

MAGNA

TRANSPORT STATEMENT

PROPOSED CHANGE OF USE FROM C3 RESIDENTIAL USE
TO FOUR SELF-CONTAINED BEDSITS
47 LLANTHEWY ROAD, NEWPORT, NP20 4JZ

On behalf of **United Welsh**
Report Reference: **26/262/A**
March 2026

REPORT CONTROL SHEET

Magna Ref. 26/262/A

March 2026

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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 four self-contained bedsit with overnight accommodation suitable for Young Person's Care Leavers Project, at 47 Llanthewy Road, Newport, NP20 4JZ.
- 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 Applicant submitted planning application ref. 23/1064 in November 2023 seeking permission for accommodation comprising four self-contained bedsits for young persons aged 18 and above leaving the care system. Planning permission was subsequently granted in May 2024.
- 1.2.2 In considering that application, the LHA accepted that the lawful fallback position of the site carried material weight in transport terms. In particular, it was noted that the historic permission under ref. 94/1126 allowed for eight persons to reside at the property, with the planning history indicating that care was provided from the site. Although the decision notice did not expressly define the staffing arrangements, the authorised use plainly had the potential to generate a notable parking demand, particularly given the site's location within Parking Zone 3.
- 1.2.3 The LHA also acknowledged that the site benefits from a rear hardstanding area capable of accommodating at least two vehicles, and that this provision would be retained. Against that baseline, the previously approved 2023 scheme for four residents

plus staff was accepted as likely to reduce parking demand relative to the extant lawful use, thereby reducing pressure on on-street parking.

- 1.2.4 The LHA therefore concluded that the proposal would not give rise to an adverse parking impact and would accord with Policy T4. That conclusion is important, as it confirms that the highway impacts of a more intensive fallback use have already been assessed by the LHA and found to be acceptable in principle.
- 1.2.5 The Officer Report and Highways Officer's comments are provided in Appendix 1.
- 1.2.6 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. Accordingly, the same conclusion should reasonably follow here, namely that the proposal would not result in an adverse parking impact and would remain acceptable in highway terms for the purposes of Policy T4.

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 (No. 47 Llanthwy Road) is a seven-bedroomed dwelling located on the northern edge of the Handpost District Centre, at approximately 900 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

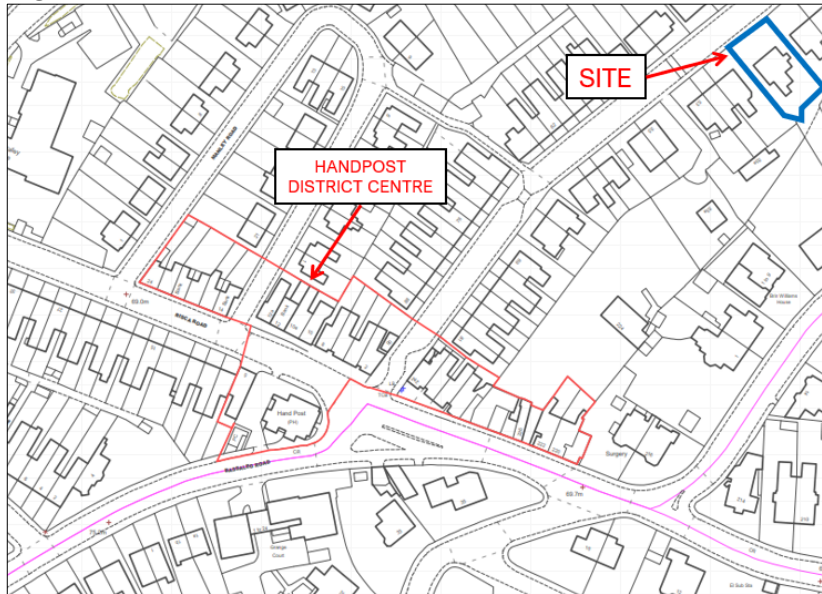


2.1.3 The site is bound by Llanthwy Road to the west, and side/rear of residential properties to the north, east and south.

2.1.4 Handpost District Centre is approximately 160 metres southwest of the site and 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 eastern side of Llanthewy Road. There is a stepped pedestrian access into the site via Llanthewy Road.

2.2.2 There is one on-plot car parking area located to the rear of the site accessed via Spencer Road, as shown in Figure 2C. This can accommodate one car comfortably, but no more than two cars.

Figure 2C On-Plot Car Parking



- 2.2.3 Llanthwy Road is a local residential street, subject to the 20 mph speed limit. It is a one-way street in the northbound direction, enforced by kerbed buildouts on its northern and southern ends. The road also exhibits speed humps at regular intervals.
- 2.2.4 Llanthwy Road connects to the B4240 Stow Hill to the south at a signal junction with Bassaleg Road. 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.
- 2.2.5 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.
- 2.2.6 To the north, Llanthwy Road connects to Spencer Road at a priority junction. Spencer Road is a residential link road, also subject to a 20 mph speed limit. It runs broadly in northwest – southeast direction. In the southeast direction, it connects to Caerau Road.
- 2.2.7 There are double yellow line restrictions on the Llanthwy Road approaches to Stow Park (to the south) and Spencer Road (to the north). Apart from this, the parking is allowed on both sides of Llanthwy Road without any parking restrictions.
- 2.2.8 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.
- 2.2.9 Spencer Road also provides unrestricted kerbside parking at locations other than at the approaches to the junctions which are provided with double yellow line restrictions.

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:
- Sandwich shop on Llanthwy Road at 170 metres (less than a three-minute walk) west of the site;

- Building Society on Stow Hill at 205 metres (or three-minute walk) west of the site;
- Bus stops on Stow Hill at 210 metres (or three-minute walk) west of the site;
- Accountants / Financial Services on Stow Hill at 210 metres (or three-minute walk) west of the site;
- Pub on Stow Hill at 210 metres (or approximately three-minute walk) west of the site.
- Café on Stow Hill at 215 metres (or approximately three-minute walk) west of the site; and,
- Convenience Stores (x 2) on Stow Hill within 220 metres (or three-minute walk) west of the site;
- Pharmacy on Stow Hill at 235 metres (less than four-minute walk) of the site;
- Opticians on Stow Hill at 240 metres (less than four-minute walk) west of the site; and,
- Several takeaway shops and restaurants on Stow Hill within 240 metres (or within four-minute walk) from the site.

2.3.2 In addition to the district centre facilities, the site is located within 845 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 Llanthwy Road in the vicinity of the site. 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 access on Llanthwy Road that need to be addressed as part of this planning application.

2.4.2 There were collisions reported beyond the 100 metres search from the site, with one serious and one slight collision on Stow Hill / Bassaleg Road / Llanthwy Road signal junction. However, none of the junctions in the vicinity are identified as accident cluster sites.

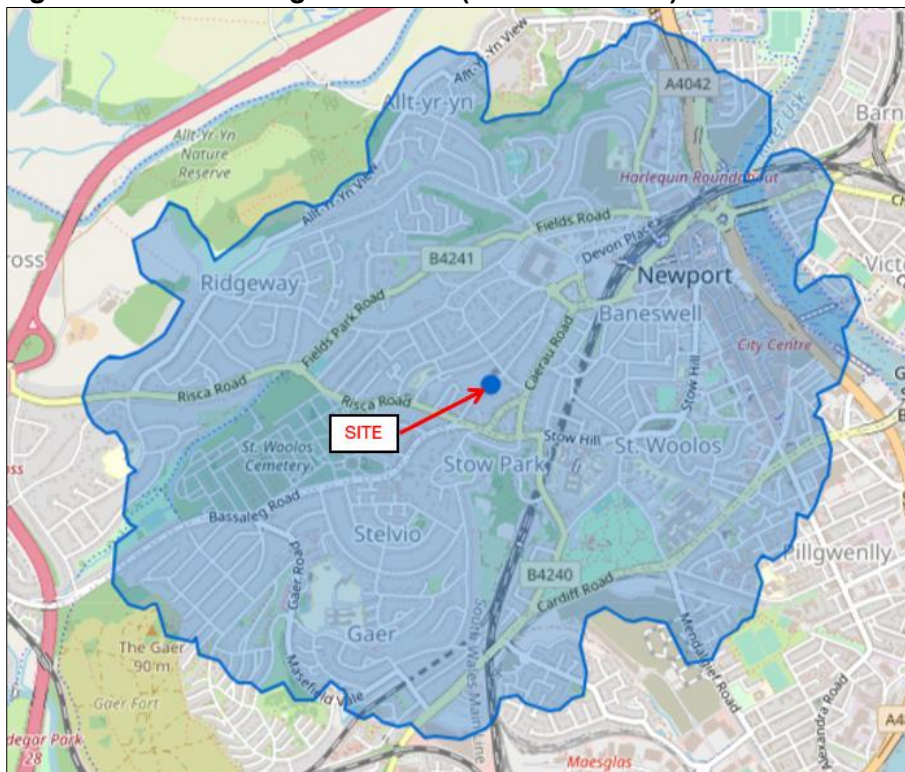
2.4.3 As demonstrated in this Transport Statement, the proposed development's propensity to generate imperceptible amount of trip generation is unlikely to give rise to an increase in accidents in the area.

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.

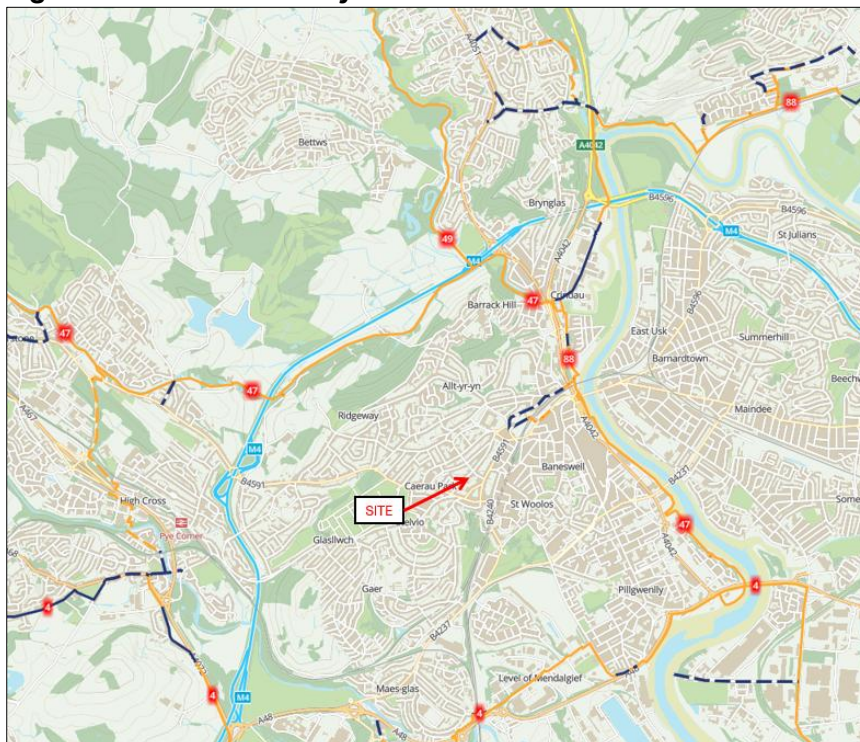
- ### Figure 3B Cycling Isochrone (Eight Kilometres)



3.1.11 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.

3.1.12 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



3.1.13 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 Pillgwenlly 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 210 metres walking distance from the site i.e., at approximately three-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.

3.2.6 Quantitatively, there are at least nine buses per hour on Monday to Friday, eight buses per hour on Saturday and two buses per hour on Sunday stopping at these bus stops.

Rail

3.2.7 Newport Railway Station is located 845 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 Wals Rail and Cross Country.

3.2.8 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.

3.2.9 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 1, 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 490 metres	1
<u>Public Transport</u>		
Bus Stops	Within 210 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 four 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.
- 4.1.2 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.
- 4.1.3 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.
- 4.1.4 The project will therefore meet the needs of vulnerable young people leaving care by providing accommodation and support to develop their independent living skills.
- 4.1.5 The project will equip them with the skills to enable them to manage a tenancy in a safe, supportive and psychologically informed environment.

4.2 Access and Parking Arrangements

Site Access

- 4.2.1 There is a stepped pedestrian access into the site via Llanthwy Road. These steps are proposed to be replaced like for like.

Car and Cycle Parking

- 4.2.2 The existing on-plot car parking area located to the rear of the site and accessed via Spencer Road will be retained. The surface of this car parking bay will be tarmacadam and the steps leading from this parking area into the site will be replaced like for like.
- 4.2.3 Two cycle stands (i.e., four cycle parking spaces) will be provided on site in a covered and secure cycle shed located to the rear of the property.
- 4.2.4 The proposed provision of one on-plot car parking bay and four cycle parking spaces accords with the NCC's Local Development Plan Policy GP4 (bullet point iv):

Development proposals should:

- iv) make adequate provision for car parking and cycle storage***

4.3 Servicing

- 4.3.1 The on-street deliveries and refuse collection from Llanthwy Road 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 2.

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 3.

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 four bedsits (and therefore four tenants) has a potential to generate up to four 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 10 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

5.2.1 The parking implications of this site have already been considered by the LHA under planning permission ref. 23/1064, which related to a closely comparable form of supported accommodation at the property.

5.2.2 In responding to that application, the LHA expressly had regard to the lawful fallback position established by historic planning permission ref. 94/1126. The LHA noted that the 1994 permission allowed for eight persons to reside at the property and that, whilst the decision notice did not clearly define the staffing arrangements, the planning history indicated that care was provided from the site.

5.2.3 The LHA further acknowledged that the site benefits from a rear hardstanding area capable of accommodating at least two vehicles, and that this parking area would be retained.

- 5.2.4 Against that baseline, the LHA concluded that the previously approved scheme under ref. 23/1064, comprising accommodation for four young persons with staff presence, would reduce parking pressure relative to the extant lawful use and would not give rise to an adverse parking impact. The LHA's conclusion was that the development was acceptable in parking terms and compliant with Policy T4.
- 5.2.5 The current proposal is materially comparable in transport terms. It remains a small-scale supported residential use for young persons, with staffing provision, and with the retained rear parking area continuing to serve the site. 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 character of the use in parking terms and does not provide any sound basis to conclude that the parking effects would be materially different from those already accepted by the LHA.
- 5.2.6 In those circumstances, it is reasonable and consistent to conclude that the current proposal would likewise not result in an adverse parking impact. Indeed, given the close similarity between the consented and current schemes, there is no evidential basis to depart from the LHA's previous position on the acceptability of the site in parking terms.
- 5.2.7 The current proposal should therefore be found acceptable in respect of parking and highway impact, consistent with the conclusions previously reached by the LHA under planning permission ref. 23/1064 and with the fallback position established by permission ref. 94/1126.

5.3 Summary

- 5.3.1 This chapter has considered the likely traffic and parking effects of the proposal. It has also taken account of the site's lawful fallback position and the LHA's previous conclusions on the comparable consented scheme under ref. 23/1064.
- 5.3.2 In traffic terms, the proposal would not intensify vehicular activity at the site. The assessment indicates that it would generate slightly fewer daily vehicle trips than the existing seven-bedroom dwelling.
- 5.3.3 Any movements by walking, cycling or public transport would be modest. These trips can be comfortably accommodated by the existing transport network.
- 5.3.4 In parking terms, significant weight should be given to the LHA's earlier assessment of the consented scheme under ref. 23/1064. In that case, the LHA considered the

fallback position established by permission ref. 94/1126, noted the retained rear hardstanding area, and accepted that the development would not result in an adverse parking impact.

- 5.3.5 The current proposal is materially similar in transport terms. The only notable 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 nature of the use in traffic or parking terms.
- 5.3.6 There is therefore no sound basis to reach a different conclusion from that already reached by the LHA. The proposal would not result in any unacceptable traffic or parking impact and is acceptable in transport terms.
- 5.3.7 Therefore, the proposed development accords 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 47 Llanthwy Road, Newport into a four 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 site currently has one on-plot car parking to the rear accessed via Spencer Road. There is stepped pedestrian access into the site via Llanthwy Road. These access arrangements will be retained in the proposed development scenario. The proposal provides two cycle stands (or four cycle parking spaces) in a covered and secure location to the rear. This demonstrates the Applicant's commitment to encouraging sustainable transport.
- 6.1.4 On-street deliveries and refuse collection will take place from Llanthwy Road, 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 In traffic terms, the proposal would not intensify vehicular activity at the site. The assessment indicates that the proposed development would generate slightly fewer daily vehicular trips than the existing seven-bedroom dwelling.
- 6.3.2 Any movements by walking, cycling or public transport would be modest in scale. The site is well placed to accommodate such trips, given its highly sustainable location and strong access to local services, bus routes and Newport Railway Station.
- 6.3.3 In parking terms, significant weight should be given to the LHA's assessment of the comparable scheme approved under planning permission ref. 23/1064. In that case, the LHA had regard to the fallback position established by permission ref. 94/1126, noted the retained rear hardstanding area, and concluded that the approved development would not result in an adverse parking impact.
- 6.3.4 The current proposal is materially comparable in transport terms. The change in age threshold, from young persons aged 18 and above to young persons aged 16 and above, does not alter the character of the use in traffic or parking terms.
- 6.3.5 There is therefore no sound basis to depart from the LHA's earlier conclusion. The proposal would not result in any unacceptable traffic or parking impact.

6.4 Conclusion

- 6.4.1 The proposed development accords with Planning Policy Wales TAN 18 and NCC's Local Development Plan. Hence there are no highways reasons to refuse this planning application.

Appendix 1. 23/1064 – LPA REPORT AND HIGHWAYS OFFICER'S COMMENTS

APPLICATION DETAILS

No: 23/1064 **Ward:** Allt-yr-Yn

Type: Full

Expiry Date: 8th February 2024

Applicant: *United Welsh Housing Association*

Site: *47 Llanthewy Road Newport NP20 4JZ*

Proposal: ***CHANGE OF USE OF EXISTING HOUSE WITH CARE PROVISION WITHIN C3 USE CLASS , TO CREATE FOUR SELF-CONTAINED STUDIO FLATS WITH C2 USE CLASS WITH COMMUNAL FACILITIES, STAFF ACCOMMODATION AND ASSOCIATED WORKS***

Decision: **GRANTED WITH CONDITIONS**

1. CONSULTATIONS

1.1 Dwr Cymru/Welsh Water: SEWERAGE

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 **Conditions** 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.

2. INTERNAL COUNCIL ADVICE

- 2.1 Head of Regeneration & Economic Development (Conservation Officer): No objection.
- 2.2 Head of Environment & Public Protection (Ecology Officer): No response.
- 2.3 Head of Environment & Public Protection (Landscape Officer): No objection.
- 2.4 Head of Infrastructure (Drainage Manager): No response.
- 2.5 Head of Regeneration & Economic Development (Planning Contributions Manager): S106 obligations for affordable housing only relate to C3 of the Use Classes Order (including studio flats and bedsits) and Houses in Multiple Occupation (whether classified C4 or Sui Generis within the Use Classes Order). As such, C2 uses are exempt from contributing towards affordable housing planning obligations.
- 2.6 Head of Environment & Public Protection (Environmental Health):
I confirm I have no objections to the proposals; however the following condition should be attached to any permission granted;

Construction Environmental Management Plan

No development shall take place until a site specific Demolition and Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison
- Arrangements for liaison with the Newport City Council Noise & Neighbourhood Team
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within permitted hours
- Mitigation measures as defined in BS 5228: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.

•Measures to mitigate demolition dust and material causing a nuisance to local residents, for example sheeting of loads and wheel washing apparatus

Reason: To protect the amenities of occupiers of other premises in the vicinity

Development/Construction Hours

To protect the amenity of existing residents, I would recommend that there is no arrival, departure, loading or unloading of vehicles, development and/or construction (including land raising and demolition if required) occurs outside the hours of 08.00 and 18.00 Monday to Friday and between the hours of 08.00 and 13.00 on Saturdays. There shall be no development on Sundays or Bank Holidays.

Noise Insulation

Prior to first occupation, a scheme of sound insulation works to the party wall structures between the properties shall be implemented in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be retained thereafter in perpetuity.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

Waste storage and Recycling

Prior to first beneficial use, a scheme for the provision of waste storage and recycling shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to first beneficial use and thereafter maintained for the duration of the use.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

- 2.7 Head of Environment & Public Protection (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.

- 2.8 Head of Infrastructure (SAB): It does not appear that the external of the building will change, however, if there are any works that exceed the 100m2 threshold, then a sab application would be required and we would welcome early engagement.
- 2.9 Head of Infrastructure (Waste Manager): No response.
- 2.10 Head of Infrastructure (Highways): No objection.

The change of use is not anticipated to have any measurable impacts on highway and the Transport Statement demonstrates that parking is unlikely to be an issue.

Cycle parking is proposed but not detailed and should be secured by way of condition.

In summary there are no objections on highway related grounds subject to the following condition.

Suggested Conditions:

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

3. REPRESENTATIONS

3.1 NEIGHBOURS: 2no. objections (summarised):

- Parking and turning space
- Noise
- Anti-social behaviour
- Building unsuitable for adaption
- Church opposite increases parking pressures

4. RELEVANT SITE HISTORY

Application Number	Proposal Description	Decision
07/0682	SINGLE STOREY SIDE EXTENSION TO RESIDENTIAL HOME - REVISED DETAILS TO PREVIOUSLY APPROVED SCHEME 06/0767	Granted with conditions 06.09.2007
06/0767	SINGLE STOREY SIDE EXTENSION TO RESIDENTIAL HOME	Granted with conditions 25.09.2006
94/1126	CHANGE OF USE TO A REGISTERED SUPPORT HOME FOR EIGHT PEOPLE WITH PAST OR PRESENT MENTAL ILLNESS WHO ARE ALREADY LIVING LOCALLY	Granted with conditions 02.03.1995

5. ASSESSMENT

5.1 Background

5.1.1 The planning history for the site shows that an application was permitted under reference 94/1126 for registered supported housing for up to 8no. persons who are experiencing mental health illnesses.

5.1.2 A subsequent application under reference 06/0767 granted consent for an extension to the property. A further application sought to amend the details of the permitted extension under application 07/0682.

5.2 Proposal

5.2.1 The proposal seeks to provide accommodation for young persons leaving the care system. The young persons would be over the age of 18 and typically leaving their foster placements or care homes. The internal layout includes 4no. studio apartments, with communal kitchen and laundry, staff bedroom/office and a training room.

5.2.2 Externally, minor alterations are proposed which include the erection of a 1.8m high boundary fence adjacent the rear access lane, removal of several outbuildings and the laying out of additional paving, bike shed, and the alteration of a window to a door to serve the kitchen of Studio 2.

5.3 *Principle of Development*

5.3.1 The application site is located within a settlement boundary, therefore, the principle of development is acceptable in accordance with Policy SP1.

5.4 *Change of Use*

5.4.1 The submitted planning statement sets out that the existing use falls within the C3 use class.

5.4.2 The proposed use of the site seeks to provide a form of supported housing for young care leavers with 24hour on site staffing.

5.5 *Internal Changes*

5.5.1 The proposed 4no. studio apartments all features their own kitchen, living space, bedroom and bathroom. All units meet or exceed the minimum desired gross internal space standards as contained within the Flat Conversions SPG document. All rooms are served by either single or dual aspect, therefore the units receive adequate levels of daylight and sunlight.

5.5.2 It is noted that the relationship between the ground and first floor has resulted in bedrooms being located above or below communal or kitchen/living areas. To ensure that suitable noise insulation is provided between floors and walls within the unit, a scheme of noise insulation is secured by way of condition.

5.6 *Ecology*

5.6.1 The proposal does not include works to the roof, therefore the proposal is unlikely to result in an adverse impact on bats or nesting birds. However, a precautionary approach is taken, therefore an informative note is attached setting out that works must stop if protected species are encountered during the course of construction.

5.6.2 The proposed elevation drawing includes the provision of 2no. bird boxes to be located on the eastern elevation at a height between 2m and 4m. The installation of the boxes is considered to meet the aims of achieving a biodiversity net gain. The proposal accords with Policy GP5.

5.7 *Character and Appearance*

5.7.1 The external works relate to the maintenance of the garden/hardstanding areas around the site. The materials used will appear typical of a residential type dwelling and would integrate with the overall character and appearance of the area. As mentioned above, a side elevation window is proposed to be altered from a window to a door, this would not harm the overall appearance of the building, however a condition is attached to ensure the materials used match the existing.

5.8 *Planning Contributions*

5.8.1 As the use of the building would be C2 use class, this would not warrant a Section 106 agreement as this use is exempt from providing a contribution. The proposal is in accordance with Policy SP13.

5.9 *Highways*

- 5.9.1 The existing use of the site as granted by application 94/1126 allowed for 8no. persons to reside at the property. The decision notice is unclear if this was a staffed residential home, however the planning statement comments that care was provided. The property has a hardstanding area to the rear which can accommodate at least 2no. vehicles. This area is proposed to be retained.
- 5.9.2 The application site is located within Parking Zone 3; taking into account the existing use of the site could command a parking demand of in excess 8no. car parking spaces resulting in pressures for on street parking.
- 5.9.3 The proposed use for 4no. persons plus staff would result in a decrease in the amount of pressure for on street parking. Furthermore, the 2no. parking spaces to the rear would be retained. Therefore, it is considered the proposal would not result in an adverse impact with regard to parking in accordance with Policy T4.

6. OTHER CONSIDERATIONS

6.1 *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.

6.2 *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.

6.3 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.

6.4 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.

6.5 *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.

6.6 *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.

7. CONCLUSION

7.1 The proposed development accords with the relevant development plan policies.

8. DECISION

GRANTED WITH CONDITIONS

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

- Existing Elevations (Drawing ref: A103 Rev A)
- Proposed Elevations (Drawing ref: A202 Rev B)
- Transport Statement (Reference: 23/262/16A)
- Planning Statement (Received: 28.11.2023)
- Site Location (Drawing ref: A100)
- Existing Site Layout (Drawing ref: A101)
- Existing Floor Plans (Drawing ref: A102)
- Proposed Site Layout (Drawing ref: A200 Rev A)
- Proposed Floor Plans (Drawing ref: A201)

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 Prior to first occupation, a scheme of sound insulation works to the floor/ceiling/party wall structures between the properties shall be submitted and agreed in writing by the Local Planning Authority. Development shall be undertaken in accordance with the agreed detail and retained for the duration of the use.

Reason: In the interests of residential amenity in accordance with Policy GP2 of the Newport Local Development Plan 2011 - 2026 (Adopted January 2015).

03 Prior to the first occupation of the first residential unit, the ecological enhancements as shown on the approved drawing Proposed Elevations (Drawing ref: A202) shall be installed and retained for the duration of the use.

REASON: To provide biodiversity enhancements in accordance with Policy GP5 of the Newport Local Development Plan 2011 - 2026 (Adopted January 2015).

04 Prior to their installation, details of the windows to be installed shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be undertaken in accordance with the agreed details and retained for the duration of the use.

REASON: To ensure the development is completed in a manner compatible with its surroundings.

05 Prior to first beneficial use, the provision of the waste storage and recycling area as shown on the approved drawing Proposed Site Layout (Drawing ref: A200 Rev A) shall

be laid out in accordance the approved details and thereafter retained for the duration of the use.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected in accordance with Policy GP2 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

06 Prior to the first occupation of the units hereby approved, secure cycle storage shall be provided in accordance with details which shall have first been submitted to and agreed in writing by the Local Planning Authority. The cycle storage shall be retained for the duration of the use.

REASON: To provide adequate secure cycle storage in accordance with Policy T4 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

NOTE TO APPLICANT

01 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, SP18, GP2, GP5, GP6, GP7, T4 and W3 were relevant to the determination of this application.

02 The amended Wildlife and Countryside Act 1981 protects bird species whilst nesting in the UK. This protection extends to a bird, its nest, eggs, and young until such time as the young have fledged. Vegetation clearance should proceed outside the peak bird-breeding season (generally considered to be March through August inclusive) or within the breeding season only if a pre-clearance survey shows no breeding birds to be present, nesting or commencing nesting within the vegetation to be affected.

03 Caution should be exercised due to the possibility of encountering bat roosts unexpectedly during development work. In the event that a bat roost is found, work on the structure should cease immediately whilst advice is sought from the Countryside Council for Wales on 02920 772400.

04 Due to the minor nature of the proposed development (including any demolition) and the location of the proposed development, it is considered that the proposals did not need to be screened under the Environmental Impact Assessment Regulations.

Highway Response

Ref: 23/1064

Date: 02/01/23

Case Officer: Jacob Cooke

PROPOSAL: CHANGE OF USE OF EXISTING HOUSE WITH CARE PROVISION WITHIN C3 USE CLASS, TO CREATE FOUR SELF-CONTAINED STUDIO FLATS WITH C2 USE CLASS WITH COMMUNAL FACILITIES, STAFF ACCOMMODATION AND ASSOCIATED WORKS

SITE: 47 Llanthewy Road Newport NP20 4JZ

Highway Officer: Kevin Jackson

Highway Recommendation:

No objection.

Highway Comments:

The change of use is not anticipated to have any measurable impacts on highway and the Transport Statement demonstrates that parking is unlikely to be an issue.

Cycle parking is proposed but not detailed and should be secured by way of condition.

In summary there are no objections on highway related grounds subject to the following condition.

Suggested Conditions:

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.

Appendix 2. 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
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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 3. TRICS: 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.