

Highway Response

Ref: RECON 25/1011

Date: 22/12/25

PROPOSAL: CONVERSION TO A 7NO. BEDROOM HOUSE IN MULTIPLE OCCUPATION WITH PROPOSED FIRST FLOOR SIDE EXTENSION AND EXTERNAL ALTERATIONS (PART RETROSPECTIVE)

SITE: 22 Crown Street Newport South Wales NP19 8FU

Case Officer: Grant Hawkins

Highway Officer: Kevin Jackson

Highway recommendation:

Objection pending clarification and amendment.

Highway Comments:

The Design Statement says that the existing situation is a self-contained flat and four letting rooms as permitted by application 07/0260. The existing floorplan however shows what appears to be a three-bed house, with store and garage.

We note that the statement suggests that the works associated with the permission have commenced and that the property therefore has an extant consent for a flat and a four bed HMO. However, it appears that the works do not align with the approved plans. What has been built is different to what was shown on the approved plans, so we would request confirmation that this position is accepted by the planning case officer.

For the purposes of this commentary, we have assumed that there is an extant permission as described. If the extant position is not accepted the parking shortfall increases by an additional two spaces.

The extant plans are not entirely clear but are taken to be 5 bedrooms in all. The Parking SPG is based on room numbers not occupancy, therefore the extant situation requires five parking spaces, plus a visitor space and these are assumed to exist in policy terms. We note however that the consent from 2007 requires provision/retention of parking which we are unable to see details of, but the statement includes plans showing the garage used as parking.

On that basis converting the garage results in the loss of a parking space. The proposed unit provides seven rooms which is an increase of 2 bedrooms, resulting in a total shortfall of 3 parking spaces against policy requirements.

The area is controlled with resident only parking. This makes it clear that parking is problematic and whilst two parking permits could be issued that does not guarantee any spaces.

Should the permission be granted, the applicant would be required to make good and level the existing footway crossing. This does theoretically add on-street parking capacity, but it is slightly less than the equivalent of one space.

The applicant should note that these works require licence from the Highway Authority which is separate to and independent of planning legislation. The works must be completed at no cost to the authority.

Notwithstanding the loss of parking and related condition, the garage is proposed to be used for bin and cycle storage. This raises further objection. Cycle provision must be separate from bins and should also be secure and inclusive. Unless separate provision is made with Sheffield stands. It is just a bin store, and the development is contrary to cycle parking policy. Given the constraints we would need to see practical provision demonstrated in line with policy requirements and do not consider it appropriate to rely on conditions. We would therefore offer an objection pending this detail and assessment of the parking situation.