

Highway Response

Ref: 26/0284

Date: 11/05/26

PROPOSAL: CONVERSION TO A 6NO. BEDROOM HOUSE IN MULTIPLE OCCUPATION WITH PROPOSED FIRST FLOOR SIDE EXTENSION AND EXTERNAL ALTERATIONS (PART RETROSPECTIVE) (RESUBMISSION)

SITE: 22 Crown Street Newport South Wales NP19 8FU

Case Officer: Grant Hawkins

Highway Officer: Kevin Jackson

Highway recommendation:

Not policy compliant.

Highway Comments:

The applicant suggests that the extant situation is a four-bedroom HMO plus a flat and has amended the plans to give that impression. We understand from the Planning Officer however that this is not an accepted position, and nothing has been submitted to support this stance.

The relevant plans are therefore effectively the same as the previous application which indicate three-bed house. This would require 3 spaces but has an integral garage, so that equates to a need for two on street spaces. The proposed layout provides a 6 bed HMO with cycle parking. Based on the SPG this requires seven on street spaces, which is five more than the extant consent.

A parking survey has been provided that includes photographic evidence of available on street parking nearby. The report includes parking on junctions and disability bays, so is not considered accurate, but the photo's show mostly legitimate spaces. We therefore conclude that the parking stresses are higher than suggested, but that there is some capacity.

The actual capacity is difficult to ascertain from the photos and the report does not provide the detail of space lengths. The measurements are not reliable unless everybody parks neatly in 5m slots. We would estimate that with the development adding an additional demand of five spaces (SPG requirements) the stress levels would be around 80% taking account of minor differences between our assessment and the applicant's assessment.

This is clearly high and would impact amenity but is not sufficient to result in a sustainable objection on parking or safety grounds.

The cycle parking is accessed via the bin store, which is far from ideal in terms of encouraging cycling. We would also have concerns about the door/rack positions/clearances, but a workable solution is clearly possible. This should be secured by way of condition prior to occupation.

In summary there are no highway related objections, subject to the following conditions.

Suggested Conditions:

The development shall not be brought into use until the areas indicated on the submitted plans to be set aside for cycle parking have been provided in accordance with the details and specifications shown in drawing number KD2044/2A. The cycle parking shall be retained as such thereafter.

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.

A scheme to permanently close off the existing vehicular access (footway crossing) and provide level footway on Crown Street shall be submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as agreed before any part of the development has been brought into use unless otherwise agreed in writing by the Council as Local Planning Authority.

Reason: To maintain the proper construction of the highway in the interests of road safety.