

# Delegated Decision Report

<b>Application No:</b>	25/0872	<b>Statutory Period Expires:</b>	27th February 2026
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<b>Site:</b>	<i>8 Clyffard Crescent Newport NP20 4GE</i>		
<b>Proposal:</b>	<i>CHANGE OF USE FROM A HOUSE IN MULTIPLE OCCUPATION (C4 USE) TO A 6 BEDROOM 7 PERSON HOUSE IN MULTIPLE OCCUPATION (SUI GENERIS USE)</i>		
<b>Applicant:</b>	<i>T Stratton</i>		
<b>Type:</b>	Full	<b>Ward:</b>	Stow Hill
<b>Decision:</b>	Granted with Conditions		

## 1. BACKGROUND

- 1.1 A Lawful Development Certificate (ref: 25/0244) was issued for the use of the property as a 4 bedroom House in Multiple Occupation (HMO) in May 2025 on the basis that the use had occurred on site for a period exceeding 10 years.

## 2. SITE LOCATION AND CONTEXT

- 2.1 The application site is a three-storey mid terraced property located on the south/east side of Clyffard Crescent within the Stow Hill ward. The property is arranged with a lower ground floor, ground and first floor (when viewed from the front) and benefits from a private rear amenity space. The property has a lawful use as a 4 person House in Multiple Occupation (HMO). The surrounding area is primarily residential in character, comprising of a terraced street pattern.

## 3. DESCRIPTION OF DEVELOPMENT

- 3.1 The application seeks a change of use from a 4 person House in Multiple Occupation (HMO) to a 6no. bedroom, 7no. person HMO. At lower ground floor, a kitchen/dining is proposed, with a utility and a 2no. person bedroom. The first floor proposes 2no. bedrooms and at third floor, 3no. bedrooms are proposed. Each bedroom would benefit from an ensuite. A bin store is proposed to the front and a bike store is proposed to the rear in an enclosed amenity space. A biodiversity enhancement scheme is proposed by way of a bird box affixed to the rear fence.

## 4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
25/0244	CERTIFICATE OF LAWFUL DEVELOPMENT FOR EXISTING USE AS A HOUSE IN MULTIPLE OCCUPATION (USE CLASS C4)	Issued	22.05.2025

## 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 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.

4.1.35 New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities. As well as providing cycle parking near destinations and public transport interchanges, consideration must also be given to where people will leave their bike at home. Guidance on cycle parking is contained within the Active Travel Act Guidance. Planning authorities may alternatively wish to adopt locally specific minimum cycle parking standards and guidance.

4.1.38 Planning authorities must ensure the layout, density and mix of uses of new development support the use of public transport and maximises accessibility potential. In particular, higher densities and mixed-use development should be encouraged in areas highly accessible by public transport.

4.1.50 Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

4.1.51 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.

6.4.3 The planning system has a key role to play in helping to reverse the decline in biodiversity and increase the resilience of ecosystems, at various scales, by ensuring appropriate mechanisms are in place to both protect against loss and to secure enhancement. Recognising that development needs to take place and some biodiversity may be impacted, the planning system should ensure that overall there is a net benefit for biodiversity and ecosystem resilience, resulting in enhanced well-being.

6.4.5 Planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means development should not cause any significant loss of habitats or populations of species (not including non native invasive species), locally or nationally and must work alongside nature and it must provide a net benefit for biodiversity and improve, or enable the improvement, of the resilience of ecosystems.

## 5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

5.3.1 Policies SP1 (Sustainability), GP2 (General Amenity), GP4 (Highways and Accessibility), GP5 (Natural environment), GP6 (Quality of Design), GP7 (Environmental Protection and Public Health), H8 (Self Contained Accommodation, Houses in Multiple Occupation), T4 (Parking) and W3 (Provision for Waste Management Facilities in Development) of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015) are relevant to the determination of this application.

## 5.4 SUPPLEMENTARY PLANNING GUIDANCE

5.4.1 The Councils Supplementary Planning Guidance on Houses in Multiple Occupation (HMOs) (Updated January 2017), Parking Standards (Adopted August 2015) And Sustainable Travel (July 2020) are relevant to the determination of this application.

## 5.5 TECHNICAL ADVICE NOTES

5.5.1 The following Technical Advice Notes are relevant to the determination of this application:  
Technical Advice Note (TAN) 5: Nature Conservation and Planning, Technical Advice

## 6. CONSULTATION RESPONSES

6.1 **Housing Manager:** No response received

6.2 **Environmental Health Officer:** No objection. Where a HMO licence application is received showing any room sizes that fall short of the sizes specified in the document attached, on occasions a discretionary deviation from the minimum size has been allowed from the sizes in that document. For example, this has been given after determining how much smaller the space is from the standard, the proposed number of occupiers, sizes/type of rooms throughout the property, room design and layout.

I also observed on viewing the attached plans showing room sizes at least 4 persons (using rooms 1, 2 and 3) have sufficient space to use them as bedsits. Therefore, only 3 persons would need to use the communal living room. This also eases pressure on available communal living space.

6.3 **HMO Licensing:** No response received

6.4 **HMO Police:** No response received

6.5 **Waste Manager:** 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.

6.6 **Newport Access Group:** No response received

6.7 **Highways:** Not supported, but no formal objection. The site is already a HMO and the change is minor with only one additional bedroom. Whilst the scale of impact is debatable Newport's parking SPG requires an additional space for the extra room.

A parking survey has been submitted but should be given limited weight as it was not conducted in line with the accepted methodology. Furthermore, the accepted methodology (Lambeth) is not accurate enough to consider one space. We would not accept the geographical extent of the study and the photos are not date stamped.

The roads we consider should have been surveyed include Clyffard Crescent and Tunnel, Kingsmill and Windsor Terraces. The table shows very little capacity between these roads with Windsor and Tunnel having zero capacity and only two spaces available on one night in Kingsmill.

The table suggests there were three spaces on one night surveyed and six on the other along Clyffard Crescent. Whilst this is more than the SPG requires it is clear that parking stress is already an issue locally and there is no practical capacity.

It is not clear what level/quality of cycle storage is available, but it is not accessible.

In summary Highways do not consider the site is suitable, however the difference between the existing situation and the proposed is negligible. There are therefore no formal objections.

## 7. PUBLIC REPRESENTATIONS

7.1 Neighbour and Ward member notification letters were sent on 17.10.2025. A Site Notice was put up within the vicinity of the application site on 24.10.2025.

7.2 NEIGHBOURS: 9no. neighbours were consulted. 3no. representations were received. The comments are summarised as follows:

- Concern about increased noise and activity affecting neighbouring gardens and family use of outdoor space.

- Property historically housed fewer occupants; proposed increase to seven considered over-intensive.
- Parking pressures already high in the street, concerns about capacity for additional vehicles.
- Existing issues with waste and recycling storage, concerns about space for extra bins.
- High number of HMOs already in the area, concerns about further impact on local character.
- Concerns about anti-social behaviour associated with HMOs
- Renovation works appear to have commenced before planning approval.

7.3 COUNCILLORS: Cllr Thomas and Cllr Al-Nuaimi were consulted. The following comments were provided by Cllr Al-Nuaimi:

*I am objecting to the granting of planning approval based on the following:*

1. *Inadequate parking in an area controlled by Residents only parking bays. The 7 persons would potentially want to be given permits to park in the Residents only bays in Clyffard Crescent . that's a big impact on the road space. Parking surveys provided by the applicant would be biased towards claiming better prospects. In this case the Highways officers comments inform of the method used not conforming with the Lambeth survey*
2. *The details about both the cycle store and waste /recycling receptors are neither clear nor adequate*
3. *Deleting a communal room like the lounge in favour of an extra bedroom is not supported and it represents an attempt to increase rental revenue at the expense of some basis social amenity for the would be residents. The bedrooms are not exactly spacious, which make communal spaces more than necessary.*
4. *The comment on the bedroom accessibility the lower ground floor is highly relevant. The absence of a direct escape in the case of fire should resist its approval*
5. *Clyffard Crescent is a family-oriented street and while the property is already used as an HMO, care should be taken not to worsen the conditions for would be residents, arising from overcrowding. This application results in overcrowding.*

## 8. **ASSESSMENT**

### 8.1 **Principle of Development**

8.1.1 The application site is located within the defined settlement boundaries where there is a presumption in favour of development and the efficient use of land is encouraged. The property currently benefits from a residential use. A Lawful Development Certificate was issued in May 2025 confirming that the property has been used as a 4 bed HMO for a continuous period of 10 years. The proposed use would be maintained as residential within a residential area, no objection is raised in this respect.

8.1.2 The adopted LDP addresses HMO's under policy H8, therefore the requirements of this policy are applicable to establishing the principle of development. Policy H8 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.*

The criteria as cited above will be addressed within the following sections of this report.

### 8.2 **Visual Amenity/Character**

8.2.1 There are no proposed external changes to the property, as confirmed by the submitted design and access statement. Notwithstanding this, character is not limited to physical

changes or alterations and can also apply to how a place operates and functions. In this case, given that there is an existing lawful HMO use and the proposed use is a relatively minor intensification of the existing use no objection is raised in respect of the impact on the character and appearance of the area.

8.2.4 In order to assess the impact and to safeguard the character of existing residential areas the Local Authority have adopted supplementary planning guidance (SPG) which identifies HMO thresholds for areas to ensure an over concentration does not occur. The SPG on Houses in Multiple Occupation seeks to avoid clusters of HMOs as they can alter the composition of a community and detract from local amenity. The Local Planning Authority will not support an application that would take the number of HMOs above a certain threshold within a 50m radius of the application property. In this case, the limit is 15%. It is noted that the application site already benefits from a lawful HMO use, therefore the intensification of the use would not impact the % of houses in use as a HMO within the defined 50m radius and therefore would not conflict with the requirements of the SPG or Policy H8.

### **8.3 Residential Amenity**

8.3.1 The use of the property for residential purposes is considered to be acceptable and compatible within the context of the site, no concern is raised to the ongoing use of the property for residential purposes. It is acknowledged that the proposed use consists of an intensification of the residential use on site. Cllr Al-Nuaimi raises concerns that the application would result in an overcrowding. It is considered that the property is substantial and capable of accommodating 7 occupiers without resulting in overdevelopment that would prejudice the living conditions of neighbouring occupiers.

8.3.2 When considering the living conditions of future occupiers of the property, each bedroom is a suitable size for the number of occupiers and exceeds the space standards as outlined in the SPG on Houses in Multiple Occupation. The bedrooms each have its own bathroom and suitable window to provide outlook, light and ventilation.

8.3.3 The SPG requires that the communal space be 24sqm for 7 occupiers. The communal area, comprising of a kitchen/diner falls short of this requirement at 21.29sqm. The Environmental Health Housing Officer has commented on the application and confirms that there are no concerns with the proposal and the bedrooms offers future occupiers ample space that will compensate for the shortfall in the communal space. It is noted that the EH department have a discretionary allowance that can be applied when considering licensing applications, given the comments received in this case it is considered that there is suitable amenity space when considering the property as a whole and in the absence of any concern from the EHO it has not been possible to identify an unacceptable level of harm in respect of space/amenity standards for future occupiers. The LPA has no reason to believe that a HMO license would not be granted for the use as proposed. Due to the shortfall in the communal amenity space internally it is considered necessary to control the total number of occupiers in accordance with the description of development via condition. Additionally, the property benefits from rear communal amenity space. Overall, it is considered that there is no identified harm arising from the proposals.

8.3.4 The continuous use of the dwelling for residential purposes is considered to be acceptable and although an intensification of the existing use is proposed it is not considered that this would give rise to an unacceptable impact upon the living conditions of neighbouring occupiers. It is noted that one criteria of Policy H8 requires sound insulation, this matter is now covered by Building Control therefore it is not considered necessary to duplicate such controls via condition or by requesting additional information to support this application. In any case, the use of the dwelling for residential purposes for upto 7 occupiers is not considered to give rise to a level of noise or disturbance that would prejudice the living conditions of neighbouring occupiers.

### **8.4 Highways**

8.4.1 In relation to parking impacts, Policy H8 requires no parking issues to arise as a result of the development, due to the constraints of the site it is not possible for off street parking to be provided and the existing use of the dwelling as a 4 bed HMO is not compliant with The Councils Adopted Parking Standards.

- 8.4.2 The application is accompanied by a parking survey however the Local Highways Authority notes that this has not been conducted in line with a suitable methodology and therefore affords it and its findings with little weight. In this instance the extent of the intensification of the existing use is not considered to result in a significant increase in parking demand, this view is shared by the Local Highways Authority, who acknowledge that the proposed development is not fully compliant with the adopted guidance however when considering the existing situation relative to the uplift raise no objection on the basis of parking provision or highway safety.
- 8.4.3 The application site is located within a highly sustainable location and is well served by local amenities and access to public transport, this has been given significant weight in the assessment of this application and accords with the policy and guidance within both Planning Policy Wales 12 and Future Wales: The National Plan 2040 which advocate for lower levels of off street parking in sustainable locations.
- 8.4.4 Bike storage is proposed to the rear, this adds to the sustainable credentials of the scheme and encourages the modal shift from private vehicles, this approach is consistent with the aims and objectives of both Local and National Planning Policy as well as Llwybr Newydd: the Wales transport strategy 2021. As the dwelling is terraced and the property shares a boundary with another dwelling, the bikes would need to be taken through the communal space and hallway. Whilst this is not ideal, there are no other means for storage and is a typical arrangement for terraced properties irrespective of their use/arrangement. The bike storage would not alter from the arrangement from the lawful use. It is considered necessary to condition that the bike storage as proposed is implemented prior to the proposed use commencing and for it to be maintained as such for the lifetime of the development.

## **8.5 Biodiversity**

- 8.5.1 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. PPW 12 requires development to provide a net-benefit for biodiversity informed by a Green Infrastructure Statement that uses the DECCA principles and step-wise approach as detailed within Chapter 6. In this case, a Green Infrastructure Statement has been submitted detailing that a bird box will be affixed to the rear fence of the property, which is considered proportionate to the scale of development. A condition will be added to secure this.

## **8.6 Waste**

- 8.6.1 Bin storage is located to the front of the property on the lower ground floor. The Waste Officer was consulted on the application and states that 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. Whilst the single bin would be larger than that for a 4no. bed HMO, however the number of bins would not increase over and above the existing provision. Implementation bin and bike storage will be conditioned.

## **8.7 Other Matters**

- 8.7.1 Responses to third party representations: The majority of matters raised within the responses from the public consultation have been assessed and considered in the earlier sections of this report. However for completeness they are addressed further below:

### ***Concern about increased noise and activity affecting neighbouring gardens and family use of outdoor space.***

Whilst the proposal will result in an intensification of the existing use it is not considered to be of a level that would be incompatible with the neighbouring/surrounding uses and therefore the level of noise/disturbance that would arise from the proposed development would not result in the refusal of the application.

### ***Property historically housed fewer occupants; proposed increase to seven***

***considered over-intensive.***

This application seeks consent for a greater number of occupants, it is considered that the property is capable of housing 7 occupiers without resulting in an over occupation or over development of the site.

***Parking pressures already high in the street, concerns about capacity for additional vehicles.***

Concerns around parking provision have been addressed in an earlier section of this report. It is not considered that the extent of the intensification as sought would warrant the refusal of this application. The Local Highways Authority raise no objection to the application on the basis of highway safety or parking provision.

***Existing issues with waste and recycling storage, concerns about space for extra bins.***

The number of bins is controlled via the Waste Department of The Council which is covered in an earlier section of this report. A bin storage area is proposed within the lower ground floor section of the property which is considered to be an acceptable place for this function. The increase in occupiers will not result in a greater number of bins but will result in a larger bin, it is considered there is sufficient space to accommodate the bin in the area proposed which will ensure the bin is off the street.

***High number of HMOs already in the area, concerns about further impact on local character.***

The proposed development is already a HMO, this application will not add to the proportion/percentage of HMO's but will increase the intensity of the use. Given the relatively low level of intensification in this case it is not considered that the development will have an unacceptable impact upon the character of the area or prejudice local cohesion to an unacceptable level.

***Concerns about anti-social behaviour associated with HMOs***

This is a perception/assumption, no evidence has been supplied to suggest that the intensification of this existing HMO will result in an increase in antisocial behaviour. On the basis of the information provided there is no reason to suggest that this application will result in an unacceptable impact in this regard.

***Renovation works appear to have commenced before planning approval.***

Renovation works to an existing dwelling can occur without the need for planning consent, in this case the use of the property is sought, not the physical internal works.

***The details about both the cycle store and waste /recycling receptors are neither clear nor adequate***

The plans indicate bin storage facilities to the front of the dwelling located at the lower ground floor and show the design of the storage container. The cycle storage is also shown on plan and its location annotated within the rear garden area. The Local Planning Authority are satisfied that the level of detail is clear and adequate to support the proposed development.

***Deleting a communal room like the lounge in favour of an extra bedroom is not supported and it represents an attempt to increase rental revenue at the expense of some basis social amenity for the would be residents. The bedrooms are not exactly spacious, which make communal spaces more than necessary.***

This view is not supported by The Councils Environmental Health Officer who confirms that the rooms are of an adequate size for the proposed use and there is nothing to suggest that a HMO licence would not be granted for 7 people/6bedrooms. The efficient use of land within the urban area is supported and providing a varied housing stock is beneficial and

allows independent accommodation options to those on lower incomes who cannot afford the costs associated with running a full property/flat by themselves.

***Accessibility the lower ground floor is highly relevant. The absence of a direct escape in the case of fire should resist its approval.***

This is a matter for building control, as it is controlled by legislation outside the remit of the Town and Country Planning Act this would not result in planning consent being withheld.

***Clyffard Crescent is a family-oriented street and while the property is already used as an HMO, care should be taken not to worsen the conditions for would be residents, arising from overcrowding.***

The Local Planning Authority do not share the sentiment that this application will result in an over development or over crowding. There is no evidence to suggest that this application will result in an unacceptable adverse impact upon the character or social cohesion of the area.

## **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 Overall, it is considered that the development would not demonstrably harm the character of the area, as the proposed HMO would be an intensification of an already lawful use. It is not considered that the increase in occupiers would cause significant intensification over the existing residential use. All rooms meet the minimum size requirements, and whilst the communal area falls short of the requirement, this is not by a significant amount. Harm has not been identified with regards to parking and cycle storage and bin storage is provided. It is considered that the proposal satisfies the aims of policy H8.

## **11. DECISION**

### **GRANTED WITH CONDITIONS**

01 The development shall be implemented in accordance with the following plans and documents: Sustainability Appraisal, Planning Statement, Parking Survey, Green Infrastructure Statement, 4344.PL.04 - Proposed Floor Plans Rev A, 4344.PL.03 - Existing Floor Plans, 4344.PL.02 - Existing/Proposed Block Plans, 4344.PL.01 - Site Location Plan  
Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.

02 Prior to the commencement of the use hereby approved, the biodiversity enhancement scheme as detailed in the Green Infrastructure Statement shall be implemented in accordance with the approved plans prior to the first beneficial use of the development hereby approved and retained as such for the lifetime of the development.  
Reason: In the interest of protected species, in accordance with Policy 9 of Future Wales and Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

03 Prior to the commencement of the use hereby approved, the refuse storage facilities shall be provided in accordance with 4344.PL.02 - Existing/Proposed Block. The storage facilities shall be retained and operated in accordance with the approved details for the lifetime of development.  
Reason: To ensure that adequate waste storage is retained in the interest of highway safety and residential amenity to be compliant under Policy GP2 and GP4 of Newport Local Development Plan (2011-2026).

04 Prior to the commencement of the use hereby approved, the cycle storage facilities shall be provided in accordance with 4344.PL.02 - Existing/Proposed Block Plans. These facilities shall be retained for the lifetime of development.  
Reason: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport.

05 Bedroom 1 as shown on approved plan 4344.PL.04 Rev A shall not be occupied by more than 2 residents at a time, bedrooms 2, 3, 4, 5 and 6 as shown on approved plan 4344.PL.04 Rev A shall not be occupied by more than 1 resident at a time and no more than 7 residents shall occupy the premises in total at a time.  
Reason: To ensure there is adequate space available for each occupier in accordance with the space standards as set by the Housing in Multiple Occupation SPG as adopted by Newport City Council and in accordance with Policy H2 of the Newport City Council Local Development Plan.

### **NOTE TO APPLICANT**

01 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, GP2, GP4, GP5, GP6, GP7, W3, H8 were relevant to the determination of this application.

02 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.

03 The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of [www.dwrcymru.com](http://www.dwrcymru.com)

04 The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

05 In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.