

Proposed construction of a self contained flat with onsite parking, refuse and cycle storage facilities

21 Clyffard Crescent, Newport

Design & Access Statement | Date: November 2025

1. Introduction

- 1.1 This Design & Access statement has been prepared to support our Client's revised planning application for the proposed construction of a self contained flat with onsite parking, refuse and cycle storage facilities on land at 21 Clyffard Crescent, Newport.
- 1.2 This statement explains the concept and principles of the development in relation to accessibility, character, community safety, environmental sustainability, movement and assesses the proposal against the relevant Planning Policy framework.
- 1.3 The statement demonstrates the proposal accords with relevant National and Local Planning Policy and other material planning policy considerations.
- 1.4 The statement should be read in conjunction with the submitted plans and illustrations comprising the application submission.



2. Planning Policy

National Planning Policy

- 2.1 PPW and the National Development Framework (published as Future Wales – the National Plan 2040) set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) and Local Development Plans (LDPs).
- 2.2 **Planning Policy Wales (PPW Edition 12) February 2024** sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes. Procedural advice is given in circulars and policy clarification letters.
- 2.3 Section 3 states *‘Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales’.*
- 2.4 With regard to environmental sustainability, PPW states *‘Good design promotes environmental sustainability and contributes to the achievement of the well-being goals. Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution.’* Wherever possible, PPW encourages the use of brownfield sites in preference to greenfield sites where it is suitable for development.
- 2.5 Section 4 states *‘The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:*
- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.
- 2.6 Planning Policy Wales Technical Advice Note 12: Design, sets out the Welsh Assembly Government’s detailed advice on how to achieve good design in all development at every scale throughout Wales.
- 2.7 The guidance sets out the Assembly’s objectives for good design, namely:
- Access – ensuring ease of access for all.
- Character – sustaining or enhancing local character. Promoting legible development. Promoting a successful relationship between public and private space. Promoting quality, choice and variety. Promoting innovative design.
- Community safety – ensuring attractive, safe public spaces. Security through natural surveillance.
- Environmental sustainability – achieving efficient use and protection of natural resources. Enhancing biodiversity. Designing for change.
- Movement – promoting sustainable means of travel
- 2.8 TAN 18 - Transport and TAN 22 –Sustainable buildings are considered relevant to the site.
- Plan led system**
- 2.9 In Wales, every local planning authority must prepare a local development plan (LDP) for its area which once adopted, will supersede the existing development plan for the area. LDPs should be clear and concise, setting out a vision-based strategy for the plan area that has regard to the Wales Spatial Plan. LDPs should give developers and the

public certainty about the type of development that will be permitted at a given location. Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise.

- 2.10 PPW requires that LDP's are kept up to date to support the objectives of the plan led system in order to provide certainty, rational and consistent decisions, and a reduction in the number of misconceived planning application and appeals. LDP's are required to give developers and the public certainty about the type of development that will be permitted in a given location.
- 2.11 PPW continues, stating that planning applications must be considered in the light of the strategy and policies in the adopted development plan.
- 2.12 Chapter 8 – *Transportation* of PPW is of specific relevance to the development of the site.
- 2.13 If the Senedd's objectives for the more sustainable use of land and buildings and the re-use of previously developed sites are to be achieved, Local Authorities and other stakeholders will need to be more proactive. Wherever possible, Local Authorities should work with landowners to ensure that suitable sites are brought forward for development and to secure a coherent approach to renewal.
- 2.14 Chapter 8 states "*Local authorities should promote public transport as a means to achieve environmental objectives, to assist in relieving congestion and to encourage social inclusion.*"

Local Planning Policy

- 2.15 The adopted Development Plan is the Adopted Newport Local Development Plan 2011 - 2026. Policies of relevance to the application proposals comprise:
- SP1 – Sustainability
 - SP10 – House building requirements
 - GP6 - Quality of design
 - H2 – Housing standards
 - H6 – Sub division of curtilages, infill and backland development
 - T5 walking and cycling

- 2.16 Supplementary Planning Guidance (SPG) provide further information in support of adopted policies. The following SPG's are relevant to the application proposals:

New dwellings
Waste storage and collection
Parking standards (Zone 2)

Planning History

- 2.17 The following application relates specifically to the application proposal.

25/0204 - Proposed construction of 2 self contained flats with on site refuse and cycle storage facilities
Refused 26.06.2025

01 The proposal represents an overdevelopment of the site which is demonstrated through two main ways:

- *Impact on neighbouring occupiers including the host property (loss of amenity space / car parking that currently serves the host property which is a substantial residential property) and overbearing impact, particularly on the host property which would be left with a very short garden and a high building in close proximity to rear windows).*
- *Poor level of amenity for future occupiers due to a lack of a meaningful external amenity space to serve the proposed flats and substandard floor area in relation to the New Dwellings Supplementary Planning Guidance and the Welsh Development Quality Requirements 2021, and lack of parking provision for the proposed flats with no justification for the deficit.*

Therefore, the proposal is contrary to the New Dwellings Supplementary Planning Guidance Document (Adopted January 2020) Policy H6, GP2, GP4 and T4 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

02 The development would have a significant adverse impact upon interests of acknowledged importance, namely it represents an unsustainable form of development which fails to be mitigated by contributions towards affordable housing and off-site leisure improvements. As such, the scheme is contrary to the Planning Obligations SPG dated January 2020 and policies SP1, SP13 and H4 of the Newport Local Development Plan 2011-2026 (Adopted January 2015).



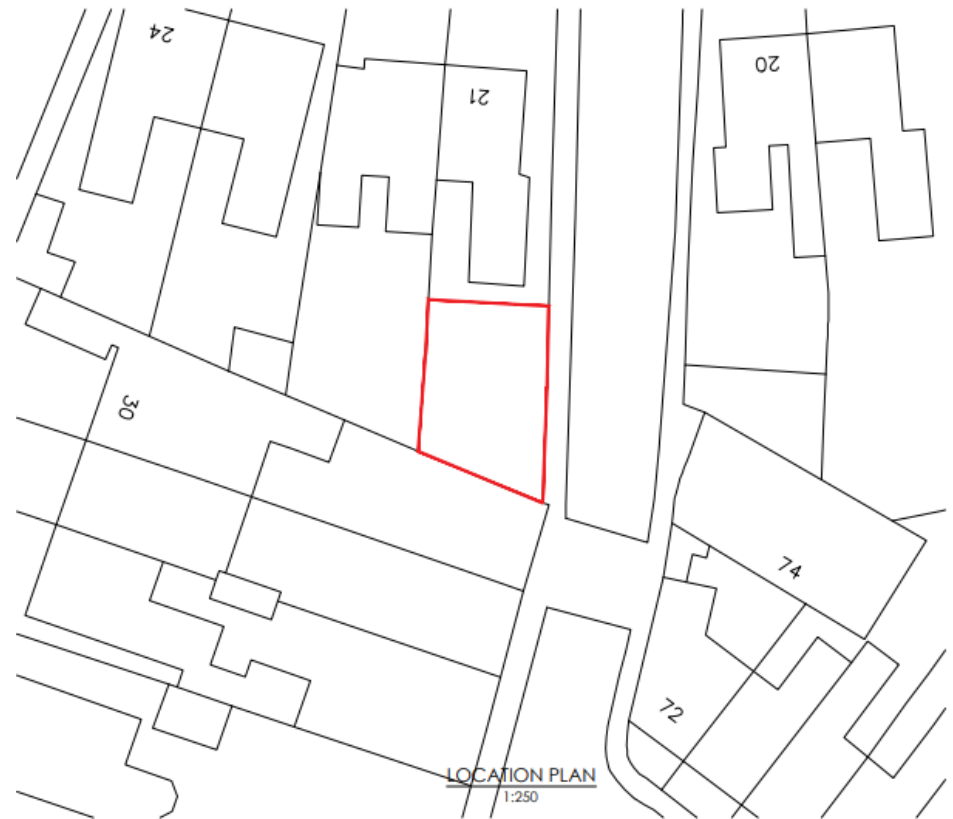
03 The development would have a significant adverse impact upon the character and appearance of the area through the introduction of an over scaled building with very little architectural detail resulting in excessive bulk and massing contrary to the placemaking objectives of Planning Policy Wales (Ed.12) and Policy GP6 of the Newport Local Development Plan 2011-2026 (Adopted January 2015).

90/0920 – Change of use of dwelling into 2 flats. 21 Clyffard Crescent, Newport.
Granted 05.10.1990



3. Site & Surroundings

- 3.1 The application site comprises part of the rear curtilage of 21 Clyffard Crescent, Baneswell, Newport.
- 3.2 The site is a corner semi detached 2 storey property and curtilage which has previously been converted into self contained flats. The rear of the site forms part of the original garden area.
- 3.3 The surrounding area is predominantly residential in nature, with a mix of large 2 – 3 storey semi detached and terraced properties.
- 3.4 As is common in Newport, the topography of the site raises from east to west, with the adjoining property and properties fronting Brynhyfyrd Road being set at a higher level than the application site.
- 3.5 The area is served by regular public transport to and from Newport City Centre along Stow Hill to the south which in turn provides access to Junction 27 of the M4 motorway.
- 3.6 The site is readily visible from Clyffard Crescent and Kingsmill Terrace and can be glimpsed through existing buildings from Brynhyfyrd Road.



4. Proposal

4.1 The revised application seeks planning consent for the proposed construction of a self contained apartment with onsite parking, refuse and cycle storage facilities at 21 Clyffard Crescent, Newport.

Constraints / Opportunities

4.2 A full assessment of the physical characteristics of the site and its context in relation to surrounding development was undertaken to identify opportunities and constraints presented by the site.

4.3 The key opportunities/constraints the site presented were considered to be:

- No distinct character or design pattern,
- Ease of access to public transport and local facilities
- Ease of access to local highway and footpath networks
- The full potential of the curtilage has not been maximised

4.4 Access to the proposed development will be from a pedestrian point directly onto Clyffard Crescent and the self contained upper floor apartment will have its own dedicated front door access.

4.5 The ground floor will comprise car parking facilities for 2 cars along with refuse storage and cycle storage for 3 bikes.

4.6 The upper floor apartment will include an entrance hallway with access to all rooms, an open plan kitchen / dining / living room, bathroom and 2 bedrooms.

4.7 Windows in the proposed development will be generally restricted to the western elevation and at high level southern elevation to ensure privacy for future occupants and neighbouring properties. The position of the development at a lower level than the neighbouring properties further restricts overlooking and viewing of neighbouring properties.

4.8 The site lies within Parking Zone 2 (city Centre fringe). 2 no dedicated on site garage parking facilities are proposed. On street parking is available along Clyffard Crescent and the adjoining side streets.

4.9 In line with the Client's mandate, the proposal envisages the creation of a sustainable modern residential development, which provides a contrast between the existing residential dwelling.

4.10 As the application submission clearly illustrates, this revised proposal has been reduced in scale, providing dedicated parking refuse and cycle storage space along with a 2 bed self contained apartment.

4.11 The detailed design proposals have been developed following a full assessment of the site and surrounding areas including the physical, social and economic context.

4.12 The proposal clearly demarcates what is private and what is public space, providing an outward looking development promoting natural surveillance of the adjacent area. The development utilises its form and the configuration of its building elements to thoughtfully give visual interest and high quality composition to this corner site.

4.13 The site itself is flat with level access to the adjacent public footpaths on Clyffard Crescent. Accordingly, the site is not considered to provide any potential barriers to accessibility. Pedestrian access points to the building are clearly illustrated on the submitted application drawings. The proposal does not compromise the effective, safe and efficient use of the adjacent highway network and does not adversely affect highway safety.

4.14 The design approach adopted by the applicant is 'to provide a barrier free environment for all'.

4.15 Access will be interpreted to include access into and within buildings and the curtilage of the application site.

4.16 The principal entrances to the site will have dedicated lighting. Adequate external lighting is to be provided to assist pedestrian access from outside the site and on-site



4.17 The scheme has been designed to provide access for emergency vehicles to all parts of the development.

4.18 The site is within a highly accessible location and is easily accessed by foot, cycle and public transport. The development of the site for residential accommodation would serve to minimise the need to travel to the town by car and future occupiers would benefit from a wide range of services, shops and facilities all within walking distance of the site.

Environmental Sustainability

4.19 The development will be designed to minimise its potential impact on the environment and its CO₂ footprint.

4.20 PPW12 and TAN12 provide guidance on creating sustainable developments.

4.21 The proposed development aims to meet and exceed, where possible current regulations.

Community Safety

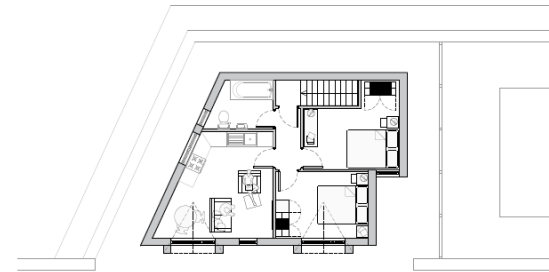
4.22 The position of the site within an established residential, commercial and retail area and the design and orientation of the proposal affords the opportunity for natural surveillance of the building entrances.

4.23 The main entrances to the building are well positioned within a defined secure defensible space and lit to ensure a strong sense of personal safety.

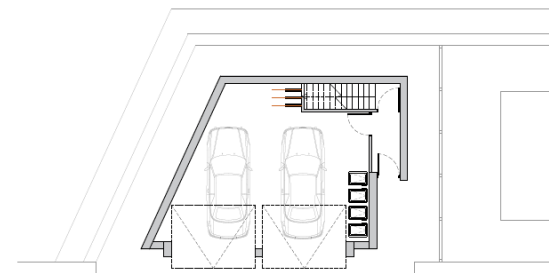
4.24 The established nature of the area creates a sense of community and ‘ownership’ discouraging anti-social behaviour.

Perimeter wall

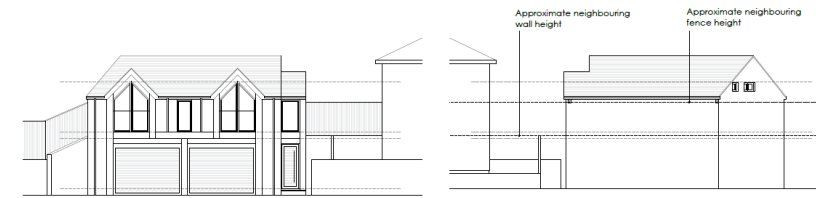
4.25 The development will be defined by existing and new boundary enclosures.



First Floor Plan

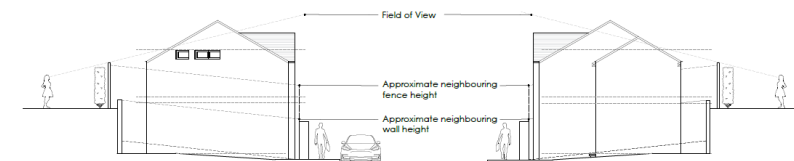


Ground Floor Plan



Front Elevation

Rear Elevation



Left Elevations

Right Elevation

-  Bee Brick
-  Bird Box

21 Clyffard Crescent	24.02
Newport	NP23 4JF
Proposed Elevations	AL0002_C
Client	100-843
Scale	1:100
Drawn	10/11/2025
Checked	10/11/2025
Approved	10/11/2025



5. Conclusion

- 5.1 The scheme makes efficient use of the site, responding to the Client's Design Brief and LDP Policy, creating a sensitively designed development which integrates well with its surroundings.
- 5.2 The proposed development is located in a highly sustainable location with good access to local and city centre based facilities by foot and regular public transport.
- 5.3 The development aims to seek a balance between creating a high quality development fit for its purpose, without impacting unnecessarily upon the environment in which it is located.
- 5.4 The proposal would utilise a brownfield site, alleviating the current pressure placed on greenfield sites in accord with the objective of Planning Policy Wales.
- 5.5 Accordingly, the application proposal is considered to adhere to National and Local Planning Policy and guidelines and doesn't adversely affect highway safety and industrial estate, therefore meets the thrust of the policies and guidelines.





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