

Highway Response

Ref: 24/1047

Date: 10/01/25

PROPOSAL: CHANGE OF USE FROM SINGLE DWELLING TO 6NO. BED HMO

SITE: 39 Dolphin Street Newport NP20 2AT

Case Officer: Marnie Ostler

Highway Officer: Kevin Jackson

Highway recommendation:

Objection, not policy compliant.

Highway Comments:

The key issues for highways are car and cycle parking with refuse management creating additional concern.

The submission refers to cycle parking and refuse storage in the rear yard. There is however no access to the yard without dragging bikes and bins through double doors, living and kitchen areas. This is clearly not appropriate. Cycles are not provided for and bins will remain on highway permanently in reality. Whilst this is an existing situation to some extent, the additional numbers can only exacerbate the issues.

In any event security and weatherproofing would be needed for the space to count as cycle parking provision. This is not proposed.

The application suggests that there is sufficient parking. This is not accepted. Photographs showing space at 08:45hrs are not informative. Surveys must be undertaken in the very early hours to capture the peak demand. It is also argued that cars are not needed to live in this location. This depends on personal circumstances and it is clear that most people in this street have a car.

In terms of demand the applicant correctly suggests that the maximum standards require three spaces for the current use and 6 for the proposed (plus visitors). Whilst no sustainability assessment has been submitted the existing properties could potentially have a reduced parking requirement, whereas the HMO cannot as it is (from a highways' perspective) 6 units. That is to say that the difference in requirements could be less than 3 for the existing but never less than 6 for the proposed (based on the SPG).

It is immediately clear from observation that there is insufficient parking on Dolphin Street, but an area of up to 200m could be considered. In line with the Lambeth Methodology this would need to be a driveable route, so in practice would only include Duke St, east, west & south Market Street. None of these appear to have any significant capacity and circulation is difficult.

In conclusion, Highways consider the development unable to meet the requirements for parking, cycle parking and refuse management. We would therefore offer an objection.