

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 24/12/2025 5:47 PM from

Application Summary

Address:	7 Queens Road Newport NP20 5EX
Proposal:	LAWFUL DEVELOPMENT CERTIFICATE FOR A PROPOSED CHANGE OF USE FROM C3 TO C2
Case Officer:	Marnie Ostler

[Click for further information](#)

Customer Details

Name:	
Email:	
Address:	44 Queens Road Newport

Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	I wish to object to the planning application for the change of use of 7 Queens Road from a C3 dwelling into a C2 dwelling. My objection is made on the basis of material planning considerations, particularly relating to highway safety, accessibility, parking, and residential amenity. 1. Local Development Plan and Parking Provision The Newport Local Development Plan (2011-2026) (adopted January 2015) is the statutory development plan guiding how land is used and developed in Newport. The Plan requires development proposals to be assessed against the Plan's policies and should ensure they do not have unacceptable impacts on highway safety, parking demand, or residential amenity. The LDP and guidance together reflect established planning principles in Wales, including those in Planning Policy Wales (PPW) and Technical Advice Note 18: Transport (TAN18). TAN18 confirms that parking provision and the management of parking demand are key elements in land use planning and in managing transport impacts of development, and that poor parking provision can reduce highway safety and accessibility. 2. Insufficient Off-Street Parking and Increased On-Street Parking Pressure

The application does not provide adequate off-street parking provision for the proposed use. On a small development of about 75 houses, there is already severe pressure on parking, and no designated visitor parking. As a result:

- Vehicles at this dwelling (7 Queens Road) are frequently being parked on pavements, obstructing pedestrian routes.
- Pavement parking blocks access for disabled people, wheelchair users, parents with prams, and other pedestrians, which is directly contrary to principles of inclusive access and highway safety supported in TAN18.

This situation indicates that the existing parking provision is inadequate and the proposed children's home with additional staff, professional visits, deliveries, and likely shift patterns staff changeover would further increase parking demand beyond the existing capacity. The Parc Elisabeth development is simply not designed to accommodate this change in dwelling and pressure on parking and it is not in keeping with the "heritage" design of the development.

3. Highway Safety and Accessibility

The development has only one way in and one way out by vehicle, and the road layout is not designed to accommodate increased traffic volumes. TAN18 emphasises the importance of ensuring that new developments provide sufficient parking and do not adversely affect the safe and efficient operation of the highway network, including pedestrian and cycle access.

Parking on pavements not only contravenes traffic regulations but also increases highway safety risks and creates conflict between vehicles and vulnerable road users. The lack of off-street parking and increase in visitor vehicles to this dwelling is already causing significant strain on the development's highway network.

4. Residential Amenity and Character of the Area

The intensification of use from a single-family home to a children's residential home, coupled with increased visitor movements and parking pressure, would harm the amenity and character of this quiet residential area. The intensification of activity is incompatible with the existing infrastructure. The LDP requires that developments protect residential amenity and avoid unacceptable impacts on neighbouring occupiers.

The single-access layout of the development means that any increase in traffic exacerbates congestion and reduces emergency access reliability.

The road layout and parking arrangements were designed for standard residential use, not for a care-based facility with regular staff turnover and external visitors.

The cumulative effect of increased traffic, parking pressure, and pavement obstruction from this dwelling has already negatively impacted the amenity of neighbouring residents. Approval of this application would worsen the situation and create an ongoing and unresolved conflict between the proposed use and the character of the development.

5. Additional Points

Parking on the pavement is not only in contravention on TAN18 but it is also in contravention to the restrictive covenants outlined within the terms of sale of the Redrow home. Additionally changing the use of the dwelling is also in contravention of the Redrow restrictive covenants.

In summary, the proposed change of use:

- Fails to demonstrate adequate off-street parking provision in line with local parking standards and guidance.
 - Will exacerbate existing parking and highway safety issues, contrary to the transport and accessibility principles in the LDP and TAN18.
 - Would have a detrimental impact on residential amenity and accessibility within the
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development.

The proposed change of use at 7 Queens Road is unsuitable for this location and would result in unacceptable impacts on highway safety, accessibility, and residential amenity. For these reasons, I respectfully request that the planning authority refuse this application.

Kind regards