

Highway Response

Ref: 25/0075

Date: 07/07/25

PROPOSAL: CHANGE OF USE FROM DOMESTIC DWELLING TO HMO, NEW REAR SINGLE STOREY EXTENSION AND NEW REAR SINGLE STOREY GARAGE (PART RETROSPECTIVE)

SITE: 48 Rugby Road Newport South Wales NP19 0BR

Case Officer: Vicky Quinn

Highway Officer: Kevin Jackson

Highway recommendation:

Objection on highway safety grounds and policies relating to parking, cycle parking and waste management.

Highway Comments:

The plans suggest that the existing house had four bedrooms and no bathroom (before works commenced). Any house with three or more beds is assumed to have 3 parking spaces in line with the SPG as a start point.

A HMO is required to have one space per bedroom plus a visitor space. In this case that equates to 7 spaces to meet the SPG demands. There would therefore be a shortfall of four spaces (in policy terms) which has not been addressed within the application.

We note that there is a proposal for a garage, however this cannot be accepted as it does not have safe access to the highway. There is no pedestrian visibility or footway crossing apparent at the access. The garage raises an objection on highway safety terms and recommendation for refusal of this element at least.

The adjacent streets are clearly subject to high parking stresses as evidenced by the need to have extensive junction protection. We cannot therefore suggest that sufficient on-street parking is available to meet the standards, but some daytime stress may relate to commercial premises on Commercial Rd and it should be noted that residential demand peaks at different times to these.

Actual parking demand varies according to the quality of the accommodation, with higher demand associated with better quality HMOs that attract "young professionals".

A parking survey may help to support the application. The presence of junction protection would help to reduce the likelihood of dangerous or inconsiderate parking, but amenity may be an issue.

There are no detail of refuse or cycle storage provision. These could be addressed via conditions, using the "garage" with appropriate doors (no vehicular access).

In conclusion, the key highway related issue is lack of visibility for the garage access and lack of designated secure cycle parking and bin storage. It appears these could be addressed by converting the "garage". This would then allow all of the safety and sustainability objections to be removed. The proposals would remain uncompliant with parking policy, so could not be fully supported.