

Delegated Decision Report

Application No:	25/0634	Statutory Expires:	Period	1st October 2025
Site:	<i>11A Commercial Road Newport NP20 2PA</i>			
Proposal:	<i>RETROSPECTIVE APPLICATION FOR THE CHANGE OF USE OF THE UPPER FLOORS OF THE PROPERTY FROM RESIDENTIAL DWELLING TO 5 NO. BEDROOM HMO</i>			
Applicant:	<i>T Syed</i>			
Type:	Full	Ward:	Pillgwenlly	
Decision:	REFUSED			

1. BACKGROUND

- 1.1 A House in Multiple Occupation (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. 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 planning terms, up to 6 unrelated individuals is classed as a HMO in Use Class C4. Anything above 6 would be considered as a Sui Generis use (in a class of its own). In this case, 5 tenants are proposed. 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 3 or more unrelated individuals, it is a residence either way and rent may be paid to a landlord in either scenario.
- 1.2 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.

2. SITE LOCATION AND CONTEXT

- 2.1 The application site is located within the settlement boundary as defined by the Newport City Council Local Development Plan 2011 – 2026 (Adopted January 2015) (LDP). The LDP Proposals Maps identifies the site as being located within the Commercial Road District Centre and whilst the site is not subject to any constraints on the LDP Constraints Map, the Lower Dock Street Conservation Area is sited approximately 18 metres south east of the application site. In addition, the Clytha Conservation Area is sited approximately 115 metres south west of the site.
- 2.2 The Natural Resources Wales (NRW) Flood Maps for Planning (FMfP) identifies the site as being at risk of flooding within Flood Zone 3 – Sea.
- 2.3 The site itself consists of a traditional three storey property that directly fronts Commercial Road. The property contains a commercial unit on the ground floor, with residential accommodation above. The rear of the property is accessed via Ruperra Lane and includes an enclosed external space which does not have direct access to the upper floors of the building.

3. DESCRIPTION OF DEVELOPMENT

- 3.1 The application seeks consent for the change of use of the upper floor of the building from a dwelling to a 5 no. bedroom House in Multiple Occupation (HMO). The use of the property has a HMO is currently present on site without the benefit of planning permission, however the physical reconfiguration changes have not been carried out. The submitted floor plan shows that the accommodation is accessed directly off Commercial Road and currently consists of one bedroom, a kitchen and a bathroom on the first floor and a further three bedrooms on the second floor.

- 3.2 The proposed floor plans indicate that the existing access would be utilised to serve the new use and the ground floor of the property would include a new bin store to serve the proposed development. At first floor level, a kitchen, communal lounge, bedroom, shower room and W.C. would be sited, whilst at second floor level four bedrooms would be located.
- 3.3 It is proposed to include a cycle store to serve the HMO within the rear garden of the application site, which is accessed via Ruperra Lane only.

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 8 – Flooding

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.

Technical Advice Note (TAN) 15: Development, Flooding and Coastal Erosion

- 5.3 Newport Local Development Plan (2011-2026):

SP1 (Sustainability)

SP3 (Flood Risk)

SP18 (Urban Regeneration)

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)

H8 (Self Contained Accommodation and Houses in Multiple Occupation)

- 5.4 Supplementary Planning Guidance:

Houses in Multiple Occupation (HMOs) Supplementary Planning Guidance (Updated January 2017).

Parking Standards Supplementary Planning Guidance (Adopted August 2015).

6. CONSULTATION RESPONSES

- 6.1 Natural Resources Wales:

We have no objection to the proposed development as submitted and provide the following advice.

Flood Risk

The planning application proposes a change of use of the upper floors from a residential dwelling to a 5 bedroom HMO which is defined as highly vulnerable development in Technical Advice Note 15: Development, flooding and coastal erosion (TAN15), dated 2025. The Flood

Map for Planning (FMfP) identifies the application site to be at risk of flooding within Flood Zone 3 – Sea. As the highly vulnerable element of the scheme is located above ground level, we are satisfied it is elevated from any flood risk. A less vulnerable use is being maintained on the ground floor. As such we do not require an FCA to advise you on the consequences of flooding to and from the new residential property.

However, it is for planning authorities to determine whether the risks and consequences of flooding are acceptable. Therefore, you should be satisfied that the proposal has fully considered access requirements, including evacuation routes used in an emergency flood event. As such you may require the applicant to submit a flood consequences assessment (FCA) which covers appropriate access/evacuation routes from the proposed development (see Figure 2 in TAN15 – Technical requirements of an FCA).

The applicant may also find this beneficial for awareness raising, informing emergency plans, and the provision of flood resilient design and resistance measures. Guidance on resilient design can be found in Chapter 13 of TAN15 which references advice from Construction Industry Research and Information Association, including a Code of Practice and Guidance for Property Flood Resilience. We also provide advice on preparing for a flood which may be useful for the developer or occupant of the proposal.

If an FCA is submitted, we can provide you with advice on its findings to inform your decision making.

6.2 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.

6.3 Gwent Police: No response received.

6.4 Pillgwenlly Community First: No response received.

6.5 Local Highways Authority: Not supported.

The submission suggests that the property was lawfully used as two flats and a commercial element. The commercial element has not changed. It is not clear how the original flats were configured. The plans only show the HMO configuration.

Changes to the flats increase the number of rooms to result in a five-bed HMO.

The area is considered to be sustainable in transport terms, which can result in a reduction in the required number of parking spaces. As there are no parking spaces the impact is evaluated by considering the change in requirement, as if the original requirement exists.

Given the location the two flats could only be required to have two parking spaces. A HMO however would be five units and therefore the SPG requires 5 spaces.

As the proposals are not policy compliant Highways cannot support them. There is however scope to debate the actual demand from flats versus HMOs, which tend to have the lowest car ownership of all residential properties, unless they provide high quality housing.

The proposals include cycle parking but there are no details. Should the Planning Officer be minded to grant consent we would request a condition to ensure this is of suitable quality, provided promptly and retained.

There are no details of cycle or bin storage for the commercial element. Whilst this is not part of the application, it is important to ensure they are not prejudiced.

We would also express concerns that the refuse store is not adequate and there would be no responsibility to place bins out for collection or retrieve them. This is likely to result in obstruction and amenity issues on the adjacent footways. Should the Planning Officer be minded to grant consent we would request a condition to provide a Refuse Management Plan and further assessment of the bin/space requirements.

6.6 Public Health and Protection:
No response received.

6.7 Waste and Recycling:
We would anticipate the property receive a single 180l 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.

7. PUBLIC REPRESENTATIONS

7.1 Neighbour notification letters were sent on 12th August 2025 and a Site Notice was displayed on 13th August 2025. No responses from members of the public were received.

7.3 COUNCILLORS: Councillor Saaed Adan and Councillor Debbie Jenkins were consulted on the proposal, with both raising objections. In addition, should the application be recommended for approval, both Councillors have requested that it be determined at the Planning Committee. The objections to the proposal are as follows:

Councillor Saaed Adan:

On behalf of the residents of Pillgwenlly – I formally object to this planning application: 25/0634.

1. SPG requires provision of 5 parking spaces for this HMO; however, the proposal provides a shortfall of 3 spaces. Furthermore, there is no evidence of a parking survey or a detailed plan demonstrating cycle parking/storage arrangements. The lack of adequate storage and parking is likely to cause increased parking stress, overcrowding of street spaces and safety risks.
2. The proposal represents a net zero gain in residential dwellings. As such, no S106 obligations are sought for affordable housing and there is no evidence of a negotiated, conditional or agreed Section 106 agreement.
3. There is no evidence of a site-specific Flood Consequence Assessment (FCA) or flood risk assessment undertaken for this property. No assessment undertaken to mitigate flood risk, access/exit routes and measures to alleviate potential flood consequences for occupants.
4. The refuse storage is considered inadequate, raising concerns regarding the collection and retrieval of bins.

5. There are concerns regarding overconcentration of HMOs within this area, with one confirmed within the specified 50 meter radius/ 15% threshold. This raises concerns in terms of maintaining balanced communities, cohesion and adherence to the Council's planning policies and guidance.

If you're inclined to approve the application at any point, please refer this case to the planning committee for full consideration.

Councillor Debbie Jenkins:

I would like to formally object to application 25/0634 due to there already being 11/12 HMOs on Commercial road, parking issues and the detrimental impact these HMOs are having on our community. Also I would appreciate it if you could contact PC Claire Drayton to give the police a chance to also express their concerns.

If you are inclined to approve this application I would like to call it in to the planning committee and I would like to speak on behalf of my residents.

8. ASSESSMENT

8.1 Principle of Development:

8.1.1 The existing use of the application site is residential, with the submitted existing floor plans showing one planning unit. The proposal would create a five bedroom HMO, which is considered a more intensive form of development. In terms of the principle of the development, the application site consists of previously developed land within the defined urban boundary. It is considered that the reuse of the building would be consistent with Policies SP1 and SP18 and the general brownfield strategy within the Local Development Plan, which encourages the reuse of existing buildings.

8.1.2 Policy H8 (Self Contained Accommodation and Houses in Multiple Occupation) is relevant to the application and 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. adequate amenity for future occupiers.'*

8.1.3 Based, on the above, the general principal of the use of the upper floors of the building as a HMO is acceptable, subject to the proposal meeting the relevant criteria, which will be assessed further below.

8.2 Character and Appearance:

8.2.1 In terms of criteria i) of Policy H8, this part of the Commercial Road streetscape is characterised by mainly traditional properties, many of which consist of commercial units to their ground floors with residential accommodation above. Properties within the vicinity do not generally benefit from off street car parking provision, with residents parking their vehicles on the surrounding streets. The proposal seeks to retain a residential use for the property, which would be largely compatible with the local area. It is not therefore considered that the use alone would adversely impact the character of the building or that of the locality.

8.2.2 There would be no changes proposed to the external elevations of the property, with the change of use taking place within the footprint of the existing building therefore no different impact would arise from the development relative to the existing. The proposal does however include physical changes to the interior. Starting with the ground floor, a new enclosed bin storage area would be sited underneath the existing staircase. At first floor level, a partition would be installed within the front room and the existing kitchen wall would be partially removed to create an open plan kitchen and communal lounge. Finally at second floor level,

internal walls would be rearranged and partitions added to allow for an additional bedroom on this floor, the internal configuration would not have any unacceptable adverse impact upon the character or appearance of the area.

8.3 Residential Amenity:

8.3.1 The application site is located in a mixed use area of which the proposal would be compatible with. There is existing residential accommodation within the upper floors of the building and it is not considered that the residential use would significantly intensify as a result of the proposal. Overall, it is considered that change of use would result in an acceptable impact upon the residential amenities of neighbours.

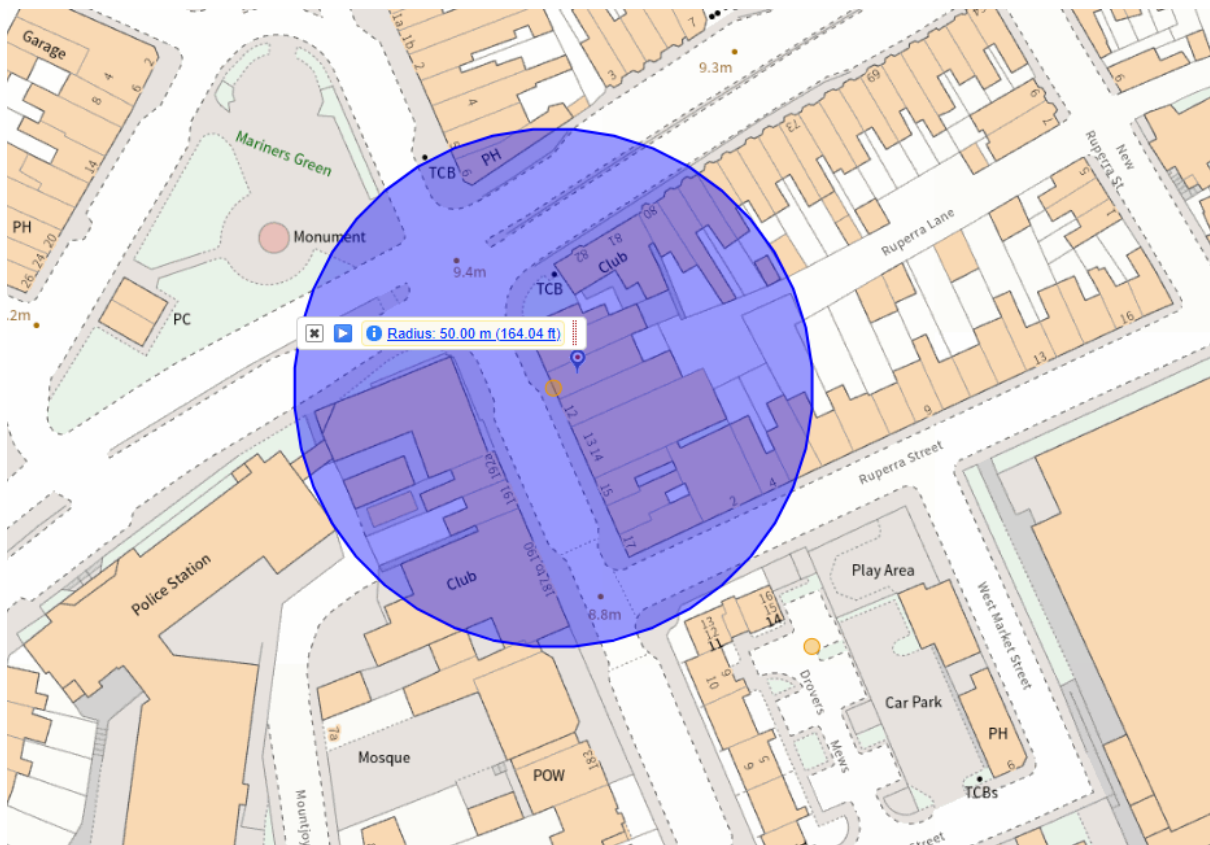
8.4 Car Parking and Highway Safety:

8.4.1 The application site is located within Parking Zone 1. The submitted floor plans indicate that the upper floors of the building consist of one residential unit, which would generate a car parking requirement of one space. The proposed HMO would contain five bedrooms, which would equate to an SPG car parking requirement of 5 spaces.

8.4.2 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. Furthermore, PPW12 and Future Wales backs lower levels of car parking provision in sustainable locations.

8.5 Concentration of HMOs:

8.5.1 Criteria ii) of Policy H8 requires that the proposal does not create an over concentration of houses in multiple occupation in any one area of the city. Further to this, the adopted HMO SPG, which must also be afforded substantial weight in decision making, 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.



8.5.1 The image above shows a 50 metre radius taken from the address of the application site. It also shows that there are no existing registered HMOs present. The Council's HMO Licensing Officer has however advised that 1A Ruperra Street is an existing HMO. If the application were to proceed, the concentration of HMOs within the 50 metre radius would remain as less than the 15% threshold. Consequently, HMO concentration levels are not grounds to refuse permission in this case.

8.6 Noise and Amenity of Future Occupiers:

8.6.1 Criteria iii) of Policy H8 requires that adequate noise insulation is provided. A Noise Report which would assess the impact of external noise on the internal ambient noise of the proposed flats, as well as noise levels between internal rooms has not been provided with the application. The assessment would enable the Local Authority to determine whether or not any sound mitigation is required and whether windows serving the HMO could be opened without internal ambient noise levels being exceeded. Given the absence of a Noise Report, a conclusion with regard to internal noise levels within the HMO cannot be made. Although it is acknowledged that there is an existing residential use within the building, it is still considered that a Noise Report is required as individuals living in a HMO are unrelated and do not form a household, effectively living independently. It is considered reasonable to expect that adequate sound insulation between rooms is therefore provided within a HMO when compared to a single residential unit housing a family, for instance.

8.6.2 Criteria iv) of the Policy H8 requires that adequate amenity for future occupiers of the development is provided. In addition, the Housing in Multiple Occupation SPG, 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. Living rooms, moreover, should not be next to, directly above or directly below a bedroom in a neighbouring property. It appears that adequate accommodation in terms of room sizes for the HMO use could be provided within the first and second floors of the building. In addition, it is considered that each bedroom would be served by a window which would provide natural light and ventilation.

8.6.3 The adopted HMO SPG 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 does include a communal space to the rear of the building, which, for occupiers of the proposed HMO would be accessed via Ruperra Lane only. It is

considered that this would provide a poor quality arrangement, whereby access would be provided from a more secluded environment, with little public vantage, and therefore provide opportunity for crime. In addition, it would result in an access arrangement that is likely to cause fear of crime to future occupiers and visitors to the property. 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. The impact of planning decisions on crime is therefore a material consideration. The perceived fear of crime impacts upon amenity and well being, which is also a material consideration.

- 8.6.4 Based on the above, the proposal would be contrary to Objective 9 of the Local Development Plan which seeks to provide an environment that is safe. It would also be contrary to Policies GP2 and H8, which seek to design out the opportunity for crime and anti-social behaviour and provide adequate amenity for future occupiers.
- 8.6.5 Further to the above, attention is drawn Appeal Decision CAS-03809-N0M4S3 which relates to the change of use from a dwelling (C3) to a 7 person House in Multiple occupation, with extension and alterations. Akin to the application site, the appeal property was located within a dense urban area, however it was determined that even when allowing for a degree of flexibility given the site's urban location, outdoor amenity spaces are especially important in a development where several people would be living independently. It is considered that this conclusion would be applicable with regard to the current proposal and the proposed amenity space provided is regarded as inadequate and unable to suitably serve the needs of the proposed development, contrary to the requirements of LDP Policy H8.
- 8.6.6 The rear amenity space does not include dedicated waste storage facilities, which would be located within the ground floor hallway underneath the stair case. This arrangement is considered to represent poor quality design and be impractical for users. In addition this area is not adequately ventilated for the storage of waste bins.
- 8.6.7 The communal space to the rear of the building would be the location of the cycle store. No detailed information of the cycle store has however been provided regarding its design, capacity, and security. Crucially, access to this external space is only achievable via Ruperra Street and Ruperra Lane. This arrangement is not only inconvenient but also impractical for regular use. The proposed route is likely to discourage frequent use of the store and pose accessibility challenges for individuals with reduced mobility. As such, the lack of direct, unobstructed access undermines the usability of the proposed facility and fails to meet the principles of inclusive design. While the site benefits from proximity to public transport and is within walking distance of the city centre, this does not diminish the requirement for adequate cycle storage. Planning policy prioritises active travel and expects developments to facilitate cycling through the provision of safe and convenient infrastructure. The absence of suitable cycle storage would limit travel options for the occupants and undermines the development's sustainability and inclusivity. As such, this element of the proposal is unacceptable.

8.7 Flood Risk

- 8.7.1 The planning application proposes a change of use of the upper floors from a residential dwelling to a 5 bedroom HMO which is defined as highly vulnerable development in Technical Advice Note 15: Development, flooding and coastal erosion (TAN15), dated 2025. The Flood Map for Planning (FMfP) identifies the application site to be at risk of flooding within Flood Zone 3 – Sea.
- 8.7.2 There are no change in the vulnerabilities of the site and as the highly vulnerable element of the scheme is located above ground level, it is elevated from any flood risk. In addition, a less vulnerable use is being maintained on the ground floor.

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 development represents a net nil gain in residential dwellings. As such, no affordable housing obligations are requested.

8.9 Biodiversity Enhancement

8.9.1 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. The application proposes to deliver biodiversity enhancements through the installation of a bat box. This is considered to be proportionate to the proposed development.

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 The proposed development fails to satisfy the requirements of the Newport Local Development Plan. The application fails to provide a noise survey to determine the impact of noise levels from internal or external sources and any mitigation to alleviate this impact. In addition, the development would result in an unacceptable standard of amenity for future occupiers, with regard to waste and cycle storage. As such, the proposal is contrary to

11. DECISION

REFUSED, for the following reasons:

- (01) The development would have an adverse impact upon interests of acknowledged importance, namely residential amenity of future occupiers, with a failure to provide a noise survey to determine the impact of noise levels from internal or external sources and any mitigation to alleviate this impact. Therefore, the proposal is contrary to Policies GP2 and H8 of the Newport Local Development Plan 2011-2026 (adopted January 2015).
- (02) The proposed development, by reason of size, siting and relationship with the residential accommodation fails to provide a suitable amenity area for the use of future occupiers. The secluded rear access arrangement related to the external amenity space and cycle store, would fail in the objective of preventing crime and anti-social behaviour and result in a fear of crime for future occupiers to the detriment of their amenities. The area has no functional link to the residential accommodation and is wholly unacceptable for such purposes. As such, the development is contrary to Section 17(1) of the Crime and Disorder Act 1998, Objective 9 and Policies GP2 and H8 of the Newport Local Development Plan 2011 – 2026 as well as Newport City Council SPG – Flat Conversions (October 2021).
- (03) The proposal would fail to provide suitable waste storage facilities to serve the proposed development. In addition, the development does not include suitable access arrangements for the cycle storage facilities, which would reduce travel options for the occupants of the development and undermine the development's sustainability and inclusivity. The access arrangements to the cycle store are not only inconvenient but also impractical for regular use, to the detriment of residential amenities. As such, the development is contrary to Policies GP2, GP4, GP6 and H8 of the Newport Local Development Plan 2011 - 2026 (Adopted January 2015) and the Houses in Multiple Occupation (HMOs) Supplementary Planning Guidance (Updated January 2017).

NOTE TO APPLICANT

- 01 This decision relates to plan Nos: Site Location Plan, PL01 Floor Plans and Block Plans As Existing, PL02 Floor Plans and Block Plans As Proposed, PL03 Location Plan, Planning Statement and Green Infrastructure Statement.
- 02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). SP1 (Sustainability), SP3 (Flood Risk), SP18 (Urban Regeneration), 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 and Houses in Multiple Occupation) were relevant to the determination of this application.
- 03 Newport City Council's Houses in Multiple Occupation (HMOs) Supplementary Planning Guidance (Updated January 2017) and Parking Standards Supplementary Planning Guidance (Adopted August 2015) were relevant to the determination of this application.
- 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.