

APPLICATION DETAILS

No: 25/0412 **Ward:** Liswerry
Type: Full
Expiry Date: 5th August 2025
Applicant: G Jones
Site: 35 Liscombe Street Newport NP19 0HQ
Proposal: **CHANGE OF USE FROM A 4 BEDROOM DWELLING (C3 USE) TO A 4 BEDROOM HOUSE IN MULTIPLE OCCUPATION (C4 USE)**

Recommendation: Granted with Conditions

1. INTRODUCTION

- 1.1 This application seeks full planning permission for the change of use of a property from a four bedroom dwelling to a four bedroom House in Multiple Occupation (HMO).
- 1.2 A HMO is a house occupied by people who are usually unrelated and have private bedrooms but shared facilities such as kitchens, living areas and bathrooms. The proposed 4no. bedroom HMO falls into the C4 Use Class which allows between 3 and 6no. unrelated occupants to reside and share amenities.
- 1.3 The application is reported to Planning Committee at the request of Councillor Sterry due to concerns relating to inadequate waste storage, parking, amenity standards for the occupiers of the property and impact on local services and infrastructure.
- 1.4 The current layout includes a lounge, dining room, kitchen and bathroom at ground floor and four bedrooms at first floor. The proposed layout shows a hallway, communal living area, shower room, kitchen and w/c at ground floor with four bedrooms at first floor. The property has an enclosed rear garden.

2. RELEVANT SITE HISTORY

None.

3. POLICY CONTEXT

- 3.1 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

- 3.2 PLANNING POLICY WALES (EDITION 12) 2024

6.6.22 Flooding as a hazard involves the consideration of the potential consequences of flooding, as well as the likelihood of an event occurring. Planning authorities should adopt a precautionary approach of positive avoidance of development in areas of flooding from the sea or from rivers.

6.6.25 Development should reduce, and must not increase, flood risk arising from river and/or coastal flooding on and off the development site itself.

3.3 TECHNICAL ADVICE NOTE 15 DEVELOPMENT, FLOODING AND COASTAL EROSION

8.1 - The TAN reflects the core principles of the National Strategy for Flood and Coastal Erosion Risk Management in Wales,⁹ to adopt a risk-based approach in respect of development in areas at risk of flooding and coastal erosion.

10.24 - In zones 2, 3 and TAN 15 defended zone developers must undertake a flood consequences assessment proportionate to the nature and scale of the proposal. Before granting planning permission, decision makers should be satisfied the scheme is justifiable in accordance with the principles set out in section 8, where they are not satisfied, planning permission should be refused. In these zones, Planning Authorities should seek all opportunities to provide enhanced flood protection for existing communities at risk.

3.4 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

SP1 – Sustainability;
SP3 – Flood Risk;
GP2 – General Amenity;
GP4 – Highways and Accessibility;
GP5 – Natural Environment;
GP6 – Quality of Design;
GP7 – Environmental Protection and Public Health;
H8 – Self Contained Accommodation and Houses in Multiple Occupation;
T4 – Parking;
W3 – Waste.

3.5 SUPPLEMENTARY PLANNING GUIDANCE

PARKING STANDARDS SPG;
HOUSE IN MULTIPLE OCCUPATION;
WASTE STORAGE AND COLLECTION.

4. CONSULTATIONS

4.1 Natural Resources Wales: The planning application proposes highly vulnerable development (a four bedroom house in multiple occupation (HMO)). The Flood Map for Planning identifies the application site to be at risk of flooding and within Flood Zones 2 and 3 (Sea), Flood Zone 2 (Rivers) and TAN15 Defended Zone.

We note that the HMO bedrooms are to be located on the first floor.

Your Authority should be satisfied that the proposal is acceptable in terms of flood risk, particularly with regard to access and egress considerations and for emergency planning purposes.

4.2 Dwr Cymru 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.

- 4.3 Gwent Police: From a Policing perspective the development is located in the Newport Borough Council area, within the Alway section and Lliswerry Ward. The Lliswerry ward is 1 of 3 wards within the Alway section.
- The analysis of the statistics for the development location has focused on crime/incident types that could potentially pose a threat, risk, or harm to the development.
- From examining the crime/incident data, I am satisfied that the proposed development location is not in a high crime or vulnerable location. There are no crime trends or patterns affecting the area and any reported calls appear to be one off isolated incident.
- I can confirm that the current call volume and demand from the area is not having a detrimental effect on Policing or the community within the location.
- 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.
- Recommendations are made for designing out crime.

5. INTERNAL COUNCIL ADVICE

- 5.1 Local Highways Authority:
- The submission does not detail cycle storage or refuse management and there is no suitable access to the rear.
- To reach the yard it is necessary to traverse the hall, dining room and kitchen. It is clear that even with suitable storage cycling will not be encouraged and bins will remain an obstruction and amenity issue.
- That said the issues remain for the current and proposed uses, therefore there is no formal objection. However cycle storage should be conditioned.
- In terms of parking the SPG requires 2 additional parking spaces for the HMO use. The accompanying survey provides photographic evidence that these were available on the two nights surveyed.
- In summary, there are no formal objections subject to a condition relating to cycle parking.
- 5.2 Environmental Health (Housing): I have no concerns regarding the updated floor plans.
- 5.3 HMO Licensing: Confirm there are no other HMOs within the area and provide details of licensing requirements.
- 5.4 Waste Manager: We would anticipate the property receive 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.
- 5.5 SAB Drainage: No response.

6. REPRESENTATIONS

- 6.1 NEIGHBOURS: All properties within 50m of the application site were consulted (83no properties), and a site notice displayed. 25 no objections received and summarised as follows:
- The parking on Liscombe Street is already horrendous with multiple cars double parking. I used to park round the corner on Henson Street but that is also always full now. If the council remove all the traffic calming semi circles on the street then that would probably just be enough space for the cars already here. Also doesn't help that there is a lady operating a business from home that has a large delivery van turning up several times a day dropping off wood and picking up the furniture items she builds. Please investigate the street and number of cars in the evening to see how bad it is before making a decision.
 - I object to the planning consent being given as I fear for the safety of my family and also the effect it will have on their mental health. I have first hand experience of HMOs and it is not young professionals that reside at these properties that the council like to advise. It is quite often undesirables who bring the wrong attention to themselves and those who also bring further undesirables and trouble to the area. I could go into explaining the lack of parking, utilities house devaluation etc etc but I do not live there so that would be unfair for me to comment. My concern is for my family and I would like reassurance not empty promises that you the council will take full 100% responsibility for any trouble, causing alarm and distress to my family and local residents. Yourselves included are aware of the

cohort of tenants that could be accommodated in a HMO and I stress that accountability will be left with the council.

- Parking. There are already multiple problems with parking spaces in this and surrounding streets. The area is not suitable for a house of multiple occupancy for this reason alone unless NCC will support with providing overflow parking for residents.

Who exactly will be moved into what is currently a quiet and family orientated area. ALL current residents and their families have the right to feel safe and secure in their neighbourhoods and homes and there is a huge risk here of there being social and domestic issues having a severely negative effect on residents that do not currently exist, not to mention the already obvious lack of care or concern from either NCC or Gwent Police. What absolute guarantee will NCC provide that a HMO will not bring unrest to a currently peaceful residential area? Will NCC also provide a reduction to residents in council tax should their direct decisions and actions have a negative and damaging effect on this community, the properties surrounding and the valuation of our homes that we work hard to maintain and pay for?

A consultation with residents via an in person meeting with the council planners, local councillors, police and residents. Anything less will be a direct case of neglect and lack of care from NCC.

-I have two young children and partner that I live and breath for, so the thought of have any wronguns in the house next door potentially causing problems or using drugs around my house completely unsettles me and my partner. I work away a lot and the thought of my little family potentially being scared out of there skin because of this doesn't sit well with me. Then you've got the problem that has been spoke about in all other comments, the parking is outrages at the best of times, never mind another possible 4 cars in the street. We as well as most of the street object too this proposal.

-This property has been changed from a two bedroom, to a three bedroom, to a four bedroom property, there are elderly residents and also families with young children living near to this address, we have a good community in this street and that makes our residents feel safe, but not now this has been proposed, as we have been aware the hmo property's are being given to asylum seekers, have these people been vetted for if they have a criminal record, or as in the news of late paedophile's it has also made the community unsettled, also will they have a bin each and also for recycling as these are kept on the pavement as no back entrance. Car parking is another issue, it is very difficult to park in this area.

-The crime rate within the area is high as it is and I feel this would just add to that.

-HMOs should be allowed in areas that can accommodate them.

Liscombe street already is suffering from extreme lack of parking due to the built out curbs taking up room outside many houses that then have to park in front of someone else's house. Not to mention the houses that have more than 1 vehicle taking up the extra spaces. Visitors that come to the street, neighbours on Cromwell Road without parking tend to park in the street along with people going to St Patricks R.C. church. Overflow from Fairfax Road (the road behind us) as they're in the same boat with the school.

Parents who don't live in the street park here to walk around to st Patricks R.C. school and the new proposed train station will make it considerably worse. Most days I have to park in Oliver Road and walk across the busy road with 2 small children as I am unable to park in the street at all.

I've also had to park outside the premier shop leaving my car vulnerable to thieves and potential break ins as its completely out of site. I think its completely unacceptable to allow further disruption and chaos to an already chaotic street. I think the council should be spending more time looking after its local resident and making the street permit only to help the people who are already in the street and have been for years paying council tax.

-There could be a paedophile living there and you have 2 schools really close and loads of schools children that go past the street which wouldn't be good, or it could be trouble makers that could cause a lot of trouble to the area.

-This is ridiculous not only will it also affect Fairfax Road as we have residents using our street to park there vehicle due to no room in Liscombe Street this will make parking even more hard work and I currently live behind this house and already previous tenants were playing music and nothing to be done now to split it into 4 bedroom separately tenants its bizarre.

-There is already limited parking in the street and definitely not the amenities (doctors/dentist) to accommodate the residents of a HMO.

- I would strongly object to this as a local resident. Firstly I believe it may pose a risk to local

children (I have a 9 year old). Secondly I believe this is taking a rental home away from the already sort supply or housing for Welsh national families. This exasperates the housing issue.

- This will effect the house prices in the street, as the property is likely to be used by NCC as temporary accommodation for homeless people. Likely to have issues with mental health, drugs and alcohol. This is a residential street in a low social economic area, which is more than likely why the council have agreed to it.

-Due to parking which is an absolute nightmare in the street, which leads onto Henson street, Cromwell road, Oliver Road and Campden road. If the parking situation wants to assessed properly and efficiently I suggest it is checked after 7pm at night or even on a weekend which will give a more realistic idea.

-The risk to children in the street and the local school in the next street. With the people that HMOs can bring - its worth checking this and the wellbeing of children, elderly and also vulnerable residents already in the street.

-Antisocial behaviour that also comes with having HMOs especially in a built up residential and family area.

- There are lots of kids in this area and close to schools already an issue in area with theft and aggravated assault and drugs this is not good for the community. There are family in this street who will be unable to defend themselves and can not let them feel worried about everyday tasks and living due to this.

-I strongly disagree with the changing of the house to a HMO we have lived here for 50 years and its a quiet residential area with family's and young children and it would not be viable as it would change the area and definitely not for the better as this has happened in many other areas in Newport especially Maindee and the level of crime is going to reach a high level and drug abuse is is going to escalate.

-Insufficient parking In area. Already 4 bays taken by electric cars charging. Hence you can not even park outside your own property. Also if are suggesting 4 separate occupants are they paying 4 separate council tax per person in the property. If four males for example there are young children and elderly people surrounding the property and adjacent to the property so unsuitable for the area

-Experience has shown that HMOs can lead to increased noise and instances of anti-social behaviour due to the transient nature of tenants. This could have a detrimental effect on the peaceful character of our neighbourhood and the wellbeing of long-term residents.

-The conversion of single-family homes into HMOs can lead to a gradual erosion of the area's character, shifting it from a balanced residential community to one dominated by short-term occupants. This undermines community cohesion and stability.

-With increased occupancy, there will be more pressure on waste disposal services. Overflowing bins and improper waste management can become a serious issue, affecting hygiene and the visual appearance of the area.

-The prevalence of HMOs in residential areas often leads to a decline in property values, making it harder for families and long-term homeowners to invest in the area.

-The development of a HMO in this area is simply not viable. In a place where it is currently quite pleasant and quiet area to live. Many houses occupied by families with young children and many elderly residents. It is simply not the area for this type of development. We are yet to have children but if we did I would be concerned for this type of development and the safety for them because of it. Especially with schools nearby.

-In a supporting report it has been described that the parking demand can be comfortably accommodated with the surrounding streets and there is capacity in surrounding streets to cater for the parking demand generated. This couldn't be further from the truth. By an inspector viewing the street on two random consecutive nights in April, does not paint a full picture of the parking situation in Liscombe / Henson Street on a permanent basis and what us residents all experience day to day. Particularly when increased demand is on Friday, Saturday and Sundays. We have lived in our home almost 3 years and over the course of this time it has got increasingly busier, no help with the introduction of the electric's bays which took approx. 2 cars spaces away. Often, there is an over spill of cars from Liscombe St that park at the bend and further down Henson St where they are connected together. If there was enough parking down that street now, people wouldn't resort to parking in this bend location and would park near their property surely.

-A number of spaces have been identified as available, but not everyone parks appropriately.

-No mention of supervision has been put forward, this is merely a convenient dumping ground in a pleasant and quiet residential street very close to two of Newport's infant

schools.

-We are aware that HMO's do not attract respectful and professional occupants. Often ex criminals, drug addicts and even sex offenders. I have two young children. My partner often works away meaning I am often alone with the children at night. Our front doors are adjoining with no front gardens, our back gardens are very small with limited privacy. I will not be comfortable with my children playing in their own garden in full view of multiple occupants as this is the case with many other residents with small children. Around 8 back gardens are in view from the upstairs windows in total. This makes myself and others extremely uneasy.

-The street lighting is also a concern due to most being switched off during the night. The street is therefore in complete darkness for many hours which can attract crime.

-My housing survey document states that our attic has an adjoining hole/doorway to the neighbouring property (HMO). This worries me especially during the days my house is vacant while at work and during the night while my children sleep. The close proximity of our front doors and garden access also troubles me.

-The proposed introduction of a 4 bedroom HMO would increase levels of activity including noise and disturbance.

-The HMO with another potential four added vehicles will increase the traffic flow to an already congested street. Resident cars often have to double park due to around 13 spaces already being lost because of built out curbs within the street. At peak times we also see an increased number of visitors due to St Patricks primary school and St Patricks church nearby.

-Potential overcrowding in a small terraced house which can lead to environmental and health risks concerning occupants and the community.

-Due to the street having no front gardens and very small back yards, often recycling boxes and bins are kept out on the street. Having 4 random occupants living in a HMO without a family connection and respect of each other's living habits can lead to improper waste disposal, unsanitary conditions and pest infestations. The kitchen and bathroom within the HMO are very small and are impractical for a house share.

-I worry that the local infrastructure, such as water and sewage systems, are not equipped to handle the demands of additional residents in the area. There is already a frequent foul sewage/drain smell in the street, a number of sink holes in the area and being classed as a flood risk area. This will only increase. It is unsafe and impractical.

-The prevalence of HMOs in residential areas often leads to a decline in property values, making it harder for families and long-term homeowners to invest in the area.

-The applicant has already nearly completed the relevant adjustments and building work needed to convert this house into a HMO. This concerns us given that the application has not even been given official planning permission as of yet.

6.2 COUNCILLOR STERRY: I am writing to formally object to the above planning application for the proposed conversion of 35 Liscombe Street, Newport, from a C3 residential dwelling to a C4 House in Multiple Occupation (HMO). I believe this proposal is unsuitable for the area for the following material planning reasons:

1. Inadequate Provision for Waste and Recycling Storage

The property is a mid-terrace house with no front or side access and no garden or enclosed space for bin storage. Currently, bins are stored on the pavement, and the change of use to a four-bedroom HMO would require a significant increase in the number of refuse and recycling bins.

The lack of sufficient, contained waste storage will:

Obstruct the narrow public footpath,
Degrade the appearance of the street,
Exacerbate existing problems with litter and fly-tipping in the area. This constitutes a clear failure to meet local amenity and environmental health standards.

2. Increased Parking Pressure and Highway Safety Concerns

The property does not include any off-street parking. Liscombe Street is a narrow residential road already under considerable parking pressure. A four-bedroom HMO could

potentially house 4 or more unrelated individuals, many of whom may own vehicles.

The likely increase in demand for parking would:

Intensify competition for limited on-street spaces, lead to unsafe or inconsiderate parking, negatively impact highway safety for pedestrians and road users. This fails to comply with local parking standards and creates an unacceptable impact on highway infrastructure.

3. Unsuitability of the Building's Size and Layout

Without major internal reconfiguration, it is questionable whether this modest terraced property can meet minimum space and amenity standards for multiple adult tenants. Issues such as cramped living conditions, insufficient communal facilities, and poor sound insulation may result.

4. Cumulative Impact on Local Services and Infrastructure

Converting additional family homes into HMOs adds cumulative pressure on local services such as waste collection, GP surgeries, parking, and street maintenance — especially in densely populated areas like this.

Conclusion

For the reasons set out above, I respectfully request that the Council refuse this application. The proposal is incompatible with the character and infrastructure of Liscombe Street and would result in significant harm to residential amenity and the local environment.

7. ASSESSMENT

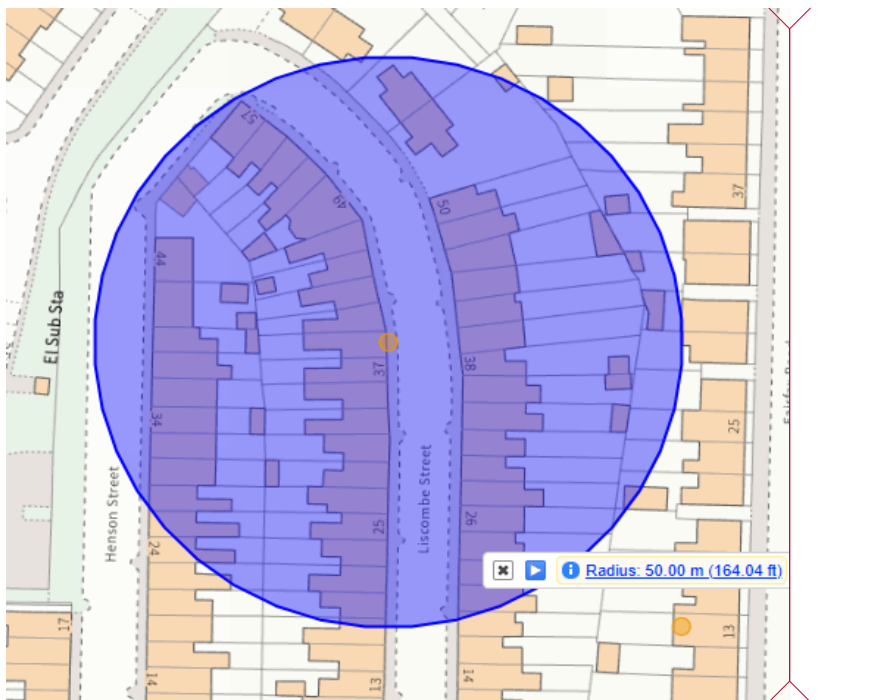
- 7.1 The application property is a mid-terrace dwelling set over two storeys on Liscombe Street, accessed via Cromwell Road to the south and can also be accessed via Henson Street. It is situated in an urban residential area, which is predominantly residential in character although there are some commercial uses on Cromwell Road including a hot food takeaway, hairdressers and convenience store. Further afield on Corporation Road and Beechwood Road (approximately 1km) are District Centres.
- 7.2 The property is currently a house and will remain a house. Up to 2 unrelated tenants can reside in a property that is still classed as a C3 dwelling for planning purposes. However, once unrelated tenants exceed this number, the property is referred to as a HMO. In this case, 4 tenants are proposed. However it is noted that a 4 bedroom dwelling will typically have 4 or 5 occupants, albeit these will normally be related (or the majority of inhabitants will be related). In a HMO, like a dwelling, the occupants are expected to live as a household, sharing facilities in the property. However, typically they will occupy with tenancy agreements or contracts per room/occupant. Whilst the house could be rented by a family or 4 or more unrelated individuals, it is a residence either way and rent may be paid to a landlord in either scenario. The personal details of occupants themselves is not a planning matter. Neither is the reputation, background, business, etc of the landlord/owner. The Local Planning Authority will and can only concern itself with land use planning considerations in the public interest and consequently concerns for the identity of future HMO occupiers, the details of rental agreements and charges, the history and personal details of the landlord and other similar matters, will not ordinarily inform a planning application assessment and are not considered relevant to this case.
- 7.3 The main planning considerations of this application are the potential impacts of the change of use on parking provision and highway safety, flood risk, as well as the impact on the character and amenity of the surrounding area and the residential amenities of existing and future occupiers. This can also include matters of social cohesion and fears of crime albeit the weight that can be afforded to these considerations is dependent upon, for example, the fear of crime being objectively justified; the fear of crime having some reasonable basis; and the fear of crime relating to the proposed land use – in planning terms – rather than assumptions not supported by evidence as to the character of future occupiers. (Smith v FSS [2005] EWCA Civ 859). In this case, whilst neighbour objections have been received,

these do not cite evidence of anti-social behaviour relating to the property or the area generally and whilst there may be a fear that the change of use may increase such behaviour it is not objectively justified and there appears to be no reasonable basis for it having regard to the proposed land use in this case. The Police have not raised any such concerns or objection.

- 7.4 Policy H8 (Self Contained Accommodation and Houses in Multiple Occupation) states; '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) there is adequate amenity for future occupiers.'

7.5 **Concentration of HMOs, Impact on Character and Appearance and Residential Amenity:**

The adopted HMO 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 10% threshold area. When taking a 50m radius from the address point of the application site, the full front elevations of 38no. properties are caught. There are no existing registered HMOs within the 50m radius. Therefore, if the application were to proceed, the 10% threshold would not be exceeded. Furthermore, the area around the appeal site does not currently exhibit any of the characteristics often associated with a high concentration of HMOs, such as disrepair, littering or anti-social behaviour. Consequently, HMO concentration levels are not grounds to refuse permission in this case. The 50m radius can be seen below. HMOs are represented by green squares with none shown on the image below:



Commented [JD1]: What is situ in 100m radius out of interest?

7.6 It cannot be shown that the proposal would create an over concentration of houses in multiple occupation in the area which would change the character of the neighbourhood or create an imbalance in the housing stock and criteria (ii) of policy H8 is met.

7.7 In terms of amenity consideration for any future occupiers of the HMO , the Council's Environmental Health (Housing Licensing) department also acts as a regulatory authority in this regard. Notwithstanding this, the adopted HMO SPG states as follows:

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. Living rooms, moreover, should not be next to, directly above or directly below a bedroom in a neighbouring property.

7.8 In this case, these expectations are met with communal living room and kitchen located at ground floor and all bedrooms having adequate outlook and natural light via existing windows. The Council's Licensing requirements for HMO room sizes requires the following:

- Kitchens serving up to 5 people: 7.2
- Living rooms for up to 5 people: 10m²
- Bedroom serving on person 6.51m²

In this instance the kitchen is approximately 8.75m², the living room is 13.75m² and the smallest of the four bedrooms is approximately 6.52m². As such the licensing requirements are complied with.

HMOs should provide outdoor amenity spaces 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 that they serve.

7.9 Access to an enclosed rear garden which is of a suitable size for four occupants is provided to residents and this could accommodate cycle storage, details of which could be secured by condition if planning permission were forthcoming. Taking bicycles through the house to

store in a private rear garden is not unusual and is required as part of the current use.

- 7.10 *Conversion proposals should not detract from the character and appearance of the building. Any conversion involving external alterations should respect the form, scale and materials of the original building and the visual character of the area. This includes the style and proportion of window and door openings.*
- 7.11 No external alterations are proposed and no changes that may encourage this property to stand out or appear different to other residences in the street.
- 7.12 A recent site visit indicates that the property is currently undergoing extensive refurbishment to bring it up to a suitable condition. Properties within the nearby vicinity are generally in an acceptable condition. As is common with many properties within the vicinity which do not benefit from front gardens, refuse bins are generally stored on street and recycling receptacles stored in the rear gardens and placed on street for collection day. Bin storage is indicated on the block plan within the rear garden although no further details of waste management have been provided. As a 4 bedroom HMO it will have identical waste receptacles entitlement to a dwelling. Use as a HMO does not increase numbers of bins. A 120 litre wheelie bin is provided whether the property is used as a family home or a 4 bedroom HMO. Households of more than 5 people can apply for a larger black bin. The 4 adults in the HMO will share the waste receptacles in the same way as those resident in a family dwelling. In short, there is no material difference to the storage of waste and this would not be a robust reason to refuse planning permission having regard to amenity considerations.
- 7.13 The HMO standards state that a single bedroom should be at least 6.51m², shared kitchens and living rooms for up to 5 persons should be 7m² and 10m² respectively. All rooms would be compliant with this. All rooms contain windows providing adequate light and ventilation for occupiers with access to a rear garden which weighs in its favour. The property is currently served by a downstairs bathroom which can only be accessed via the kitchen. The proposed layout includes a downstairs shower room which will mean that occupiers do not have to go through the kitchen to reach the bathroom, as well as a separate additional w/c.
- 7.14 **Highways and Parking**
- The site is located on Liscombe Street, which is subject to a 20mph speed limit. The parking demand created as a 4no. bed dwelling is 3no. spaces (calculated using the SPG). There is no parking on site. The proposed 4no. bedroom HMO would require 1no. space per bedroom (4no spaces) and a visitor space. As such there is a net increase in parking demand of two spaces as a result of the change of use and confirmed by the Highways Officer.
- 7.15 Existing parking problems and concerns regarding a worsening of the existing situation and subsequent highway safety matters have been raised as significant concerns within the resident objections and also the Local Councillor responses. The Council's Highways officer confirms no objection is offered on the basis that a parking survey has been undertaken which demonstrates that the additional parking demand can be accommodated on-street.
- 7.16 Of particular note is the fact that the Local Planning Authority has tested decisions on HMOs in relation to lack of parking several times in recent years. All have been dismissed at appeal. The key point for Inspectors is the sustainability of the location not the availability of parking. In this case, the site is located just over 100m from a local convenient store and a similar distance to public transport links on Corporation Road. The site scores highly in sustainability terms when examined against the Council's Parking SPG. Demand for parking arising from HMO uses, particularly where these form a very low proportion of the housing stock in the 50m catchment area, is not considered to be a robust reason for refusing planning permission.
- 7.17 Parking was observed by officers at the time of recent site visits and whilst it is clearly in high demand due to the absence of off street parking provision serving houses in the area,

there were on-street parking spaces within walking distance of the site. It is appreciated that parking demand will vary depending on the day and time and reliance on on-street parking may mean that occupiers are unable to park in front of, or even near to their homes. However, Inspectors have confirmed this is not justification to refuse planning permission and the availability of on street parking on neighbouring streets is sufficient.

7.18 Inspectors at planning appeal will often assume that car ownership in HMO properties will be lower and most notably in sustainable locations, such as this. The Local Planning Authority may not agree with this stance, particularly where no evidence of it is given but being aware of recent appeal decisions, the generally positive attitude of the Welsh Inspectorate to HMOs in sustainable locations irrespective of whether they have off street parking and the policy move of maximum parking standards rather than minimum standards espoused in the SPG, it is considered that there is no demonstrable adverse effect in relation to parking demand that could robustly be argued to impact upon highway safety or upon neighbouring amenity in this case. With this in mind and previous considerations relating to character, criteria (i) of policy H8 is met.

7.19 The application does not include details of cycle storage. However, it is considered that this could be accommodated within the rear garden serving the property as previously mentioned and a condition to require this would be reasonable if planning permission were forthcoming. The Council's Highways officer has previously objected to this arrangement as it can only be accessed via the property. However, this arrangement is common with terrace properties such as this. The rear yard is secure and is considered acceptable. Given the characteristics of some sites, it is not possible to strictly accord with the SPG requirements. In this case, it is considered that a secure store at the rear of the property would offer safe and suitable storage for cycles to the benefit of the future occupiers of the property and any cycle storage required by its use as a family dwelling would also be reliant upon cycles being wheeled through to the rear garden.

7.20 **Waste**

As noted above, the property does not benefit from a front garden and as is common with many properties within the vicinity which do not benefit from front gardens, wheelie bins are generally stored on street and recycling receptacles stored in the rear gardens and placed on street for collection day. This is the way in which waste would be stored as a dwelling and the use as a HMO would not stand out in this respect. Bin storage is indicated on the block plan within the rear garden. As a 4 bedroom HMO it will have identical waste receptacles entitlement to a dwelling and consequently waste units will similarly be stored in the rear garden with no added impact arising from the change of use.

7.21 **Flooding:**

The planning application proposes highly vulnerable development as a change of use of existing highly vulnerable residential property into 4no. bed HMO. NRW Flood Map for Planning (FMfP) identifies the application site to be at risk of flooding within Flood Zone 3 – Sea defended. NRW note that all bedrooms would be at first floor and therefore offer no objection. Given that all bedrooms would be at first floor level as per existing, there would be no greater risk to life from flooding and no intensification of use in this regard. The management of flood risk in this case is acceptable, the property remains in residential use, there is no change to vulnerability category, there is no intensification of use in flood risk terms, access and egress matters remain unchanged and the proposed change of use does not give rise to added flood risk concerns having regard to the current lawful use.

7.22 The proposals comply with the aims of TAN15 (March 2025) and Policy SP3 of the NLDP 2011-2026 (adopted January 2015).

7.23 **Biodiversity:**

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 SP9 of the LDP supports this and states that proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity. Enhancement has been provided in the form of

a bat and bird box in the rear garden of the property. This is considered to be proportionate and is acceptable.

7.24 **Other Matters**

Dwr Cymru – Welsh Water has requested drainage conditions if planning permission is forthcoming. However, given that the proposals do not include any physical development, such conditions are not considered warranted.

7.25 A number of issues that have been raised within the objections received by local residents over and above matters considered above, relating to the perception of HMOs and the occupants, adequacy of drainage infrastructure and concerns that the proposal would devalue house prices within the vicinity. It is also noted by some that works are underway in refurbishing the property. With regard to the latter, planning permission is not required for internal refurbishment of the property. The personal details of occupants of a HMO are private interest matters and not ordinarily material considerations for planning. Similarly, property value is not a material planning consideration. Welsh Water has not objected to the application in relation to drainage related matters.

8. **OTHER CONSIDERATIONS**

8.1 ***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.

8.2 ***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.

8.3 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.

A Socio-economic Duty is also set out in the Equality Act 2010 which includes a requirement, when making strategic decisions, to pay due regard to the need to reduce the inequalities of outcome that result from socio-economic disadvantage.

8.4 The above duties have 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. There would also be no negative effects which would impact on inequalities of outcome which arise as a result of socio-economic disadvantage.

8.6 ***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.

8.7 **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.

9. CONCLUSION

9.1 The change of use would not result in an exceedance of the threshold set out in the Council's Supplementary Planning Guidance, in fact there are no other HMOs within a 50m radius. The proposals would not result in a demonstrable adverse impact upon the character of the area or upon matters relating to social cohesion.

9.2 Whilst the proposals would result in an increased demand for parking of one space when assessed against the Council's adopted Parking SPG, the parking survey has demonstrated that this can be accommodated on-street. Furthermore, the site is located within a sustainable location with level and walkable access to shops and services with good transport links. As such, it is not considered that the proposals would result in an adverse impact to highway safety or neighbouring amenity.

9.3 The proposals are acceptable having regard to flood risk matters.

9.4 It is recommended that the application is granted subject to the following conditions.

10. RECOMMENDATION

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents: TRD-222429-A1/01, GIS.

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

Pre-occupation

02 Prior to the first occupation of the property as a house in multiple occupation as hereby approved, full details of cycle storage provision shall be submitted to the Local Planning Authority for its written approval. The cycle storage shall be provided prior to first occupation in accordance with the approved details and thereafter be retained for lifetime of development.

Reason: To ensure there is adequate cycle provision at the property in the interests of sustainability in accordance with Policies SP1 and GP4 of NLDP.

03 Prior to the first occupation of the property as a house in multiple occupation as hereby approved, biodiversity enhancement shall be provided in accordance with the approved details and thereafter be retained for lifetime of development.

Reason: To ensure there is adequate cycle provision at the property in the interests of sustainability in accordance with Policies SP1 and GP4 of NLDP.

General conditions

04 The property shall have a maximum of 4no bedrooms and 4no occupants with no bedrooms at ground floor level.

Reason: To protect the amenity of adjoining occupiers, in the interests of highway safety and flood risk in accordance with Policies GP2 and GP4 of the NLDP.

NOTE TO APPLICANT

01 This decision relates to plan Nos: TRD-222429-A1/01, GIS, Planning Statement, Parking Survey April 2025, site location plan.

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, SP3, GP2, GP4, GP5, GP6, GP7, H8, T4 and W3 were relevant to the determination of this application.

03 As of 1st October 2012 any connection to the public sewerage network (foul or surface water sewerage) for the first time will require an adoption agreement with Dwr Cymru Welsh Water. For further advice contact Dwr Cymru Welsh Water on 01443 331155.

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.