



**LRJ PLANNING**

Planning, Design and Development

# **PLANNING STATEMENT**

**PROPOSAL: CHANGE OF USE FROM A HOUSE OF MULTIPLE OCCUPATION (C4 USE) TO A 6 BEDROOM 7 PERSON HOUSE OF MULTIPLE OCCUPATION (SUI GENERIS USE)**

**CLIENT: MR THOMAS STRATTON**

**SITE: 8 CLYFFARD CRESCENT, NEWPORT, NP20 4GE**

**DATE: OCTOBER 2025**



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## **1.0 Introduction**

- 1.1 This Planning Statement has been prepared by LRJ Planning Ltd on behalf of the applicant to accompany the full planning application for change of the use of the property from a house in multiple occupation (use class C4) to a 6 bedroom 7 person house of multiple occupation (sui generis use) at 8 Clyffard Crescent, Newport.
- 1.2 This Planning Statement describes the proposals, related key material considerations in determining the application, and benefits which will be delivered. Furthermore it reviews and demonstrates compliance with the approved relevant development plan policies and national planning policy.
- 1.3 This statement should be read in conjunction with the following plans and documents that accompany the application and comprise:
- Application form and certificates;
  - Site location plan;
  - Existing and proposed floor plans and elevations;
  - Parking Survey;
  - Green Infrastructure Statement

## **2.0 Site Description**

- 2.1 The application site comprises a substantial three-storey terraced property, which is surrounded by properties of a similar vintage. The property comprises an existing HMO (C4 use). The property benefits from a rear garden area. The property does not benefit from off-street parking.



**Figure 1 – Site location**



2.2 The property occupies a sustainable location within the settlement boundary, as well as being within walking distance of a bus route with regular services. Within 800m there are a raft of amenities and services within Newport City Centre.

### **3.0 Planning Designations**

3.1 The Site is not subject to any designations as defined by the Council's adopted Policies Map.

3.2 The Site is not within, or immediately adjacent to, designations for valued landscapes, such as local landscape designations, AONBs or National Parks.

3.3 There are no designated heritage assets within the vicinity of the site.



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## **4.0 Proposal**

4.1 Full for change of the use of the property from a house in multiple occupation (use class C4) to a 6 bedroom 7 person house of multiple occupation (sui generis use). The accommodation will be arranged as follows:

- Ground floor – One bedroom (two person occupancy) with en-suite, kitchen/dining and utility room.
- First floor – Two en-suite bedrooms (single person occupancy)
- Second floor – Three en-suite bedrooms. (single person occupancy)

4.2 Biodiversity enhancements in the form of a bird box attached to the rear boundary are proposed

## **5.0 Planning Policy Context**

5.1 The planning policy framework for the determination of this application is provided by the content and scope of National Planning Policy, which is contained within the Wales Spatial Plan, Planning Policy Wales (PPW) and its associated Technical Advice Notes (TANs), together with the Development Plan for the local area.

### **Planning Policy Wales**

5.2 PPW identifies that as part of considering housing delivery options, planning authorities should understand the contribution that all sectors of the housing market and house-builders could make to meeting their housing requirement. When allocating sites, planning authorities need to consider providing a range of sustainable and deliverable sites to allow all sectors and types of house-builder,



including nationals, regionals, registered social landlords (RSLs), Small and Medium-sized Enterprises (SMEs) and the custom and self-build sector, the opportunity to contribute to delivering the proposed housing requirement. PPW adds that:

*“A broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Planning authorities should adopt policies to locate major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor’s surgeries and hospitals), within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.”*

### **Development Plan**

5.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

*“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”*

5.4 Part 2 (Sustainable Development) of the Planning (Wales) Act 2015 says the following:

1. *This section applies to the exercise by the Welsh Ministers, a local planning authority in Wales or any other public body—*

*(a) of a function under Part 6 of PCPA 2004 in relation to the National Development Framework for Wales, a strategic development plan or a local development plan;*

*(b) of a function under Part 3 of TCPA 1990 in relation to an*



*application for planning permission made (or proposed to be made) to the Welsh Ministers or to a local planning authority in Wales.*

*2. The function must be exercised, as part of carrying out sustainable development in accordance with the Well-being of Future Generations (Wales) Act 2015 for the purpose of ensuring that the development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales.*

5.5 The Newport Local Development Plan (LDP) to 2015 is the development plan for the purposes of the Planning and Compulsory Purchase Act 2004. The relevant policies are referred to below.

- SP1 Sustainability;
- GP2 General Amenity;
- GP4 Highways and Accessibility;
- H8 Self Contained Accommodation and Houses in Multiple Occupation; and
- T4 Parking.

5.6 The Council's Supplementary Planning Guidance for Houses in Multiple Occupation (2016) offers further guidance in respect of the proportion of HMOs within a 50m radius not exceeding 15%.

## **6.0 Planning Appraisal**

6.1 This section seeks to highlight the main issues relevant to the determination of the application and assess the scheme against the local and national planning policies referenced in section 5.0 above.

6.2 The main issues that are considered to be relevant in this case include:



- The principle of development in relation to land use planning policy and sustainable development;
- The effect the proposal will have on the character and appearance of the area;
- The impact on the amenity of neighbouring properties; and
- Parking and servicing arrangements.

**i) Principle of Development**

6.3 Both local and national planning policy supports the provision of sustainable development and promotes the provision of development within the defined urban boundary. Policy SP1 of the LDP seek the efficient use of land within the urban boundary and there is a presumption in favour of sustainable development, subject to other material considerations.

6.4 Policy H8 of the LDP identifies that:

*“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:*

- 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;*
- 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;*
- adequate noise insulation is provided;*
- adequate amenity for future occupiers.”*



6.5 The Council's SPG advises that planning applications will not be supported where it would take the proportion of HMOs within a 50m radius of the application building above a specified limit. In this case the limit is 15% and the proposal satisfies this threshold, given that the lawful use of the property is as a HMO (C4 use). As a result, the proposal accords with Policy H8 of the LDP and the 15% threshold prescribed in the Council's SPG. The proposal will not result in an over concentration of HMOs within the area. Given the lawful use as a HMO, the principle of the proposed development is acceptable, subject to the other material considerations that will be discussed below.

**ii) Character and Appearance**

6.6 Policy GP2 of the LDP seeks to promote good design and that new development must have full regard to the context of the local natural and built environment, and promotes the use of local distinctiveness through sympathetic design and material selection.

6.7 No external alterations are proposed. As such, the proposal will maintain the character and appearance of the area.

**iii) Neighbour Amenity**

6.8 Policy GP2 and H8 of the LDP seeks to ensure that proposals would not have a detrimental impact on the amenity of neighbouring properties.

6.9 The proposed increase in occupancy to 7 persons, from its lawful C4 use would not give rise to any unacceptable impacts on residential amenity.

6.10 Equally, the proposal would maintain a high standard of internal accommodation for future occupants. The property is generously proportioned, with each bedroom



meeting or exceeding minimum space standards, and ample shared living facilities provided. In addition, the occupants will continue to benefit from access to a good-sized rear garden, which provides adequate external amenity space for the scale and nature of the use.

- 6.11 Accordingly, the proposed increase in occupancy would not compromise the living conditions of either neighbouring residents or future occupants and therefore complies with Policies GP2 and H8 of the LDP.

**iv) Parking and Servicing**

- 6.12 The existing lawful use of the property is as a HMO (C4 use). The current proposal seeks only a modest increase in occupancy to 7 persons (sui generis use), which, when assessed against the already permitted intensification, would not give rise to any material increase in parking demand.
- 6.13 It is important to note that the site is located in a highly sustainable urban location, within comfortable walking distance of shops, services, employment opportunities and frequent public transport options. These include bus routes and railway services, which provide viable alternatives to private car ownership. As is typical of HMOs, especially those located in sustainable areas, the demographic profile of future occupants is likely to comprise students or young professionals, who are demonstrably less reliant on private vehicles.
- 6.14 Furthermore, the proposed increase in occupancy would not materially worsen the existing parking situation or result in an unacceptable intensification of on-street parking pressure. The proposal remains consistent with the Council's wider transport and sustainable development objectives.



- 6.15 The property is located in a highly sustainable location. This is based on the fact that as stipulated in paragraph 4.4.1 of Manual for Streets (MfS), walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas, which residents may access comfortably on foot. It is recognised that this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.
- 6.16 The property is located within 800 metres of the City Centre. As a result, occupants will enjoy easy access to shops, services and facilities as well as local employment opportunities, therefore reducing the reliance on the private car. This accords with the overarching pursuit of sustainable development set out in Planning Policy Wales. Given the proximity to a range of local services, the level of parking is fully justified for an HMO.
- 6.17 There have been a plethora of appeal decisions where a parking survey had been submitted and in all cases except, the Inspectors accepted that the availability of on-street parking meant that there would not be a harmful impact on highway and pedestrian safety. Further to this and crucially in all cases, the Inspectors attached significant weight to the sustainability of the sites.
- 6.18 Inspectors have set out that there is no reason for HMOs to be exempt from consideration of their sustainability credentials. In a significant number of appeal decisions, it has been concluded that they were located in sustainable locations and Inspectors have considered the aims of Planning Policy Wales which states that "parking standards should be applied flexibly and informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car." Inspectors consider that HMOs represent a form of development which would be an attractive form of



accommodation to those without regular access to a private car. Inspectors consider that HMOs are unlikely to generate the demand for on-street parking as recommended by the Parking Standards SPG.

### Sustainable Transport Hierarchy



6.19 Finally, Llwybr Newydd: the Wales transport strategy 2021 prioritises bringing services to people to reduce the need to travel; enable easy movement of people and goods through accessible, sustainable and efficient transport services and infrastructure; and encouraging people to transition towards using sustainable transport. The proposal complies with this and promotes the use of walking and cycling.

6.20 Overall, due to the proximity of the property to a range of local amenities and services that are within 800m, which is within an easy walking distance and the proposal will not result in an unacceptable increase in pressure on the demand for on-street parking. Future occupants will be attracted to the property by virtue of its proximity to good public transport links, as well as the City Centre. Accordingly, the proposal is compliant with Policies GP4 and H8 of the LDP.



## **7.0 Conclusion**

- 7.1 As demonstrated within this Planning Statement the site is located within a highly sustainable, built up residential area and would provide a mix of housing which is required and meet the needs of the community. The proposed increase in occupancy of the House in Multiple Occupation represents a modest intensification of an already established use. The site occupies a highly sustainable location with excellent access to public transport and local services, reducing reliance on private vehicles. The minor increase in occupancy would not result in any material change to the parking impact previously assessed, particularly given the availability of on-site parking and the low car ownership patterns typically associated with HMO occupants.
- 7.2 Furthermore, the proposal would not result in any adverse impact on neighbouring residential amenity or the standard of accommodation for future residents. The internal layout remains generous, and sufficient external amenity space is retained
- 7.3 The proposal will maintain the character and appearance of the area.
- 7.4 This statement has identified that the proposed development complies with national and local planning policy. The Council's decision on the planning application must be taken in accordance with the development plan unless material considerations indicate otherwise. In light of the accordance with the development plan, it is respectfully requested that planning permission is granted.