



LRJ PLANNING

Planning, Design and Development

PLANNING STATEMENT

**PROPOSAL: CHANGE OF USE OF 6 BEDROOM DWELLING (C3 USE)
TO AN 8 BEDROOM HOUSE OF MULTIPLE OCCUPATION (SUI
GENERIS USE) AND ERECTION OF REAR DORMER**

CLIENT: MR SIMON BELL – MATHIESON & BELL LTD

SITE: 60 OMBERSLEY ROAD, NEWPORT, NP20 3EE

DATE: NOVEMBER 2024



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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 the change of use of a 6 bedroom dwelling (C3 use) to an 8 bedroom house of multiple occupation (sui generis use) and erection of rear dormer at 60 Ombersley Road, 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; and
 - Existing and proposed floor plans and elevations.

2.0 Site Description

- 2.1 The application site comprises a semi-detached property that is arranged over three storeys, which is surrounded by properties of a similar vintage. The property comprises an existing six bedroom dwelling that is positioned on the northern side of Ombersley Road at the junction with Upton Road. The property benefits from a garage served off Ombersley Road and a parking space at the rear accessed off Upton Road.



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 the Handpost District 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.

4.0 Proposal

4.1 Full planning permission is sought for the change of the use of the property to an 8 bedroom house of multiple occupation (sui generis use) and erection of rear dormer.

4.2 As part of the proposal bin/recycling and bike storage will be provided at the rear of the property.

4.3 Biodiversity enhancements in the form of a bird and bat box 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:

- 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.”*

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. 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 this position 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 As part of the proposed a small pitched roof rear dormer is proposed at the rear. Due to the dormer being positioned at the rear and set above the eaves, below the ridgeline and set off both edges of the roof, it is considered to be an acceptable element. As a result, 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 surrounding area is urban and built up with tight grain development close to a raft of local amenities. There is no evidence to suggest that the use of the property as an HMO would have any impact on neighbour amenity. The proposed use is



commensurate to the size of the property, and would not undermine the amenity of the neighbouring properties, through any increase in noise and disturbance.

- 6.10 Overall, the proposal would not materially harm the amenity of neighbouring properties and therefore accords with Policies GP2 and H8 of the LDP.

iv) Parking and Servicing

- 6.11 The existing lawful use of the property as a six bedroom dwelling. In accordance with the Council's SPG the existing parking demand generated is 3 spaces. With regards to the proposed use of the property as an HMO (sui generis use), in accordance with the Council's SPG the shortfall in parking demand is 9 spaces. The property occupies a highly sustainable location within walking distance from services and amenities, as well as public modes of public transport. Given the nature of the proposed use, the occupants are less likely to have cars. Critically the proposed use would not result in an unacceptable increase in demand for on-street parking. The property benefits from a garage and an off-street parking space at the rear served off Upton Road.
- 6.12 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.



- 6.13 The property is located within 350 metres of the Handpost District 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.
- 6.14 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.
- 6.15 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



6.16 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 aligns with this and promotes the use of walking and cycling.

6.17 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 District 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.



- 7.2 The proposed external alterations are ones that are acceptable in this established residential area, and will maintain the character and appearance of the area.
- 7.3 Turning to parking the proposal will not result in any unacceptable increase in pressure for on-street parking. Moreover, the proximity of the property (within 800 metres) to local amenities and services demonstrates that the site is located in a sustainable location. Further to this the proposal benefits from a rear private amenity space that enables sufficient room for the provision of a washing line.
- 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.