

DESIGN STATEMENT – 11 Pentre Tai Rd, Rhiwderin, Newport, NP10 8RL

This Design statement accompanies the Full Planning Application for the proposed extension to No. 11 Pentre Tair Road, Rhiwderin.

Planning History:

A number of Pre-Application submissions including a Planning Application were made before my involvement with the project. These are briefly outlined below:

1. **19.12.2024 – Application ref: 24/0509** for the demolition of the existing bungalow and construction of a replacement dwelling was refused due to its excessive massing and scale would overdevelop the plot and be out of keeping with neighbouring dwellings. The scheme was cited for its poor-quality design which lacked any form of coherent architectural style.
2. **PS/25/0007** – Pre Application Planning Enquiry for replacement dwelling (unlikely to be supported)

I was then commissioned by my client to undertake a new Pre-Application Enquiry to try and resolve the issues originally raised but for a first-floor extension to the existing bungalow – effectively converting the single-storey dwelling into a two-storey house.

3. **30.06.2025 - PS/25/0067 – Pre Application Planning Enquiry for alteration of bungalow to create a 2-storey dwelling.** This initial submission sought to overcome some of the original issues by demolishing the existing single-storey side extension (constructed on the boundary line) and integration of a double garage to the front of the property. The double garage was deemed unacceptable, and whilst positive elements were welcomed, concerns remained about the impact on the character and appearance.



4. 08.09.2025 - PS/25/ 0090 – Pre Application Planning Enquiry for alteration of bungalow to create a 2-storey dwelling. (Incorrectly noted on the Pre-App response as a replacement dwelling)

The following commentary relates to the original Pre-App (PS/25/0067) and describe in detail the changes made to the revised Pre-App submission (PS/25/0090)



Highways Response:

The revised proposals address the Highway Officers points. We note that Highways would have accepted a single garage in the location shown, as their issues and concerns purely related to the angle at which any vehicle would approach the highway (which for reference is a very quiet 20mph access lane and not a busy road, and currently features garages with direct access onto the road along the entire curtilage on the Eastern side) It should also be noted that there are no changes necessary to the drop-kerb that would necessitate a Highways application.

Notwithstanding the comments received, the application has been amended to remove the garage from the front of the property and retain the garage in its current location (integral with the property) whilst enlarging it such that it permits the parking of a vehicle within it as a useable and compliant garage space. This brings the front of the garage closer to the road frontage but retains a driveway depth to the front of 7.4m. In addition, a parking forecourt will be retained to the front of the property providing additional off-road parking.

Planning Response (Officer Assessment):

Responding only to the comments on the latest pre-application submission (PS/25/0067) – as outlined above the garage has been removed from the frontage of the property and so addresses this point in its entirety. However, the context of this property is somewhat unique in that Pentre Tai Road comprises of properties on the western side of the street only, with the opposite (eastern) side comprising purely garages and access to the rear of the properties on Tredegar Street and it's this context to which the original garage option had been proposed.

Comments were also made about the erection of a side gate and fence linking to the northern boundary. These are in fact both existing and not a new addition and will be retained.

Bulk, Scale and Massing:

The existing side extension (built on the boundary wall) will still be demolished as part of this revised scheme. The removal of the front garage element removes the additional width that was perceived as being added to the previous proposal. The rear, side extension will however be retained (see following section) but its overall width has been reduced, such that the new proposal is now narrower than the total width of the existing bungalow.

As a result of the removal of the projecting garage block, the existing garage has been retained and enlarged and now creates the opportunity for the inclusion of natural stone to the 2-storey gable (new-build element) whilst a double-height glazed entrance door and side screens creates a unique architectural statement to the front façade and responds to the double-height space within the entrance hallway.

Materials

The comments made in reference to the amount of render make very little sense, as little regard seems to have been made to both the fact that the application relates to an extension to an existing rendered bungalow, and the fact that the surrounding properties are all rendered. The comments made in respect to previous applications and referenced in the original covering letter referred to a "lack of any coherent architectural style" with comments raised about the materials "being out of context". The amended proposal introduces natural stone to the new-build elements where it is possible to do so. For obvious reasons, the existing bungalow walls need to remain as render (they cannot be rebuilt as this would involve un-necessary demolition and is not fitting with a sustainable approach to the re-use of existing buildings) The simple palette of materials proposed is entirely in keeping with the immediate context and varied architectural styles of the properties along Pentre Tai Road.

Two-storey rear side extension

This will be retained as part of the proposal but has been reduced in width to ensure that the proposed dwelling remains no wider than the existing bungalow. The design seeks to rebalance the property within the plot by removing the existing southern extension and replacing this with an extension to the north. This significantly improves the buildings balance within the plot and improves the amenity with the recently consented dwelling to the south whilst have no detrimental impact on No.13 to the immediate north.

The central cat-slide roof feature and balanced rear gables creates a series of spaces that respond directly to my clients brief for a property that meets their personal needs and creates a central 'garden-room' that connects the house to the garden (which is used extensively) and is central to the ethos behind the design of the property. The proposed design seeks to create a unique and site-specific dwelling that reflects best practice and current thinking in terms of unifying inside and outside spaces and enhancing the dwellings connection with nature and therefore improving the well-being of its occupiers.

Impact on amenity

The revised proposal addresses all the points raised in the pre-app response. The window to the Master En-suite is retained in the original proportions as this would be obscure glazed for privacy (given its location) and so has no detrimental impact on perceived over-looking as this is a non-habitable room. The two inner facing windows to the rear bedrooms have also been removed to overcome any concerns about internal privacy between rooms.

Drainage

Your points are noted on the requirements for sustainable drainage. As this is an existing property any drainage will remain as per the current arrangements, however the construction of the new driveway will reflect the SuDs requirements for permeable paving etc. Schedule 3 as noted on the response is not applicable as this is not a new development of 2 or more properties, but an extension to an existing bungalow.

Design Submission and Officer Response to Pre-App 4 (PS/25/0090)

Impact on Character and Appearance:

The changes proposed within the last Pre-App, and that now form the accompanying submission were acknowledged as not being considered an over-development of the site. The integration of the garage within the property has been welcomed, and whilst the preference would have been to reduce the length of the new garage projection this would have resulted in the garage being both unusable and beneath the minimum size standards required by Newport Highways.

In addition, the reduction in building width was welcomed, and the design of the principal elevations was again considered to be an improvement. Whilst the possibility of a hipped roof approach was suggested, this would over-complicate the design both in terms of architectural detailing and is significantly more expensive to construct and so this remains unchanged with the design being submitted for Full Planning.

In response to questions raised, the Street-scene Elevation and Site Plan have been amended to clarify the extent of retained wall and hedgerow and detail the small section that needs to be removed in order to improve the existing highways access.



Impact on Amenity:

It has been acknowledged that there is no detrimental impact on the amenity to the existing neighbouring properties, with no reduction in daylight or sunlight.

In respect to the visual amenity, it has been acknowledged that the proposed design features a mix of contemporary and traditional features that respond well to the varied architectural design and features within the immediate context.

Highways Response:

The comments received from Highways for some reason did not account for the existing driveway and cross-over configuration and state that the changes made would not be supported, but state that the access can be made acceptable. Therefore, following the advice from the Planning Officer, the accompanying application includes a detailed report from Magna Transport Planning including a swept path analysis proving the suitability of the proposed driveway and access arrangements and confirms that there are no defensible highways grounds on which the proposal could be resisted.

Ecology:

There is a short section (3.5m) length of existing hedgerow (laurel mix) that will require removal as noted above. In order to mitigate this, areas have been set aside to improve biodiversity with zones for wild-flower planting. My client is a keen gardener and the driving force behind the architectural design to better integrate the dwelling within its current garden which has already been comprehensively landscaped.

A separate Ecology report accompanies the application with a Bat Survey having been undertaken that shows the current roof structure does not provide any roosting for bats.

Waste storage:

An area has been illustrated on the attached Site Plan for a covered Bin Store to meet the required standards, with additional recycling storage will be provided within the utility room for ease of sorting.

Sustainable Drainage:

As the property in question is existing with areas to be demolished and areas of extension the overall net increase in footprint calculations are provided below:

Existing Footprint – 145sq.m

Area of front driveway – 112sq.m (currently rough ground following the previous hard-surfacing having been dug up ready for its replacement)

Proposed Footprint – 157sq.m

Area of proposed driveway and hard surfaces – 94.8sq.m. This will all be constructed using Permeable Paving

The proposed dwelling and driveway results in an overall (257 – 251.8) **decrease in hard surfacing of 5.2sq.m**



Conclusion:

The proposed Full Planning application has been adjusted where feasible to fully respond to the various recommendations and consultee comments provided in response to the last Pre-Application Submission (ref: PS25/0090) The proposed conversion of the existing single-storey property to form a two-storey property creates a strong and sensible intervention within the overall street scene and a logical step-down in building height between the replacement chapel dwelling at No.9 and the existing two-storey house at No.13.

The concerns of both the Highways Officer and Ecologist have been suitably demonstrated to have been resolved in the attached reports, and the proposed minor reduction in hard surfacing, and use of permeable paving to the driveway forecourt will all contribute to a betterment of the existing situation in respect to SuDS drainage principles.

