

Highway Response

Ref: 25/0496

Date: 04/07/25

PROPOSAL: CHANGE OF USE FROM A 3 BEDROOM DWELLING (C3 USE) TO A 6 BEDROOM HOUSE IN MULTIPLE OCCUPATION (C4 USE) INCLUDING THE INSERTION OF A WINDOW IN THE FIRST FLOOR FRONT ELEVATION

SITE: 28 Brynglas Road Newport NP20 5RZ

Case Officer: Vicky Quinn

Highway Officer: Kevin Jackson

Highway recommendation:

Not supported on grounds of parking, cycle parking and refuse management policies.

Highway Comments:

The plans show a 5-bed HMO, but the rest of the documents refer to a 6-bed, so these comments are based on a 6 bed.

Based on the current parking SPG, the proposals would result in an additional parking provision requirement of 4 spaces. The submission includes a sustainability assessment. Whilst we would not suggest that the area is lacking in sustainability terms this does not change the requirements as they are only one space per household. Policy only allows reductions to one space per household.

A parking survey has been included, from which we can ascertain that the parking is above the practical limit (85%) on Brynglas Road and almost at the theoretical limit (100%) elsewhere. This demonstrates existing parking stress issues.

We would not accept that the survey has been undertaken in line with the accepted (Lambeth) methodology and (for example) would consider it inappropriate to count Aston Crescent Prospect Street or Chelston Road as they are not "driveable routes". These all require multipoint turns to get back out.

The methodology is flawed as it sums all available space including part spaces, we therefore rely on the photos to show what space is available. These are not date stamped, but taking them at face value, we can see that they identify just enough spaces to accommodate the additional spaces required by the SPG.

This does not mean that parking or circulation is adequate in terms of amenity. It should also be noted that it assumes additional mileage and turning/reversing that is not desirable for all residents/ neighbours.

The submission includes a shed for cycle storage. This is not adequate without hoops and other security and is expected to be no more than general (and insecure) storage. A suitable store could be conditioned but the access is through the house, which is not appropriate. That said it is as existing for most of the street.

Similar issues apply to the storage and management of refuse, which we consider raises issues of highway obstruction and general amenity. This is a bigger issue for HMOs as there's nobody responsible for retrieving bins after collection.

Based on the above Highways cannot support the proposals. Should Officers be minded to approve we would request a condition to secure more appropriate cycle storage.