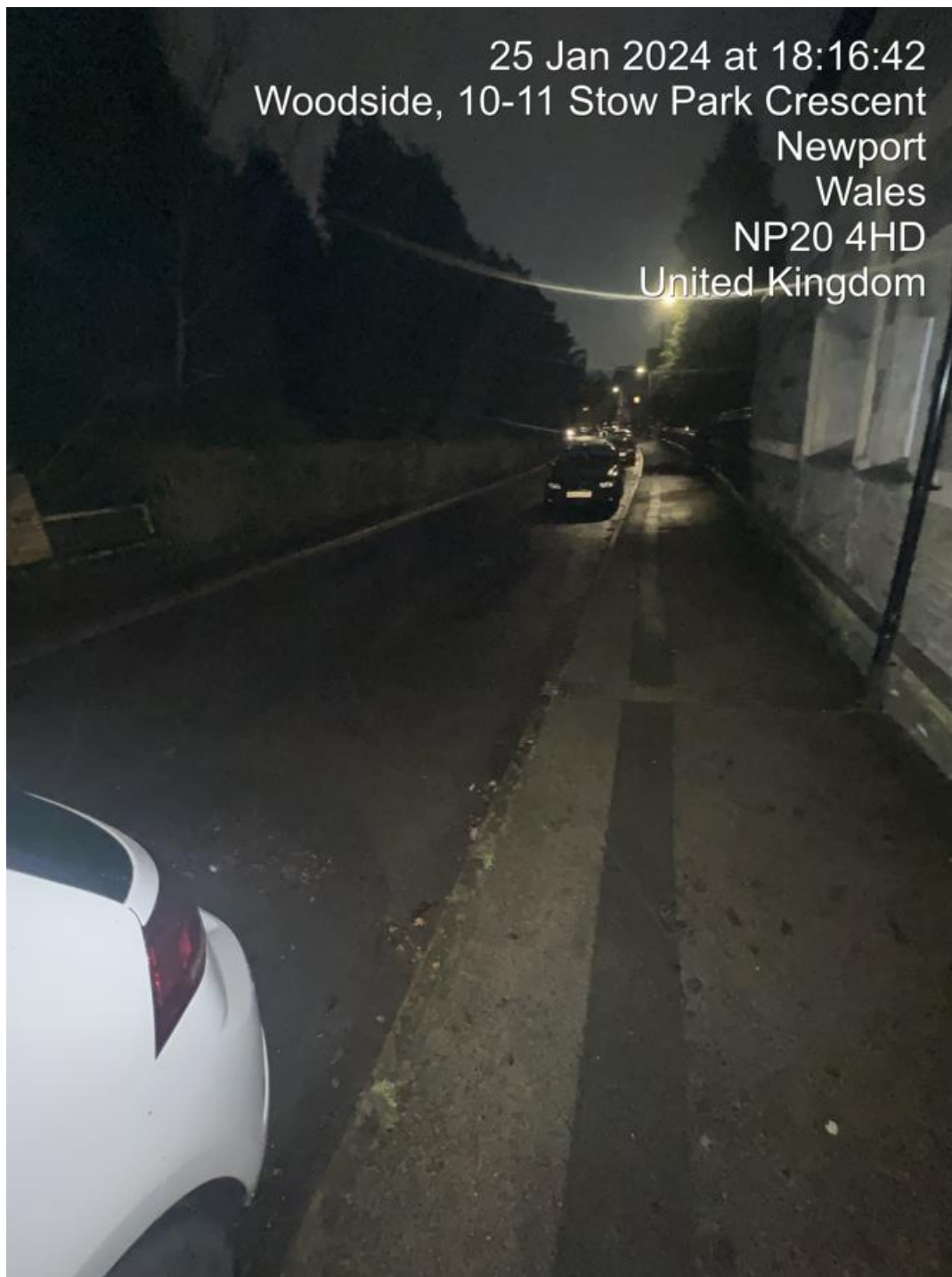
Photograph No. 12

2 spaces available



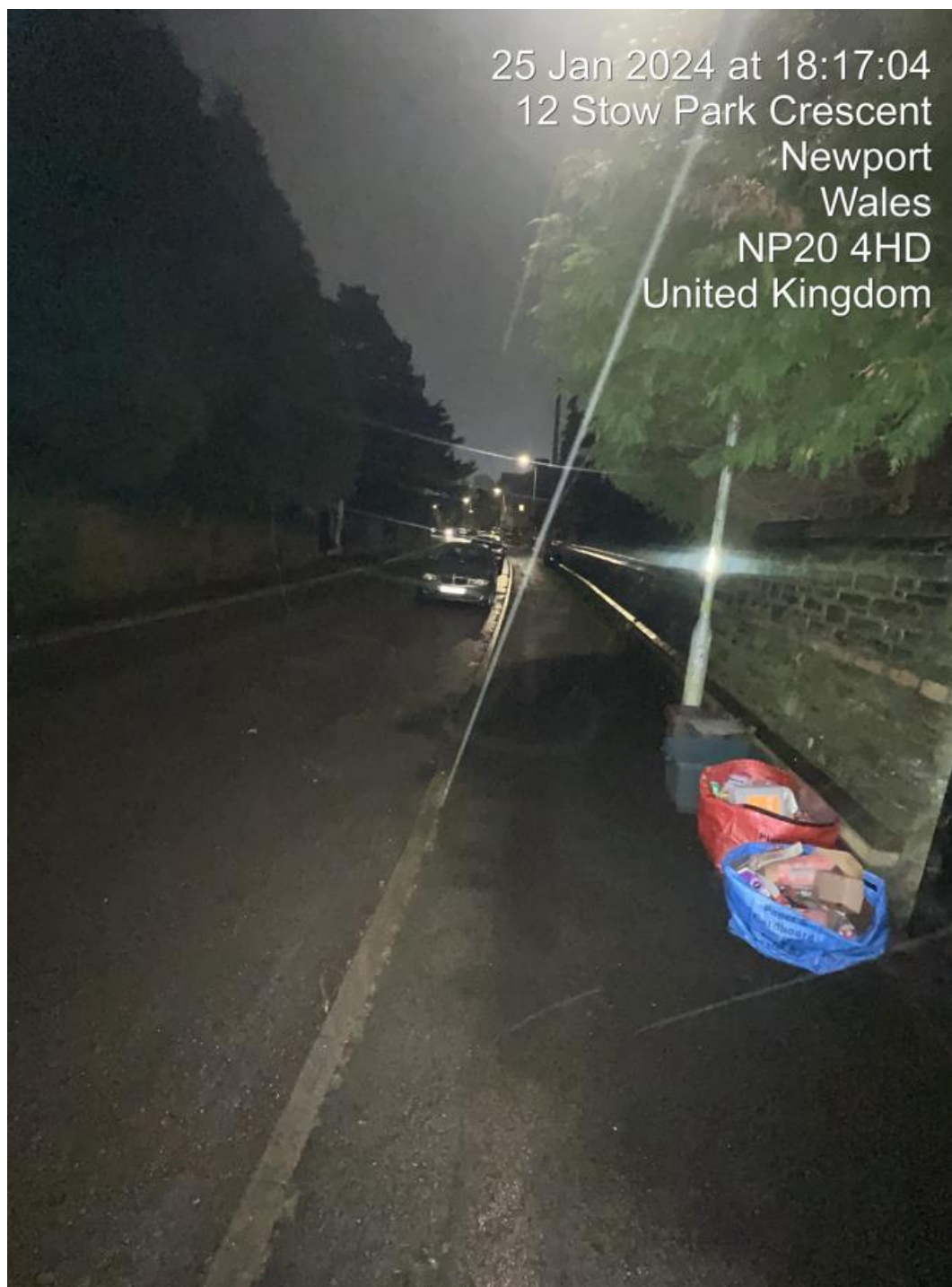
Photograph No. 13

2 spaces available



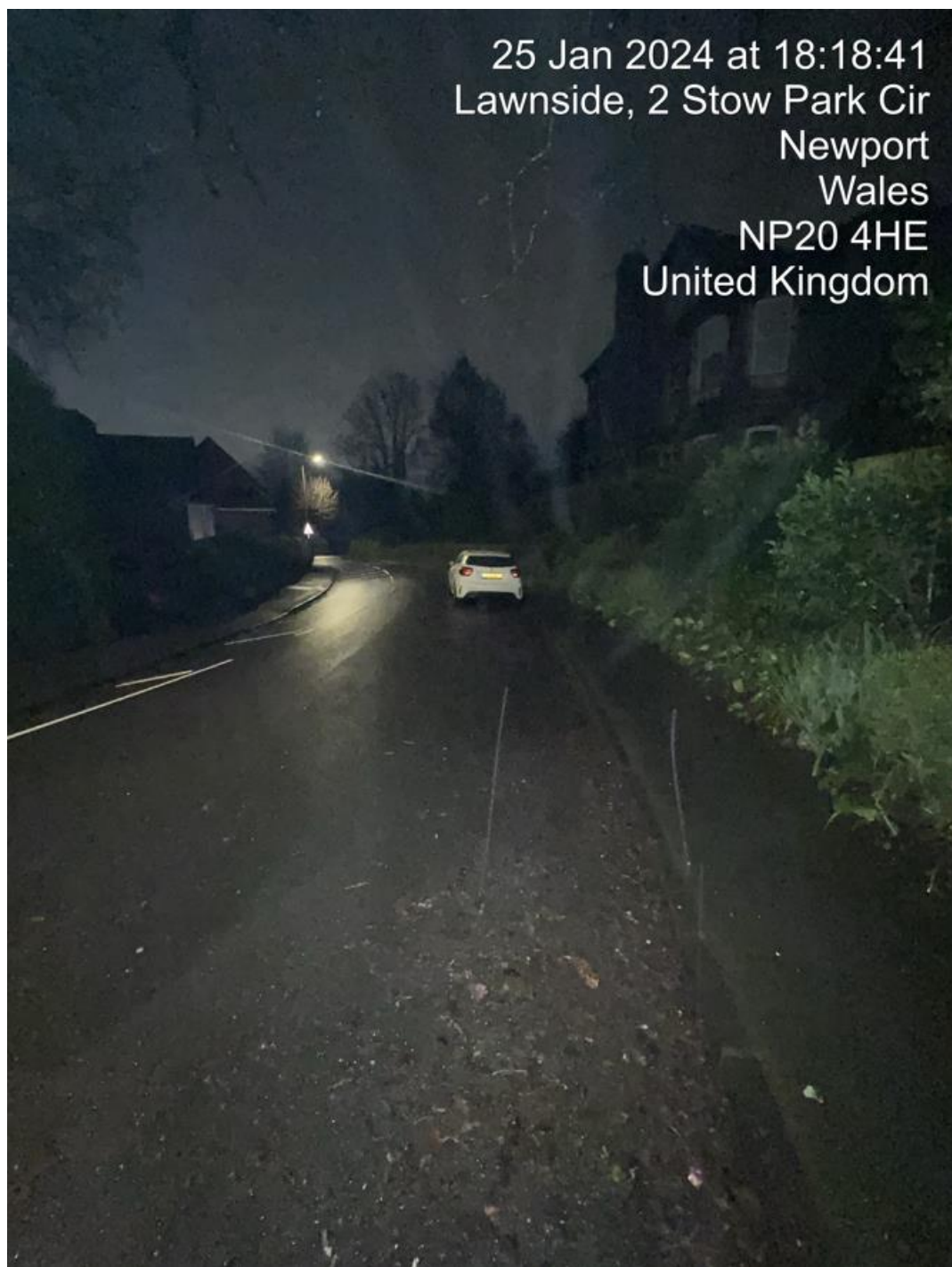
Photograph No. 14

2 spaces available



Photograph No. 15

9 spaces available



25 Jan 2024 at 18:18:41
Lawnside, 2 Stow Park Cir
Newport
Wales
NP20 4HE
United Kingdom