

Delegated Decision Report

Application No:	25/0403	Statutory Period Expires:	21st July 2025
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Site:	26 St Edward Street Newport NP20 4GG		
Proposal:	CHANGE OF USE FROM DWELLING (C3 USE) TO A 4 BEDROOM HOUSE IN MULTIPLE OCCUPATION (C4 USE)		
Applicant:	Williams		
Type:	Full	Ward:	Stow Hill
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The application site is a two storey terraced property in Stow Hill. The site is characterised by residential properties and accommodates on street parking.

3. DESCRIPTION OF DEVELOPMENT

3.1 The application seeks a change of use from a dwelling (C3) to a 4no. bedroom HMO (C4). On the ground floor the proposal seeks a lounge, kitchen and bedroom. On the first floor the proposal contains 3no. bedrooms and a bathroom. Bin and bike storage are proposed to the rear of the property in an enclosed amenity space. There is a biodiversity enhancement scheme proposed on the rear boundary fence in the form of a bird box.

4. RELEVANT SITE HISTORY

None.

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

3.3 - Good design is fundamental to creating sustainable places where people want to live, work and socialise.

3.4 - Meeting the objectives of good design should be the aim of all those involved in the development process and should be applied to all development proposals at all scales.

5.3 Technical Advice Note

Technical advice note (TAN) 2: planning and affordable housing

Technical advice note (TAN) 5: nature conservation and planning

Technical advice note (TAN) 11: noise

Technical advice note (TAN) 18: transport

Technical advice note (TAN) 21: waste

5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

Policies SP1 (Sustainability), GP2 (General Amenity), GP4 (Highways and Accessibility), GP5 (Natural environment), GP6 (Quality of Design), GP7 (Environmental Protection and Public Health), T4 (Parking), W3 (Provision for Waste Management Facilities in Development) and H8 (Self Contained Accommodation, Houses in Multiple Occupation), of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015) are relevant to the determination of this application.

5.4 SUPPLEMENTARY PLANNING GUIDANCE

- Houses in Multiple Occupation (HMOs) Supplementary Planning Guidance (Updated January 2017).
- Parking Standards Supplementary Planning Guidance (Adopted August 2015).
- Sustainable Travel SPG (July 2020).

6. CONSULTATION RESPONSES

6.1 Waste Manager:

In both of the cases as a 2no.bed house, and also the proposed need for waste disposal for the 4no.bed HMO we anticipate they house would need a single 120l bin for kerbside collection with recycling bags, boxes for kerbside collection also with one council tax paid on the property as a whole.

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.

6.2 Local Highways Authority:

The development depends on wheeling bikes and bins through the hall and kitchen. There will be nobody with responsibility, and we would anticipate that bins remain on highway

creating an obstruction /amenity issue. Bike use will not be encouraged by the difficult access, but the storage should be conditioned anyway. Weatherproof and secure storage is required.

A parking survey is provided to support the application. This does not take account of the parking restrictions that will not allow all residents to park in the street between 8am and 8pm.

The theoretical increase in parking demand is only 2/3 spaces which the survey demonstrates can be accommodated.

Given that the same constraints apply to the whole street and current use of the property there are no formal objections subject to the following condition.

Recommended condition:

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.

6.3 Welsh Water:

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.

6.4 Senior Scientific Officer:

Low carbon heating/photovoltaics condition

No development shall take place until details of a lower emission / low carbon heating system has been submitted to the LPA. This could include a carefully selected ultra-low / low emission boiler potentially supplemented with roof top photovoltaic panels or a suitably installed air source heat pump. Careful consideration and potential improvements to the existing insulation may also be required. The sustainable heating system shall be implemented prior to occupation of the development and retained thereafter.

Reason: To prevent unacceptable harm because of air pollution (Policy GP7); There must not be a significant adverse effect upon local amenity in terms of air quality (Policy GP2)

Access to Active Travel transport condition

No development shall commence on site until suitable cycle storage provision within the rear garden has been agreed with the LPA.

Reason: To prevent unacceptable harm because of air pollution (Policy GP7); There must not be a significant adverse effect upon local amenity in terms of air quality (Policy GP2)

I have no comments in respect of the above application in regard to contaminated land.

6.5 SAB:

Having reviewed the submitted information, a SAB application may not be required but if there are any external works exceeding 100square metres then contact SAB.

6.6 DOCO Police:

To support my recommendations around the design and layout, physical security requirements, and product recommendations I have reviewed the crime statistics for the ward area of Stow Hill and specifically the proposed development location of St Edwards Street, Newport for a 12-month period between 1 st June 2024 – 1 st June 2025. From a Policing perspective the development is located in the Newport Borough Council area, within the Stow Hill section and Stow Hill Ward. The Stow hill ward is the only ward within the section.

From examining the crime/incident data, I am satisfied that the proposed development location is currently not being affected by any significant ongoing crime trends.

There are no crime trends. It is noted that Stow Hill ward is highest recording/incident ward within Gwent and therefore its figures are inflated compared to neighbouring wards. This is because it does encompass the city centre and its associated retail, nighttime economy and other attributed crime/incidents.

I understand that the proposed development is to be used as an HMO. There is currently 0 HMO property within close proximity of the development.

At this time, I do not have any clear objections to the application based on the current crime/incident rate and demand on policing and the community within.

When offering crime prevention and physical security advice we take guidance and best practice from the range of guides supplied by Secured by Design (SBD). At this stage it is

not clear if the client is not seeking SBD accreditation for the development, but the following recommendations have been made for the site.

Standard SBD recommendations

6.7 Drainage Manager: No comments received.

6.8 Environmental Health: No comments received.

6.9 HMO licensing: No comments received.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 31/05/2025, Site Notice was put up on 06/06/2025.

7.1 NEIGHBOURS:

67no. neighbours were consulted. 16 neighbours objected. In summary the comments relate to:

- Parking increase leading to congested areas. Existing residents struggling to park.
- Concern over making the area less desirable with HMO's.
- Noise generation increased, and increase in antisocial behaviour due to the transient nature of tenants
- Loss of community character and cohesion and imbalance in housing stock within the radius.
- More pressure on waste disposal- Overflowing bins and improper waste management. Unrealistic taking bins to the rear.
- Decline in property values.
- parking survey undertaken is completely inadequate for assessing parking needs. Misleading information, only providing a snapshot of certain times.
- Concerns over claims of parking is restricted to residents when it is not.
- No consideration of parking of visitors or carers parking.
- No consideration for EV charging.
- Concerns over sizes of rooms and overcrowding.

7.2 Councillor Matthew Evans, Councillor David Fouweather and Councillor Pat Drewett were consulted on the application. No comments received.

8. ASSESSMENT

8.1 Principle of Development

The application site is within the defined settlement boundary as shown on the proposals map that accompany the Newport City Council Local Development Plan, accordingly there is a presumption in favour of development and the efficient use of land is encouraged. This application relates to the change of use of a single dwelling house to a 4no bedroom House in Multiple Occupation (HMO) defined as Use Class C4 use.

8.1.1 Given the sites location future occupiers would be within a sustainable location near the City Centre well served by local amenities and would be well served by public transport, this accords with the aims/objectives as set within both Local and National Planning Policy.

8.2 When assessing the acceptability of HMO's, Policy H8 applies:

8.2.1 *Policy H8: Self Contained Accommodation and Houses in Multiple Occupation*

WITHIN THE DEFINED SETTLEMENT BOUNDARIES, PROPOSALS TO SUBDIVIDE A PROPERTY INTO SELF CONTAINED ACCOMMODATION, BEDSITS OR A HOUSE IN MULTIPLE OCCUPATION WILL ONLY BE PERMITTED IF:

- i) THE SCALE AND INTENSITY OF USE DOES NOT HARM THE CHARACTER OF THE BUILDING AND LOCALITY AND WILL NOT CAUSE AN UNACCEPTABLE REDUCTION IN THE AMENITY OF NEIGHBOURING OCCUPIERS OR RESULT IN ON STREET PARKING PROBLEMS;*
- ii) THE PROPOSAL DOES NOT CREATE AN OVER CONCENTRATION OF HOUSES IN MULTIPLE OCCUPATION IN ANY ONE AREA OF THE CITY WHICH WOULD CHANGE THE CHARACTER OF THE NEIGHBOURHOOD OR CREATE AN IMBALANCE IN THE HOUSING STOCK;*
- iii) ADEQUATE NOISE INSULATION IS PROVIDED;*
- iv) ADEQUATE AMENITY FOR FUTURE OCCUPIERS.*

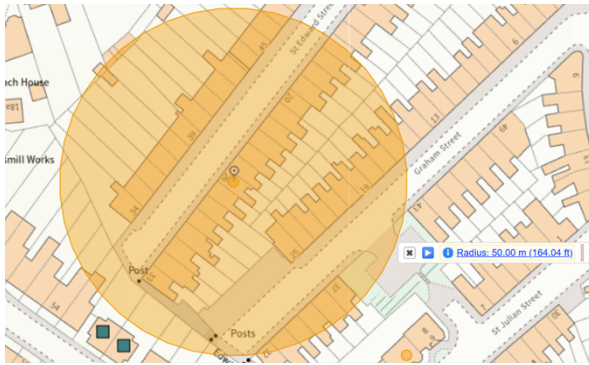
8.2.3 Firstly, *THE SCALE AND INTENSITY OF USE DOES NOT HARM THE CHARACTER OF THE BUILDING AND LOCALITY AND WILL NOT CAUSE AN UNACCEPTABLE REDUCTION IN THE AMENITY OF NEIGHBOURING OCCUPIERS OR RESULT IN ON STREET PARKING PROBLEMS;*

8.2.4 It is considered that the scale of development would not harm the character of the area. The property will increase from a 2no.bed single dwellinghouse to a 4no.bed HMO and remains in residential use. The increase in 2no.bedrooms would not demonstrably alter the character of the area. In terms of police comments, the police have confirmed that the proposed development location is currently not being affected by any significant ongoing crime trends. Therefore, it is considered the development would not hold a detrimental impact to the area. In terms of amenity to neighbouring occupiers, no new overlooking opportunities are proposed, and whilst it cannot be confirmed if the proposed living room would be situated next to a bedroom in a neighbouring property as per SPG guidance, it is considered that a property with a living room on ground floor for a 4no.bedroom house would not cause significant undue noise disturbance. In terms of parking, it is considered that the highways officer has reviewed this information, and it is deemed the parking at the site and its sustainable location is deemed acceptable. The points above are further evaluated within the report below.

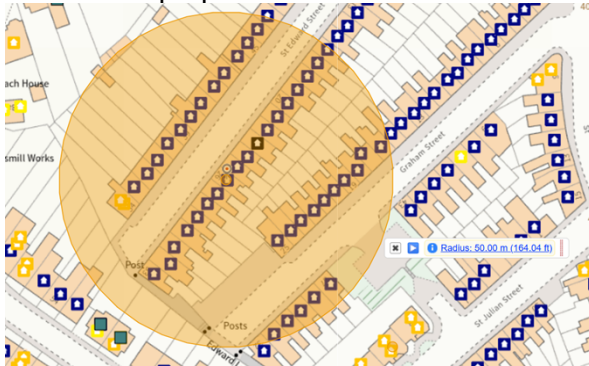
8.2.3 Secondly, *THE PROPOSAL DOES NOT CREATE AN OVER CONCENTRATION OF HOUSES IN MULTIPLE OCCUPATION IN ANY ONE AREA OF THE CITY WHICH WOULD CHANGE THE CHARACTER OF THE NEIGHBOURHOOD OR CREATE AN IMBALANCE IN THE HOUSING STOCK;*

The SPG states that 'clusters of HMOs can alter the composition of a community and detract from local visual amenity. The guidance introduces a threshold above which HMOs are considered to detract from the character of the area. In general, the Council will not support a planning application that would take the number of HMOs, considered as a proportion of the local housing stock, above a specified limit. In "defined areas" this limit is 15%, in other areas, 10%. This site is located within the 15% threshold area. When taking a 50m radius from the address point of the application site, the full front elevations of 46no. properties are caught. (NB as per the SPG any properties converted into flats counts as one property for the purposes of the test). There are no existing registered HMO within the 50m radius. Therefore, if the application were to proceed, the 1no. HMOs would constitute 2.17% of the selected housing stock. Therefore, in this regard, it would not exceed the threshold set out and would be compliant under Policy H8. However, other amenity factors should be taken into consideration.

50m radius (Green squares depict HMO's):



Residential properties:



- 8.2.4 Lastly Policy H8 states, *ADEQUATE NOISE INSULATION IS PROVIDED; and ADEQUATE AMENITY FOR FUTURE OCCUPIERS*. It is considered that the increase in 2no. bedrooms would not demonstrably increase the noise levels over the existing residential use, however, it is considered that noise insulation measures should be fitted in accordance with building regulations. When assessing amenity for future occupiers, it is considered that all rooms meet the minimum size requirements and provide

adequate outlook and natural light. Waste and bike storage is proposed to the rear, and waste storage does not increase over the existing residential use, however, further details of storage and a management plan will be requested as a condition. Additionally, there is adequate amenity space to the rear for residents.

8.2.5 Therefore, it is considered that the development meets Policy H8. Further considerations are evaluated below.

8.3 **Visual Amenity/ Character and Appearance;**

8.3.1 The properties along St Edward Street are two storey terraced properties and hold a strong uniform appearance. No external changes are proposed as part of the development.

8.3.2 The Design Out Crime Police Officer has provided comments on the application and states that the crime statistics for the ward area of Stow Hill and specifically the proposed development location of St Edwards Street, Newport has been reviewed for a 12-month period between 1 st June 2024 – 1 st June 2025. From examining the crime/incident data, the officer is satisfied that the proposed development location is currently not being affected by any significant ongoing crime trends. As forementioned, the additional HMO would not exceed the threshold set out by the Council leading to an overconcentration within the area. Therefore, it is considered that the development would not adversely impact the character of the area in line with Policy H8.

8.4 **Residential Amenity**

8.4.1 Within the Housing in Multiple Occupation SPG, it outlines that, *Living rooms, moreover, should not be next to, directly above or directly below a bedroom in a neighbouring property.* Given the shape of the building, there are no neighbouring properties above, or below the living area. There is a residential property located next door. It is unknown if the neighbouring property has a bedroom located next to the lounge on the ground floor. However, a living area on the ground floor is not unusual and this relationship would be deemed acceptable. In terms of noise, it is considered the current and proposed use of the unit are both residential, and given the small increase of 2no. bedrooms, it is unlikely that the increase in noise disturbance would be detrimental. Any noise insulation would need to be fitted in accordance with building regulations.

8.4.2 Policy H8, also suggests that development should hold *appropriate levels amenity for future occupiers.* The HMO standards state that a bedroom should be at least 6.51m² for a single occupancy room and 11m² for a two-person room, a kitchen for up to 4no. persons should be at least 7m² and a living room for up to 4no persons should be at least 10m². The kitchen and living room adheres to the standards set out. All bedrooms meet the minimum size requirements set out within the standards. The Environmental Health Housing Team did not provide comments, however, it is noted that the space standards have been checked above and would be deemed acceptable.

8.4.3 Within the Housing in Multiple Occupation SPG, it outlines that, *Rooms should be arranged and designed in a manner that maximises the living standards of occupants. For instance, living rooms, kitchens and bedrooms should neither overlook adjoining properties nor face high boundary walls.*

8.4.4 In terms of window to room ratio, all rooms are serviced by windows and provides appropriate outlook in line with Policy H8.

- 8.4.5 The HMO SPG also states that *'HMO's should provide outdoor amenity space in which residents can relax, dry their clothes and store refuse and recycling bins. Shared amenity spaces will be acceptable so long as they can accommodate every resident of the properties they serve.'* The property benefits from an outdoor amenity space. This provides a positive attribute to the development and is not always present.
- 8.4.6 The SPG suggests, *'Protected windows that face one another should be at least 21.00 metres apart (unless separated by permanent structures or evergreen trees protected by Tree Preservation Orders). ii) Protected windows that do not allow views to rooms that should be reasonably expected to be private may be less than 21.00 metres apart.'*
- 8.4.7 It should be considered that the photo taken below is taken from the rear bedroom on the first floor. The distance between this window and the rear elevation of the neighbouring property is approximately 10m. Whilst this falls short of the standards set out, this is an existing relationship and is a normal characteristic of the properties along this street. Therefore, this is deemed acceptable in line with Policy H8 and GP2.

View from rear bedroom window:



8.5 ***Movement***

- 8.5.6 In relation to parking, Policy H8 requires there are no parking problems created by the development. It is noted that some parking information has been submitted in line with the submission. The site is situated within Parking Zone 2. Within the Parking Standards SPG it states that that a house requires 1 space per bedroom (max 3 spaces). It is considered that there is a current demand of 2no. spaces.

- 8.5.7 The proposed use for a HMO requires 1 space per bedsit. Therefore, the requirement is 4no.spaces. Therefore, there is an overall increased demand of 2no.spaces. The highways officer was consulted on the application and states that a parking survey is provided to support the application. This does not take account of the parking restrictions that will not allow all residents to park in the street between 8am and 8pm. The theoretical increase in parking demand is only 2/3 spaces which the survey demonstrates can be accommodated. Given that the same constraints apply to the whole street and current use of the property there are no formal objections.
- 8.5.8 Whilst the proposed HMO does not meet the parking standards within the SPG, Officers know, from previous appeal work that in such cases, parking concerns, even in congested areas where parking surveys are either flawed or show little to no parking availability, Inspectors will assume the type of housing will more likely attract those less likely to own and run a car and proximity to sustainable transport and facilities will reduce parking expectations further. Therefore, whilst sufficient parking has not been demonstrated as available to serve the use in accordance with adopted SPG, the sustainability of the site location and nature of proposed use outweigh this concern, and any refusal based on parking alone will unlikely be robust.
- 8.5.9 Bin and bike storage is proposed to the rear. As the dwelling is terraced, the bins and bikes would need to be taken through the hallway and into the kitchen to access the rear amenity space. Whilst this is not ideal, there are no other reasonable means for storage. The highways officer commented on the application and states the development depends on wheeling bikes and bins through the hall and kitchen. There will be nobody with responsibility, and we would anticipate that bins remain on highway creating an obstruction /amenity issue. Bike use will not be encouraged by the difficult access, but the storage should be conditioned anyway. Weatherproof and secure storage is required. The Scientific Officer has also provided comment in that suitable bike provision should be conditioned to the rear. It cannot be controlled if bins are left on the highways, however, it is considered some storage has been proposed in the rear amenity space. The waste officer was consulted on the scheme and states that in both of the cases a 2no.bed house, and also the proposed need for waste disposal for the 4no.bed HMO, both would require a single 120l bin for kerbside collection with recycling bags, boxes for kerbside collection. Therefore, it is considered that the waste storage would not increase on the street over the existing provision. Details of bin and bike storage will be conditioned.

8.6 **Biodiversity**

- 8.6.1 In terms of the requirement set out within PPW12 of a Green Infrastructure Statement, due to the scale and nature of the development proposed, a green infrastructure statement is not required in this instance and an enhancement scheme has been provided. Policy 9 of Future Wales states that in all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated. Policy GP5 of the NLDP supports this and states that proposals will be expected to maintain, protect, and enhance ecological networks and features of importance for biodiversity. A bird box located on the rear boundary fence is proposed as part of the development. As such the proposal is currently compliant with the aims of Policy GP5 of the NLDP 2011-2026 (adopted January 2015).

8.7 Other comments

- 8.7.1 The senior scientific officer has stated that they would condition details of a lower emission/low carbon heating system. It is considered the unit is an existing residential unit and would not be reasonable to condition this given the scale of works.
- 8.7.2 Neighbours raised concerns over the noise generation increased, and increase in antisocial behaviour due to the transient nature of tenants. In terms of noise generation, this has been discussed within the report. The Police have provided comment on the crime within the area and have no concerns at this stage.
- 8.7.3 Concerns raised by neighbouring properties held concerns over the loss of community character and cohesion and imbalance in housing stock within the radius. It is considered the placement of the HMO here would not have a detrimental effect on the character of the area and has been discussed within the report.
- 8.7.4 Concerns were raised by neighbouring properties on issues with waste disposal and the increased pressure and increase in overall bins on the street. Comments related to overflowing bins and an improper waste management taking bin to the rear of the property. The waste officer was consulted on the scheme and states that in both of the cases as a 2no.bed house, and also the proposed need for waste disposal for the 4no.bed HMO it would require the same amount of storage and would not increase. Storage has been proposed in the rear amenity space. Therefore, it is considered that the waste storage would not increase over the existing provision.
- 8.7.5 Comments also suggest that there were concerns of the placement of a HMO within the street would decline property values and make the area less desirable. This is not considered a planning consideration.
- 8.7.6 Neighbours have also made comment on issues relating to the parking. Concerns over parking increase leading to congested areas as existing residents are struggling to park. No consideration for visitor parking. Also, that the survey is inadequate for assessing parking needs. It holds misleading information on parking restrictions and only provides a snapshot of certain times. It is considered that the highways officer has provided comment on the parking survey and assessed the area. Parking issues have been discussed within the report.
- 8.7.7 One comment also suggested that there was no consideration for EV charging. It is considered this is not a requirement for this application type of this scale currently.
- 8.7.8 Concerns were raised by neighbouring properties over the concerns of sizes of rooms and overcrowding. All rooms meet the minimum size requirements as set out within the HMO standards and has been discussed within the report.

8.8 Section 106 Planning Obligation matters

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 case, the proposal represents a net nil gain in residential dwellings. As such, no s106 obligations are requested for affordable housing.

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 Overall, it is considered that the development would not demonstrably harm the character of the area, as the proposed HMO would fall within the council defined radius as stated within the SPG. Additionally, the increase of 2no. bedrooms would not cause significant intensification over the existing residential and cause undue noise disturbance to neighbouring properties. In terms of amenity to occupiers, it is considered all rooms meet the minimum size requirements as defined by the HMO standards. All rooms are served by windows and provide adequate outlook. There is also a rear amenity space to serve residents which provides a positive attribute. In terms of parking, the highways officer concludes that the parking survey demonstrates that the requirement can be met. Waste and bike storage have been provided in the rear amenity space, it is considered specific details and a management plan will need to be provided via condition. It is considered that Policy H8 has been satisfied. Therefore, the scheme is granted with conditions.

11. DECISION

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents: 26 St. Edward Street -PL-LRJ-222429 - A1 B; Sustainability Appraisal FINAL; Planning Statement St Edward Street FINAL; Parking Survey FINAL; Green Infrastructure Statement.

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 biodiversity enhancement scheme shall be implemented in accordance with the approved plans prior to the first beneficial use of the development hereby approved and retained as such for the lifetime of the development.

Reason: In the interest of protected species, in accordance with Policy 9 of Future Wales and Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

03 Prior to beneficial occupation, refuse storage facilities shall have been provided and a waste management plan put in place in accordance with details which shall have first been submitted to and approved by the Local Planning Authority. The storage facilities and management plan shall be retained and operated for the lifetime of development.

Reason: To ensure that adequate waste storage is retained in the interest of highway safety and residential amenity to be compliant under Policy GP2 and GP4 of Newport Local Development Plan (2011-2026).

04 Prior to beneficial occupation, cycle storage facilities shall have been provided in accordance with details which shall have first been submitted to and approved by the Local Planning Authority and these facilities shall be retained for the lifetime of development.

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.

NOTE TO APPLICANT

01 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, GP2, GP4, GP5, GP6, GP7, W3, H8 were relevant to the determination of this application.

02 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.

03 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

04 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.

05 In accordance with Planning Policy Wales (Edition 12) 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.