

From:

Sent: 19 July 2026 20:16

To: NCC - Planning <planning@newport.gov.uk>

Subject: Objection to Planning Application 26/0456

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Planning Application: 26/0456

Proposal: Change of Use to 6 Bedroom, 7 Person House in Multiple Occupation (HMO) with Side and Roof Extensions at 51 Tennyson Road

Dear Sir/Madam,

I wish to register a strong objection to Planning Application 26/0456 for the proposed change of use of 51 Tennyson Road from a single dwelling (Use Class C3) to a six-bedroom, seven-person House in Multiple Occupation, together with the demolition of an existing structure and the construction of substantial side and roof extensions.

Having reviewed the application documents, the supporting Parking Survey, consultation responses and the representations submitted by local residents, I believe the proposal is unacceptable in planning terms and should be refused for the following reasons.

1. Overdevelopment and Inappropriate Intensification

The proposal represents a significant intensification of the use of the site through the introduction of a seven-person HMO combined with extensive physical alterations, including a part single, part two-storey side extension, hip-to-gable roof conversion and rear dormer extension.

Taken together, these alterations constitute overdevelopment of a relatively modest residential plot and are wholly out of keeping with the established character of Tennyson Road, where properties are predominantly traditional family homes.

The increased scale, massing and intensity of occupation would fundamentally alter the appearance and function of the property, creating an overly dominant form of development that would be harmful to the character of the surrounding area and establish an undesirable precedent for similar developments.

2. Harm to Residential Amenity

The proposal would have an unacceptable impact on the living conditions of neighbouring residents.

A seven-person HMO is likely to generate substantially greater levels of activity than a typical family dwelling, resulting in increased noise, frequent comings and goings, deliveries, visitors and general disturbance throughout the day and evening.

The proposed roof alterations and enlarged upper-floor accommodation also raise concerns regarding overlooking, loss of privacy and potential overshadowing of neighbouring properties.

These impacts would significantly erode the quiet residential character of the area and conflict with the planning objective of protecting residential amenity.

The concerns raised by neighbouring residents are therefore both reasonable and well founded.

3. Parking, Highway Safety and the Applicant's Parking Survey

One of the most significant concerns is the proposal's impact on parking and highway safety.

The applicant's own Parking Survey (LRJ Planning Ltd, June 2026) demonstrates that the surrounding streets are already operating under severe parking stress.

The survey records occupancy levels of:

Tennyson Road (South): 93%

Tennyson Road (North): 85–88%

Milton Road (South): 87.5–100%

Coleridge Road (East): 85.7%

Coleridge Road (West): 83.3%

Overall parking occupancy across the survey area ranged between 88.4% and 90.2%.

These figures are significant because parking occupancy above approximately 85% is widely recognised as indicating high parking stress, while levels above 90% indicate severe parking stress where residents regularly struggle to find available parking close to their homes.

Despite this evidence, the survey concludes that additional parking demand can be accommodated. This conclusion is not supported by the data presented.

The survey is also methodologically weak for several reasons:

It relies on a single survey undertaken at 05:15, a time that is unlikely to represent peak parking demand.

It fails to assess evening, weekend or daytime parking conditions when demand is typically much higher. This would certainly be the case being that a local park is within close proximity and is reference by many other neighbours objections as a cause of parking stress.

It identifies eleven "available" spaces spread across several surrounding streets within a 200-metre radius, which does not represent realistic parking availability for residents.

It assumes low levels of car ownership among future HMO occupants without providing any supporting evidence.

The proposal would increase parking demand considerably while providing no meaningful off-street parking.

Indeed, the applicant acknowledges that the existing garage is undersized and unsuitable for parking, leaving the property effectively reliant on already saturated on-street parking. This garage will also be demolished to accommodate the proposed new structure.

The survey therefore supports the opposite conclusion to that reached by the applicant: namely, that there is insufficient parking capacity to accommodate the proposed development without worsening existing parking stress and creating additional highway safety issues.

4. Conflict with Newport Parking Standards and Planning Policy

The proposal also conflicts with Newport City Council's adopted planning policies.

Under Newport's Parking Standards Supplementary Planning Guidance, a property of this nature would be expected to provide substantially greater parking provision than is currently available.

The site is unable to meet these standards, and the proposal would therefore place additional pressure on surrounding streets already operating at or beyond practical capacity. This would especially cause severe parking stress during the renovation period.

The proposal consequently conflicts with the objectives of Local Development Plan Policies GP4 and T4, which seek to ensure adequate parking provision, protect highway safety and prevent development from creating unacceptable impacts on surrounding communities.

5. Drainage and Infrastructure Capacity

The consultation responses indicate that drainage and sewer capacity have required consideration by Dŵr Cymru Welsh Water. They have noted their own conditions and advisory notes.

A seven-person HMO will inevitably generate greater demand on local drainage infrastructure than a single-family dwelling.

In the absence of clear evidence demonstrating that the existing infrastructure has sufficient capacity, there remains legitimate concern that the proposal could place additional pressure on local services.

6. Conflict with Local and National Planning Policy

Overall, the proposal conflicts with the fundamental principles of both local and national planning policy.

The development fails to respect the established character of the area, would result in unacceptable harm to neighbouring residential amenity, creates unacceptable parking and highway impacts and represents an unsustainable form of development.

The proposal is therefore contrary to the objectives of the Newport Local Development Plan, including Policies GP4 and T4, together with the wider placemaking and design principles contained within Planning Policy Wales.

7. Weight of Public Objection

The application has generated significant concern from local residents, their families and visitors and elected members. Many residents are noted as being disabled, or requiring visits from carers, which again only adds to the parking stress. Many are also concerned with the amount of extra waste a HMO will generate which are valid concerns.

This demonstrates that the issues extend well beyond individual neighbour objections and reflect genuine concerns regarding the suitability of the proposal, its impact on the surrounding community and its compliance with planning policy.

Conclusion

For the reasons outlined above, I respectfully request that Newport City Council refuses Planning Application 26/0456.

The proposal represents an unacceptable overdevelopment of the site through both its scale and intensity of use. It would materially harm the character of Tennyson Road, adversely affect the amenity of neighbouring residents, exacerbate existing parking and highway safety problems, place additional pressure on local infrastructure and conflicts with the objectives of the Newport Local Development Plan and Planning Policy Wales.

In particular, the applicant's own Parking Survey provides compelling evidence that the surrounding streets are already operating under severe parking stress. Rather than demonstrating that additional demand can be accommodated, the survey highlights the absence of realistic parking capacity and reinforces the conclusion that the proposal would have an unacceptable impact on the surrounding highway network and residential environment.

I therefore respectfully request that this objection is given full weight in the determination of the application and that planning permission is refused.

Yours faithfully,

43 Tennyson Road

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