

Highway Response

Ref: 25/0954

Date: 21/11/25

PROPOSAL: CHANGE OF USE FROM 4 BEDROOM DWELLING (C3) TO 6 BEDROOM HOUSE IN MULTIPLE OCCUPATION (RESUBMISSION)

SITE: 46 Corporation Road Newport NP19 0AW

Case Officer: Vicky Quinn

Highway Officer: Kevin Jackson

Highway recommendation:

Highway Comments:

The survey is not checkable as it does not include all of the information specified by the Lambeth methodology. In particular it does not include the assessment of the available parking (just totals) or sketches to show where parking was available and the photos show times that are not appropriate and some are not identifiable within the area described in the report. Furthermore, we are unable to confirm the extent of parking available matches that shown in the table. Indeed, some eg Harrow simply do not match the information available on Google maps.

The methodology requires the area to be approximately 200m in a driveable route which has not been adhered to, and it requires the surveys to be undertaken in the early hours when it is reasonable to assume all residents are at home. Whilst we doubt it would make a big difference these were undertaken in the evening. Based on the above such we can give little weight to the survey.

The report suggests that the parking demand is reduced on the basis of sustainability, but there is no sustainability assessment. Furthermore, HMO rooms are individual households. The lowest allowable parking provision is 1 per household as set out in the sustainability guidance and that is all the SPG requires anyway. On that basis sustainability does not reduce the requirements (and hasn't been established).

Highway assessment of the parking requirements based on the SPGs is (assuming the house is currently occupied):

Occupants +	Visitors -	existing requirement		
(8 rooms x1) +	(8/5)	- 3	= 6.8	which should be rounded to 7.

Actual demand varies based on a number of factors including location and quality of the accommodation.

Taken at face value the report shows spaces available which would be sufficient. However, Highways cannot confirm this unless the survey information needed for validation is provided.

Cycle storage is proposed; however, it is not appropriate, but it has now been confirmed that there is direct access to the garden. Any shared facility must provide sufficient space to secure and remove/replace cycles easily. What is proposed is only suitable for a single household. This could be addressed by way of condition.

Notwithstanding the waste management proposals, Highways concerns regarding waste management remain as nobody has responsibility for the Plan. Bins are considered likely to remain in the footway permanently. We also note that the storage area does not have level access to the path or footway.

In summary, Highways cannot support the development due to issues with bins and bikes. These could however be addressed sufficiently by way of conditions. At this stage we are unable to comment fully on the impact of parking, however it appears there is some capacity on street, and any impact is likely to be low.

We would therefore offer no formal objection subject to a condition to provide more appropriate cycle storage.