

APPLICATION DETAILS

No: 26/0114 **Ward:** Beechwood

Type: Full

Expiry Date: 27th May 2026

Applicant: M Zvala

Site: 5 Eveswell Park Road Newport NP19 8GS

Proposal: **INTERNAL RECONFIGURATION FROM 5 - BEDROOM HOUSE IN MULTIPLE OCCUPATION (USE CLASS C4) TO A 6-BEDROOM HMO (MAXIMUM 6 OCCUPANTS - USE CLASS C4)**

Recommendation: Granted with Conditions

1. INTRODUCTION

- 1.1 Planning permission was refused in 2018 (18/0283) for the change of use from a 5no bedroom dwelling to a 5no bedroom HMO for the following reason:

'The proposal would result in a shortfall of three parking spaces and would increase the demand for on-street parking to the detriment of highway safety. The development would result in an intensification of parking on the highway of Eveswell Park Road and the surrounding residential roads and as such compromise the free flow of traffic to the detriment of highway safety. Therefore, the proposed five bed House in Multiple Occupancy would be contrary to Policies GP2, GP4 and H8 of the Newport Local Development Plan 2011 - 2026 (Adopted January 2015) as well as Supplementary Planning Guidance Parking Standards (Adopted 2015).'

- 1.2 The application was subsequently allowed at appeal. The Inspector concluded in their decision that they were satisfied that parking demand from the development would be catered for adequately by on street parking without detriment to pedestrian and highway safety. A condition was attached to the consent stating that the number of bedrooms shall not exceed 5 at any one time. Importantly, no condition was imposed on the number of occupants and therefore up to 6 occupiers can reside at the property within the scope of the consent and use class.

- 1.3 A S.73 (variation of condition) application was made to vary condition 3 relating to bedroom numbers to increase from 5 to six beds. This was refused by the Council for the following reason:

01 The proposal to increase the number of bedrooms from 5no to 6no falls outside the scope of section 73 of the Town and Country Planning Act 1990 (as amended). The amendment is inconsistent with the operative part of the original permission and is more than de minimis.

- 1.4 In short, the increase in bedroom numbers could not be made by this type of application (S.73) as established by caselaw as the number of bedrooms was specified within the description.

- 1.5 This application seeks the same as the previous section 73 application (i.e and increase in bedroom numbers from 5 to six), however this is a full application which is the correct procedure for such matters.

- 1.6 The property is a large, attractive bay fronted semi-detached dwelling fronting Eveswell Road. It occupies an elevated position with steps up to the property from the street level. It has a large enclosed rear garden. It is licensed for up to six occupants by the Environmental Health section of the Council.

- 1.7 The application is being considered by Planning Committee at the request of Councillor Deb Davies due to concerns relating to parking and the number of existing HMOs in the area.

2. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
17/1167	CHANGE OF USE FROM FIVE BEDROOM DWELLING TO SIX BEDROOM HOUSE IN MULTIPLE OCCUPATION (HMO)	REFUSED	14/02/2018
18/0283	CHANGE OF USE FROM 5NO. BEDROOM DWELLING TO 5NO. BED HOUSE IN MULTIPLE OCCUPATION (RESUBMISSION OF 17/1174)	REFUSED – ALLOWED AT APPEAL	05/07/2018
25/0985	S73 APPLICATION TO VARY CONDITION 3 (BEDROOM NUMBER) OF APPEAL DECISION APP/G6935/A/19/3219788 FOR CHANGE OF USE FROM 5NO. BEDROOM DWELLING TO 5NO. BED HOUSE IN MULTIPLE OCCUPATION (RESUBMISSION OF 17/1174). AMENDMENT INCLUDES INCREASE OF NUMBER OF BEDROOMS TO 6NO.	REFUSED	08/01/2026

3. POLICY CONTEXT

3.1 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

3.2 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

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 and Houses in Multiple Occupation;

T4 – Parking;

W3 – Waste.

3.3 SUPPLEMENTARY PLANNING GUIDANCE

PARKING STANDARDS SPG;

HOUSES IN MULTIPLE OCCUPATION;

WASTE STORAGE AND COLLECTION.

WILDLIFE AND DEVELOPMENT SPG

4. CONSULTATIONS

4.1 Gwent Police: No response.

5. INTERNAL COUNCIL ADVICE

5.1 Highways: Highway recommendation:

No objection.

Highway Comments:

The change from 5 bed HMO to 6 bed HMO results in a marginal change in terms of SPG requirements for parking and cycle parking.

No noticeable impact is anticipated and there are therefore no objections on highway grounds.

5.2 Environmental Health (Licensing): Confirms the property is licensed for up to six individuals.

5.3 Environmental Health (Housing): I confirm I have no objection regarding the proposal for the conversion of 5 Eveswell Park Road, Newport, NP19 8GS from an existing 5 bedroom House in Multiple Occupation (use Class 4) to a 6 bedroom House in Multiple Occupation (maximum of 6 occupants - use Class 4).

6. REPRESENTATIONS

6.1 NEIGHBOURS: All properties within 50m of the application site were consulted (47no properties), a site notice displayed. 2no objections received as follows:

- I am opposed to this planning application. We already have a number of HMO's within this area of our ward which have caused tensions and stresses within the local area with neighbouring residential family properties including increased littering, petty crime and anti-social behaviour have been reported as a result of increased numbers of HMO's within the area.

- I would like to relay in the strongest possible terms my objection to this application. For the following reasons:

Lack of parking space and subsequent impact on highways and access.

-Highways Safety & Emergency Access (Highway Code 250) - Highways assessment required.

The area surrounding 5 Eveswell Park Road is already plagued with an excess of vehicles, which brings with it dangers to residents, passers-by and vehicles. The current concentration of resident and vehicles already leads to illegal parking and subsequent dangers. Vehicles routinely park closer than 10 metres to the junction with St Johns Road. This leads to a near impossible turn for most vehicles, in particular larger vehicles such as ambulances and fire engines. This poses an obvious danger to residents who may require emergency services. Myself, and other elderly residents are left anxious and frightened that our safety, which is already compromised may be even further threatened by more vehicles.

-The property in question is a 'stones throw' away from Eveswell primary school and Woodland Park, and is a thoroughfare for parents and children making the daily commute to St Joseph's Primary School. Elderly residents who wish to use the local bus routes available on Chepstow Road, also increase the footfall of vulnerable demographics. I frequently see young children, mothers pushing prams and vulnerable elderly locals, having to step foot into the road to check that the crossing is safe, putting themselves and loved ones in danger. This already dangerous situation only stands to worsen if the approval being requested is granted. Furthermore, the cars parking on the street are so cramped that they already park partially on pavements. I regularly see vulnerable demographics having to walk on the road because of this.

Safety. Issues with:

-HHSRS structural ground movement hazard- Structural assessment required.

-HHSRS hazard 23- Category 1 risk.

As previously mentioned, parking in the area greatly inhibits access of larger vehicles such as ambulances and fire engines. Furthermore people living in HMO's are about 4 times more likely to die in a fire as those from a single family dwelling (according to public health and government linked evidence often cited in UK housing policy). This issue makes building safety even more important.

The front garden walls at both number 7 and 9 (which both perform a structural reinforcement role) have recently been renewed as they were at risk of collapsing onto the public pavement. A visual inspection of the wall at number 5 reveals clear evidence that it too, is also vulnerable to collapse (HHSRS structural ground movement hazard). What exacerbates this issue even further is the utility services running through the wall in

question. Should this wall collapse, it wouldn't just pose a risk to the young children and elderly residents who frequently walk by, but also promises far more devastating results, as it will fracture the utilities causing the release of gas or the exposure to bare electrics (HHSRS hazard 23- Category 1 risk). The structural dangers, and subsequent potential impact on utilities, would be made greater by the increased imposed load of an additional resident.

-Impact on character of area.

The area concerned is, as mentioned, close to local amenities that have for many years attracted young families. These families have taken advantage of the proximity to schools, parks, GP surgery's as well as local shops in Maindee. The increase in HMO's and flats in the area are threatening to destroy this vibrant, family centred, local community, with an increase of residents who do not require these amenities to the same degree as young families. This demographic change will lead to young families having to choose houses in more suburban areas. In turn this will increase the degree of commuting in the Newport area, contradicting local and national efforts to decrease carbon emissions. We obviously can't turn the clock back on this HMO, but allowing further residents in an already cramped area is just another step down an unwanted path for locals who don't want to see the standard of the community degraded any further.

- 6.2 COUNCILLOR DEBORAH DAVIES: My concerns are in regard to parking. This is very busy residential road, where parking is already at a premium. With the additionality of being on a very steep hill, which makes movement of traffic difficult with the navigation of very tight bends. Additional residents in this property will potentially increase safety risks. There are already a large number of HMO's within the local area I would appreciate that this is called into be considered by the planning committee if officers are minded to approve.

7. ASSESSMENT

- 7.1 The application site is located within the defined settlement boundary where there is a presumption in favour of development and the efficient use of land is encouraged. The property currently benefits from a permission for a 5 bed HMO as allowed at appeal and is occupied as such. This is a material consideration to be afforded significant weight in the consideration of this application and it is not necessary to re-visit the acceptability of the principle of the use of the property as a HMO as this is already consented. This application seeks to increase bedroom numbers from 5 to 6 but does not propose to increase occupancy levels. At present, 5no. bedrooms can be occupied by 6no. people (more than 6 occupiers in a HMO would fall outside the scope of the consented use class). The proposal effectively seeks a 6th bedroom but no increase in occupancy (i.e. maintaining a maximum 6no. occupiers).
- 7.2 The layout of the property currently comprises one-bedroom, communal kitchen and separate living area and WC at ground floor, three bedrooms, bathroom and a storage room at first floor and a further bedroom with en-suite bathroom at second floor. There would be no changes to the ground and second floor. However, a sixth bedroom would be created from the storage room at first floor level that will include some internal reconfiguration to incorporate floorspace from an existing bathroom.
- 7.3 The main planning considerations for a HMO use are ordinarily the potential impacts of the change of use on parking provision and highway safety, as well as the impact on the character and amenity of the surrounding area and the residential amenities of existing and future occupiers. This can also include matters of social cohesion and fears of crime albeit the weight that can be afforded to these considerations is dependent upon, for example, the fear of crime being objectively justified; the fear of crime having some reasonable basis; and the fear of crime relating to the proposed land use – in planning terms – rather than assumptions not supported by evidence as to the character of future occupiers. (Smith v FSS [2005] EWCA Civ 859). However, in this case, the property can already be occupied as a 6 person HMO in 5no. bedrooms. The only change proposed is that those 6no. occupiers could, as proposed, be over 6no. bedrooms instead of 5no bedrooms. Consequently, the main issue in this case is considered to be limited to the amenity of future occupiers in relation to the new bedroom and any potential effects of the intensification that may arise from one more person having a primary residence at the

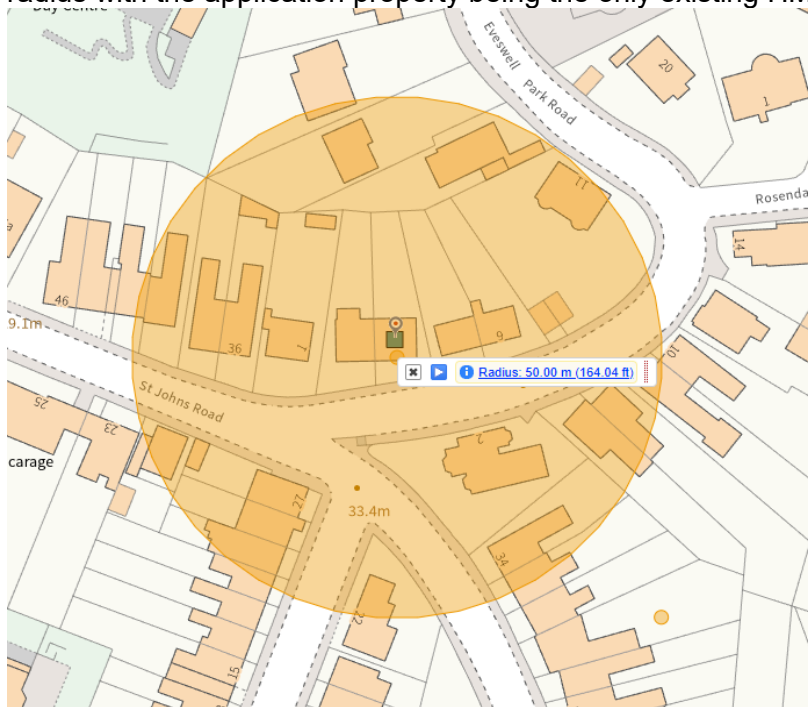
property (as opposed to sharing a double room with another occupier). Notwithstanding, officers have considered all material factors in this report and having regard to the concerns of neighbour consultees in particular.

7.4 Policy H8 (Self Contained Accommodation and Houses in Multiple Occupation) 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) there is adequate amenity for future occupiers.'

7.5 **Concentration of HMOs, Impact on Character and Appearance and Residential Amenity:**

The adopted HMO SPG, states that 'clusters of HMOs can alter the composition of a community and detract from local visual amenity. The guidance introduces a threshold above which HMOs are considered to detract from the character of the area. In general, the Council will not support a planning application that would take the number of HMOs, considered as a proportion of the local housing stock, above a specified limit. In "defined areas" this limit is 15%, in other areas, 10%. This site is located within the 10% threshold area. As the property is already lawfully in use as a HMO the proposed increase to bedroom numbers would not impact the number of HMOs in the area. Notwithstanding an assessment has been undertaken and when taking a 50m radius from the address point of the application site, the full front elevations of 20 properties are captured and there are no other existing registered HMOs within the 50m radius. Therefore, the current percentage is 5% and the 10% threshold is not exceeded. Furthermore, the area around the site does not currently exhibit any of the characteristics often associated with a high concentration of HMOs, such as disrepair, littering or anti-social behaviour. Consequently, HMO concentration levels are not grounds to refuse permission in this case. The 50m radius can be seen below. HMOs are represented by green squares with none shown within the 50m radius with the application property being the only existing HMO within the 50m radius:



7.6 It cannot be shown that the proposal would create an over concentration of houses in multiple occupation in the area which would change the character of the neighbourhood or

create an imbalance in the housing stock and criterion (ii) of policy H8 is met.

- 7.7 In terms of amenity consideration for any future occupiers of the HMO, the Council's Environmental Health (Housing Licensing) department also acts as a regulatory authority in this regard. Notwithstanding this, the adopted HMO SPG states as follows:

Rooms should be arranged and designed in a manner that maximises the living standards of occupants. For instance, living rooms, kitchens and bedrooms should neither overlook adjoining properties nor face high boundary walls. Living rooms, moreover, should not be next to, directly above or directly below a bedroom in a neighbouring property.

- 7.8 In this case, these expectations are met with communal living room and kitchen located at ground floor, and all bedrooms have adequate outlook and natural light via existing windows. The Council's Licensing requirements for HMO room sizes requires the following:

- Kitchens serving up to 6 people: 10sqm
- Living rooms for up to 5 people: 12m²
- Bedroom serving one person 6.51m²

- 7.9 In this instance the kitchen is 17m² and the living area is 14m² and well in excess of licensing requirements. Both rooms are of usable form and layout and the kitchen has direct access to the rear garden. All bedrooms meet or exceed 6.51m² and the proposed bedroom would also be compliant with this, be of square plan and benefit from natural light from a rear facing window. Inspection of the property confirms the communal areas to be spacious and usable. The proposed new bedroom is of small plan but is square with a large window and can accommodate a single bed, small table and area to hang clothes. It's occupants will have access to the bathroom adjoining it and communal living areas at ground floor and rear garden and patio. As such the licensing requirements are complied with and the amenity standard of the room is considered acceptable. The property contains a shared WC at ground floor and a shared bathroom at first floor that would serve 5no of the 6no bedrooms as the bedroom in the loft has its own shower room. In order to allow for an adequately sized additional bedroom, some of the shared bathroom space has been lost but this does not amount to a significant change and the remaining space is serviceable and there is a separate WC at ground floor so on balance it is considered to be acceptable.

HMOs should provide outdoor amenity spaces in which residents can relax, dry their clothes and store refuse and recycling bins. Shared amenity spaces will be acceptable so long as they can accommodate every resident of the properties that they serve.

- 7.10 Access to an enclosed rear garden is provided. The rear garden can accommodate cycle storage and waste storage is indicated in both the front and rear garden and there are no concerns regarding the ability to store waste at the property. Neighbouring gardens are generally well maintained, of similar size and layout and include seating areas and decks for example.
- 7.11 *Conversion proposals should not detract from the character and appearance of the building. Any conversion involving external alterations should respect the form, scale and materials of the original building and the visual character of the area. This includes the style and proportion of window and door openings.*
- 7.12 Properties within the vicinity are generally well maintained. As a 6 bedroom HMO it will have a 180litre wheelie bin compared to the 120ltr bin of a family house. The 6 adults in the HMO will share the waste receptacles in the same way as those resident in a family dwelling and like any dwelling can apply for more recycling receptacles if required. In short, whilst the proposed HMO will have a larger wheelie bin to accommodate possible waste requirements, this does not materially impact the storage of waste in amenity terms and is the same as the consented scheme.

7.13 **Highways and Parking**

The site is located on Eveswell Park Road, which is subject to a 20mph speed limit. The

speed limit has changed since the appeal decision. The parking demand created as a 5no HMO is 1no. space per bedroom (5no spaces) plus a visitor space. There is no parking on site. The proposed increase from 5 to 6no. bedrooms technically would require 1no. space per bedroom (6no spaces) plus a visitor space according to the SPG but this appears to be based on the assumption of one occupier per room. However, in this case, we know that the occupancy level will not change. It can currently house 6no. occupants and will continue to be a maximum of 6no. occupants. It cannot be assumed that those sharing a room would only have one vehicle and the potential for parking demand with the proposed scheme is considered compatible with the potential for parking demand arising from the approved scheme.

- 7.14 Existing parking problems and concerns regarding a worsening of the existing situation and subsequent highway safety matters have been raised as significant concerns within the resident objections and also the Local Councillor responses. The application is not accompanied by a parking survey. However, the application for the five bed HMO that was allowed at appeal was accompanied by a parking survey and the Inspector gave significant weight to this in their determination of the appeal and that it showed the availability of suitable on-street parking provision on the surrounding streets. The Inspector also noted that in determining the application the Council had applied maximum parking standards without noting the sustainable location of the site in proximity to shops, services and community facilities and that there is a national policy shift away from such application of maximum parking standards. There has been no material change in terms of policy or locational sustainability in the intervening period between the appeal decision and this application. Whilst it is possible that on road parking pressures have altered over the intervening period due to an increase in car ownership in the area generally, this is an existing situation and the circumstances of the case cannot be robustly shown to generate increased demand from the proposed use over and above the consented use in any case.
- 7.15 Additionally, we know the Local Planning Authority has tested decisions on HMOs in relation to lack of parking several times in recent years. All have been dismissed at appeal. The key point for Inspectors is the sustainability of the location not the availability of parking. In this case, the site is located within 500m from a District Centre (Beechwood) albeit the property is situated on a hill. The site scores highly in sustainability terms when examined against the Council's Parking SPG. Demand for parking arising from HMO uses, particularly where these form a very low proportion of the housing stock in the 50m catchment area, is not considered to be a robust reason for refusing planning permission.
- 7.16 Inspectors at planning appeal will often assume that car ownership in HMO properties will be lower and most notably in sustainable locations, such as this. The Local Planning Authority may not agree with this stance, particularly where no evidence of it is given but being aware of recent appeal decisions, the generally positive attitude of the Welsh Inspectorate to HMOs in sustainable locations irrespective of whether they have off street parking, the policy move of maximum parking standards rather than minimum standards espoused in the SPG, and the specific circumstances of this case it is considered that there is no demonstrable adverse effect in relation to parking demand that could robustly be argued to impact upon highway safety or upon neighbouring amenity in this case. With this in mind and previous considerations relating to character, criterion (i) of policy H8 is met.
- 7.17 There is existing cycle storage in the rear garden of the property. The storage can be accessed without having to carry bikes through the property, albeit it will be necessary to carry a bike up the steps to the front of the property, but this is no different to the current arrangement as a five bed HMO, or as the former use as a five bedroom property in single occupation.
- 7.18 **Waste:**
- 7.19 The plans show that bin storage would be accommodated within the existing front and rear gardens and there is no concern or objection to this arrangement.
- 7.20 **Biodiversity:**

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 SP9 of the LDP supports this and states that proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity. In this instance the proposals do not include any external works, loss of landscaping or other biodiversity features. Given the nature of the proposals for an additional bedroom within an existing HMO, such enhancement is not considered warranted or justified in this instance.

7.21 **Other Matters**

- 7.22 Concerns have been raised by neighbouring residents relating to structural safety. The proposals include no external works and internal works relate to non-structural walls and are not considered to impact the structural integrity of the property.

8. **OTHER CONSIDERATIONS**

8.1 ***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.

8.2 ***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.

- 8.3 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.

A Socio-economic Duty is also set out in the Equality Act 2010 which includes a requirement, when making strategic decisions, to pay due regard to the need to reduce the inequalities of outcome that result from socio-economic disadvantage.

- 8.4 The above duties have 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. There would also be no negative effects which would impact on inequalities of outcome which arise as a result of socio-economic disadvantage.

8.6 ***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.

8.7 ***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.

9. CONCLUSION

- 9.1 The proposal does not increase occupancy levels. 6no. residents can currently live at the property and this will not change with the addition of a sixth bedroom. There is not an exceedance of the HMO threshold in the area and the increase in bedroom numbers from 5 to 6 would not result in a demonstrable adverse impact upon the character of the area or upon matters relating to social cohesion. The amenity of the sixth room is considered acceptable.
- 9.2 The proposals would not result in a demonstrable increased demand for parking having regard to there being no increase in occupancy levels, the site is located within a sustainable location with walkable access to shops and services with good transport links would not result in an adverse impact to highway safety or neighbouring amenity.
- 9.3 It is recommended that the application is granted subject to the following conditions.

10. RECOMMENDATION

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents: Proposed elevations, site plans, A001 Proposed floor 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

Pre- commencement conditions

02 Within 2 months of this decision, covered cycle storage having a minimum floor area of 10m² shall be provided within the rear garden of the property for use by the occupiers of the HMO and shall be retained for the lifetime of the development.

Reason: To make adequate provision for cycle storage in accordance with Policy GP4 of the NLDP.

03 Prior to the first occupation of the new bedroom at first floor hereby approved, the internal reconfiguration to provide the 6.51sqm internal floorspace for the approved bedroom and the associated reduced floorplan for the shared bathroom shall be undertaken and any replacement showering/bathing facilities in the revised shared bathroom be installed and available for use. The works shall thereafter be retained in accordance with the approved details for the lifetime of development.

Reason: To ensure there is adequate internal space at the property in accordance with Policy GP2 of NLDP.

General conditions

04 The property shall have a maximum of 6no bedrooms and 6no occupants.

Reason: To protect the amenity of adjoining occupiers, in the interests of highway safety in accordance with Policies GP2 and GP4 of the NLDP.

NOTE TO APPLICANT

01 This decision relates to plan Nos: Existing and proposed floor plans, site plans, Planning Statement, A001 Proposed floor plan.

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, SP3, GP2, GP4, GP5, GP6, GP7, H8, T4 and W3 were relevant to the determination of this application.

03 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.