

Prepared on behalf of HOUSETIQUE LTD

Date: 24/02/2025

Revision: A

NB This statement is to be read closely in conjunction with submitted drawings.

This statement has been produced along the guidelines to set out the Adopted LDP 2011-2026.

1 Project Particulars

The proposal seeks to redevelop the existing shop unit at 83 commercial street by creating 9no units of residential flats above the ground floor rental unit through the two floor extension on the front half of the building and three partial floor extension toward the rear half of the building.

2 Site and Context Appraisal

1. The site is located along the southern end of commercial street, which is in a designated secondary shopping area, in providing the supporting role to the main shopping area at the pedestrianised half of commercial street. Although part of the city center shopping area, the site suffers from vacancy problems when the last tenant Sue Ryder Charity Shop left.

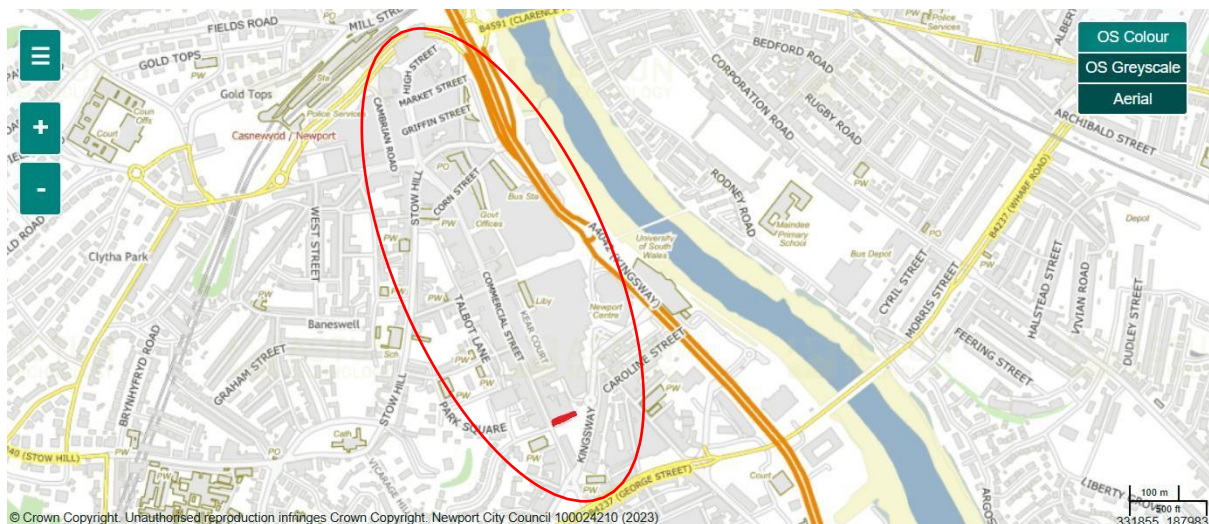


Fig 1 Town Centre Map from Newport UDP showing the extent of the Town Centre Area

2. Located in the City Centre the site provides easy access to public transport, the train and bus station are both within close walking distance.

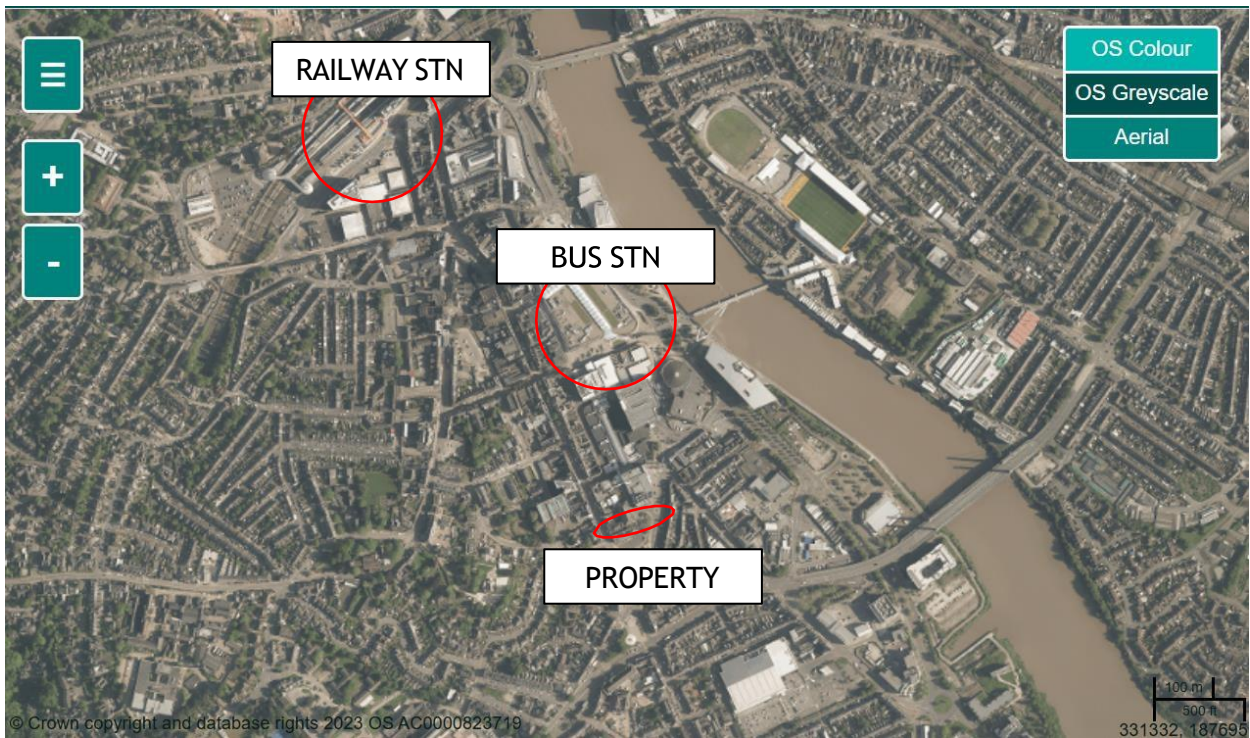


Fig 2 Aerial View of site showing close proximity to public modes of transport



Fig 3 Aerial view of site in relation to neighbouring buildings

3. The building elevations along the secondary frontages of commercial street is a mismatch of different facades, from old stone buildings to rendered and brick facades. On the front elevation the building had a glazed shop frontage on ground floor, and dark grey metal profiled cladded wall that rises 1.5 storey to the same height and the adjacent buildings. The front façade conceals the flat roof to the ground floor, which rises to two storeys at the rear of the building.
4. The adjacent buildings on both sides have facades extending more than the width of one plot. On the north (80-82 commercial street) is one large extended unit and on the south (84-85 commercial street) has also been redeveloped with a continuous rendered façade above the ground floor.



Fig 4 View of 80-82 commercial street



Fig 5 Front view of site existing



Fig 6 View of 84-85 commercial street (LeRaj Restaurant Vacant and Derelict)

3 Vision For Development

This development will enhance the site by creating a simple but modern extension to the existing building, which will help revitalise the area both architecturally as well as a through injecting a mix of residential element in the area.

A previous planning application has sought to create 14 and 8 units of flats retrospectively by extending the building storeys above the ground floor and changing the A1 shop to A3 use restaurant on the ground floor. The last application for 8 flats was refused on the grounds that the S106 investment was not agreed, and the applicant failed to evidence suitable changes to the flue from the neighbouring restaurant.

This new scheme seeks to address as the applicant has engaged with the owner of the vacant neighbouring restaurant to remove the flue, and the client is in advanced agreement to Section 106 principles of Town and Country Planning Act 1990.

4 Design, Scale, Layout and Form of Development

This new revised scheme finalises the number of flats at 9no, allowing for larger rooms and units. 75% of the ground floor is kept for commercial use, with areas including storage and refuse facilities for the residential proposal for upper floors.

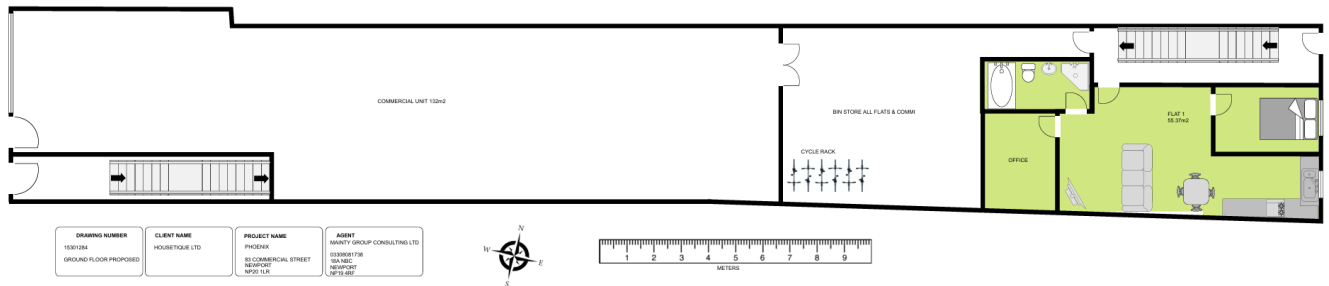


Fig 7a Ground Floor

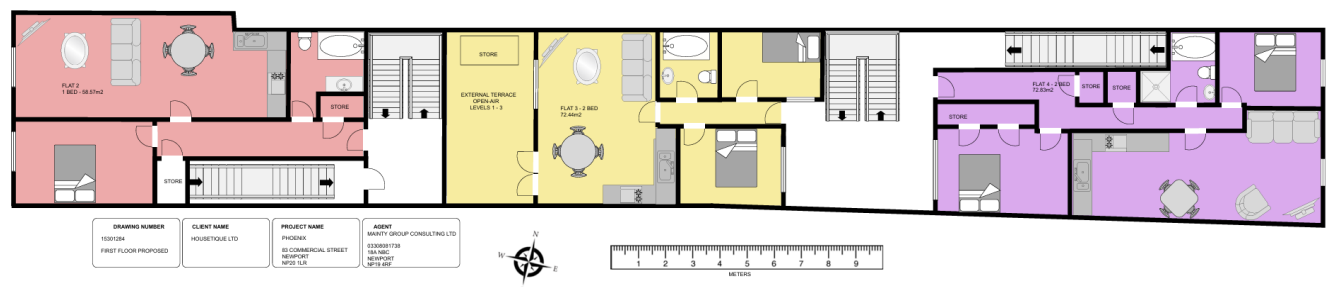


Fig 7b First Floor

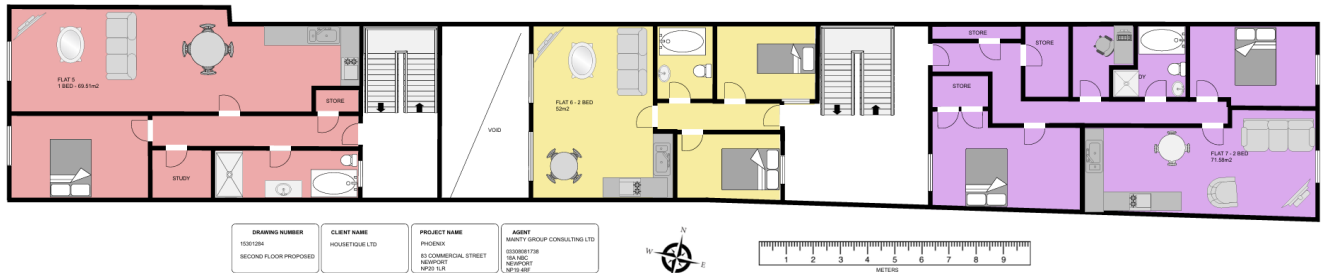


Fig 7c Second Floor

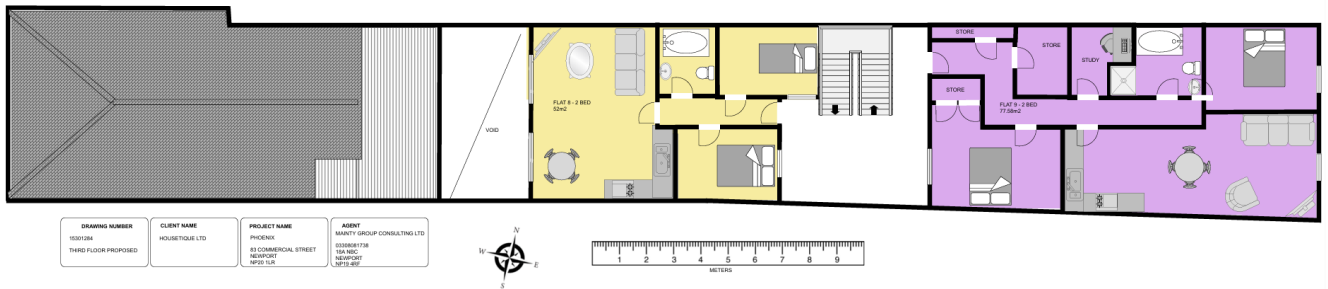


Fig 7d Third Floor

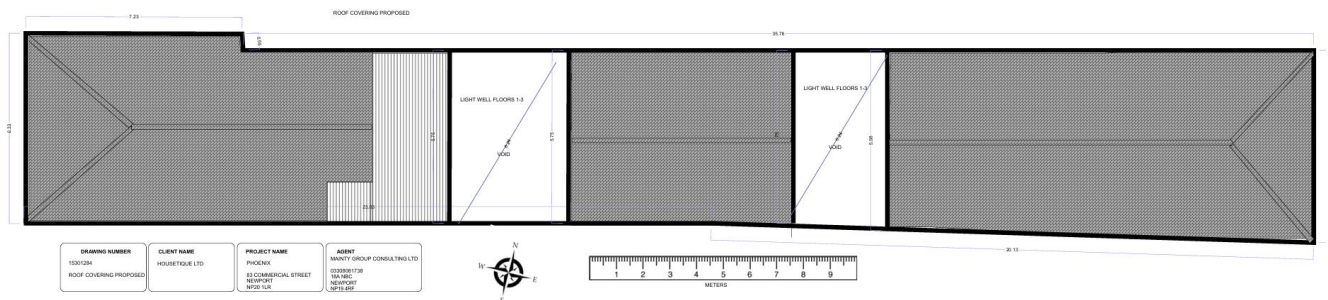


Fig 7e Roofline showing light-wells

Unlike the front elevation where the site is flanked by two buildings with similar rendered facades at identical heights, the rear elevation does not have a consistent context with different heights, plot widths, building lines and materials. The adjacent building on the north is a large stone building, measuring approximately 37m long, extending the width of 6 plots and 12m high to the eave line of the pitched roof.



Fig 8 View of adjacent building to north on rear

On the southern side, the building on the front extends 8m into the plot, with a low one storey building adjoining it towards the rear, and only extends partially into the site. The adjacent buildings generally do not extend the whole length of the site and are one or two stories high



Fig 9 Rear view of existing building



Fig 10 the view of front façade (from rear) standing on the flat roof of ground floor

Although the whole plot has been built upon, the existing building is relatively underutilised. The front elevation in metal profile cladding, rising to line with adjacent buildings masks a 1.5 storey building for most of the plot.

Like the previous planning application, the residential scheme is separated into two blocks with stair access into each end of the plot. The number of residential units per floor is as follow: Ground Floor = 1, First Floor = 3, Second Floor =3, Third Floor =2. All flats exceed 52m² in footprint and extend up to 72m²+ for larger two bedroom units. Each flat to the rear and middle of the property has access to open-air space via the entrance routes on all floors.

8 Flat units will have direct access to the internal refuse store at ground floor of the building, and only the two front flats accessed from Commercial Street via a communal door will place refuse on the street level. There are no windows planned to be placed on the party boundary wall, to allow for the 1 hour minimum fire separation.

Materials and Detailing

The design of the building picks up on a design of the adjacent Victorian warehouse building at the rear of the site, through the use of a simple palette of materials with no elaborate detailing. Besides that, the building line of the extension also relates to the line of the adjacent building.

Although there is no consistent fenestration to relate to, windows are located as required based on new floor levels in a consistent manner. Reconstituted stone lintels are used above each window to establish a pattern and help create a more interesting elevation which identifies as the mass in proportion of the building.

On the front elevation the existing metal profiled cladding will be replaced with a brick wall which aligns with adjacent buildings. As mentioned in the previous section, an additional third and fourth floor is set back approximately 19m from the elevation, which is safely beyond the line of sight from the opposite side of the road (Commercial street) On the rear elevation, the existing brick wall is also extended to the height of the neighbouring building, with a pitched roof set-back behind the brick parapet wall to make the side elevation more interesting. Fire rated glass blocks are located within circulation and habitable rooms to break up the long brick wall on the site boundary.

Community Safety and Access

The previous schemes were relatively permeable for the residents. Access to the residential blocks were gained via stair access on both the front and rear of the building, which leads to a common access way on first floor. This new scheme has split access routes to the following:

Flats 2 C 5 (at front of building) accessed via street level (Commercial Street) via communal door and staircase

Flats 1, 3, 4, 6, 7, 8, 9, (accessed from rear of building) are accessed at street level via communal door and staircase

Limited Permeability gives residents more ownership of the stairs where any trespassers are easier to be identified. Besides that, with the removal of a complete common access way, there will be no problems with people lingering outside the flats to prevent any antisocial behaviours within the development confines. As access stairs are visible from the rear yard, natural surveillance will be provided externally.

Environment and Economic Sustainability

Situated in the centre of Newport and within close vicinity to major public transport networks, this development will encourage the use of public transport with the train and bus station within close walking distance. There will be little to no reliance on car travel thereby easing the requirement for off-street car parking. No car parking spaces are provided or possible with the existing structure, but cycle storage is provided for each flat in a lockable, secure and well-lit area on ground floor.

The use of brownfield sites in the provision of housing need will also reduce the environmental damage of the building on greenfield sites. On a wider scale, this redevelopment will help

contribute towards the city centre regeneration by enhancing the vitality and viability of the southern end of Commercial Street, facilitating economic growth through the creation of more employment and injecting a mix of use into the area.

The site is a long narrow plot stretching along the north east and south west axis. The northern side fully abuts neighbouring buildings, the building is relatively free from obstruction on the southern side, therefore the flats all have access to natural daylight, sunlight and open air to all inhabitable rooms, via openable windows for natural ventilation. Solar shading has not been allowed for as these can be fitted by residents internally.

In order to save water, the apartments will be fitted with low water use appliances such as washing machines, dishwashers and toilets.

The proposed building materials are kept simple and will use sustainable materials. The building fabric will be developed mainly in rendered blockwork and brickwork, to tie in what is already inside. Brick is relatively green compared to many other modern materials, which also helps provide good U-Values and a high thermal mass. Although there are some glass blocks in the side elevation, these have been kept within circulation spaces or kept to a minimum area, where they are located in habitable spaces. All windows will be double glazed, and the mock slate roof is a durable material requiring minimal maintenance.

The close proximity of the existing kitchen extract from the adjacent restaurant is no longer deemed to be a problem, as the restaurant is derelict and vacant. We have, however, made these proposals consider the route of the extract flue, should the restaurant reopen. Engagement with the land / restaurant owner is in progress to gain agreement to reroute the extract as a worst case scenario. The extract may be rerouted and taken above the roof level with the discharge dispersed by the prevailing wind, thereby giving the residents sufficient protection from any future kitchen odour, if it reopens. The ductwork will be located where it is not easily visible from any public road. With regards to any noise transfer, the ductwork can be fixed to the boundary wall in a space with no impact to any living area. On top of this, to ensure sufficient acoustic separation, dampers can be installed if deemed necessary.

External Visual Approach

The property has been designed to take into consideration multiple visual factors, to improve the current derelict state of the plot and attempting to the only affects on the area are positive.

The only visual change from the frontage (commercial street) is a modern take on a Victorian simplistic design. The block of flats to the rear and centre of the building will not be visible from commercial street.

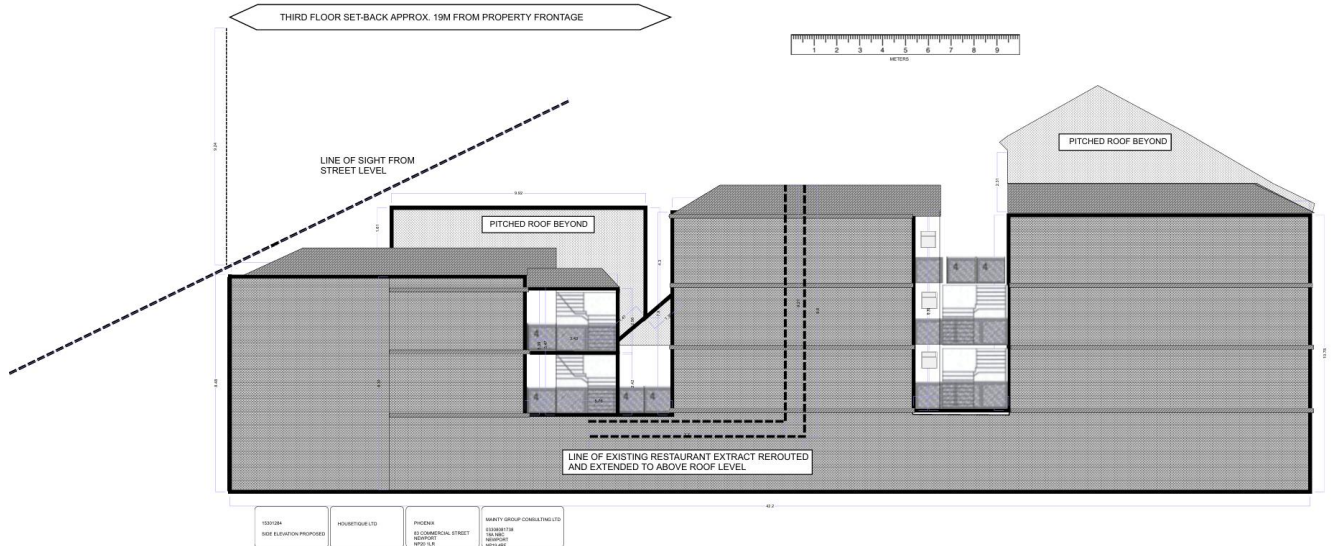


Fig 11 Side View of the developed plot, showing visual splay / line of sight

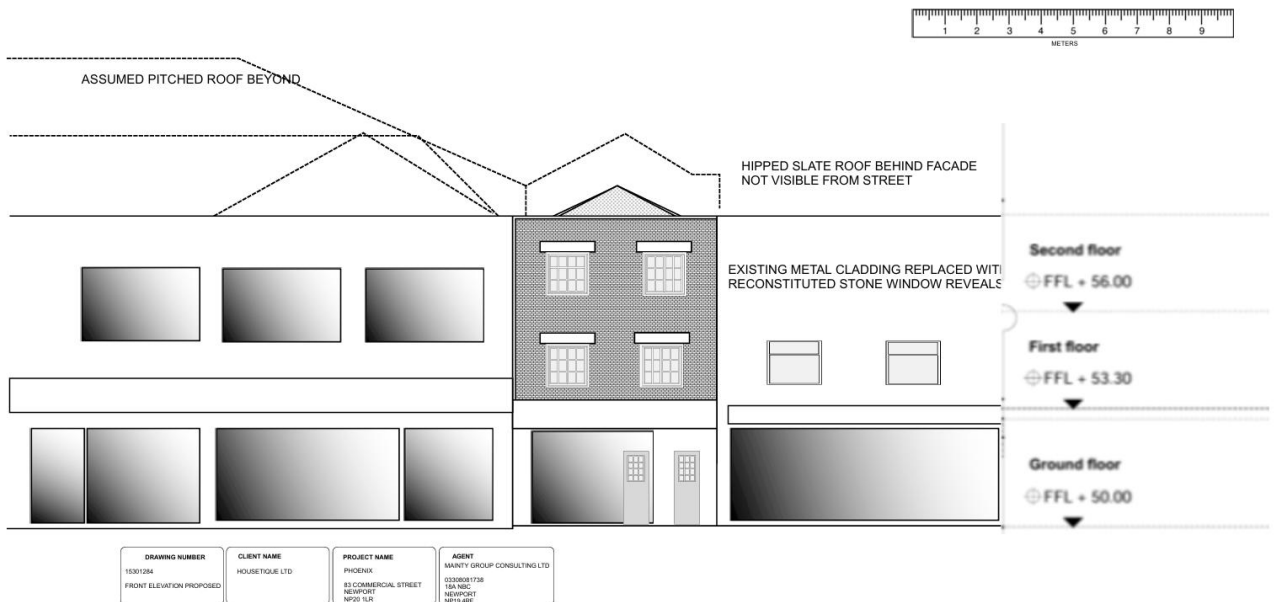


Fig 12 Front View of the new developed plot, showing proposed façade

DRAWING NUMBER 15301284 REAR ELEVATION PROPOSED	CLIENT NAME HOUSEBrique LTD	PROJECT NAME PHOENIX 83 COMMERCIAL STREET NEWPORT NP23 1LR	AGENT MAINTY GROUP CONSULTING LTD 03308081738 18A NBC NEWPORT NP15 4RF
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Fig 13 Rear View of developed plot, showing parapet façade with set-back roof, and neighbouring property / warehouse