

DESIGN & ACCESS STATEMENT



83 Commercial Street, Newport

Revised Scheme – February 2026. To be reviewed in conjunction with previously submitted DAS (DAS130824.PDF)

1. Introduction

This statement accompanies revised drawings titled “UPDATED VERSION HOUSETIQUE COMMERCIAL STREET FEB 2026” .

The proposal seeks:

- Retention of commercial use at ground floor (76.55m² as shown on Ground Floor Plan)
- Creation of 6 residential flats (reduced from previous scheme of 9 units)
- Improved layout, daylight, outlook and amenity
- Dedicated cycle and waste storage
- Architectural enhancement of Commercial Street frontage

This revised submission directly addresses the refusal reasons set out in the Decision Notice dated 2 October 2025 .

2. Amount & Layout (Addressing Refusal Reason 1)

Reduction in Unit Numbers

The previous scheme proposed 9 flats.

The revised scheme proposes 6 flats only, arranged as:

- First Floor: 2 units
- Second Floor: 2 units
- Third Floor: 2 units

Each unit now ranges between 61m² and 69.8m², significantly exceeding minimum standards (see floor areas shown on plans).

This reduction allows:

- Larger room sizes
- Improved circulation
- Better window positioning
- Improved outlook

Natural Daylight Improvements

The revised plans show:

- Full-height glazed doors and windows to rear elevations (Pages 2–4,)
- Balconies added to rear-facing units
- Larger window openings to front elevation (Page 7,)
- Removal of internalised units

All habitable rooms now have direct access to primary windows.

The previous concern regarding inadequate daylight has been addressed through:

- Reduced density
- Enlarged fenestration
- Improved room orientation

Outlook & Privacy

Rear-facing units now benefit from:

- Open aspect over rear yard (21.1m building setback shown on rear elevation, Page 8)
- Balcony projections which increase visual openness
- No opposing residential windows at close proximity

There are:

- Set-back windows on southern elevation, allowing for greater privacy and better design
- No direct overlooking introduced

The scheme now provides acceptable outlook and privacy consistent with Policies GP2 and H8.

3. Noise & Residential Amenity (Addressing Refusal Reason 2)

The previous refusal cited lack of noise assessment .

This revised scheme:

- Reduces residential density (lower occupancy = reduced sensitivity)
- Removes reliance on shared access corridors
- Separates commercial and residential circulation
- Places bedrooms away from Commercial Street where possible

A Noise Impact Assessment will accompany the resubmission to assess:

- Traffic noise
- Commercial activity
- Plant and servicing

Mitigation measures proposed:

- Acoustic glazing to street-facing units
- Mechanical ventilation where required
- Enhanced floor and party wall insulation

With submission of a formal noise survey, this reason can be fully addressed.

4. Design Quality & Elevation Improvements (Addressing Refusal Reason 3)

The refusal cited:

- Inaccuracies in plans
- Poor fenestration detail
- Blank southern elevation
- Oppressive façade

Accuracy

The revised drawing set :

- Clearly labels FFL levels
- Shows 21.1m building setback
- Clarifies roof profile
- Shows clear distinction between blocks

Inconsistencies have been resolved.

Front Elevation Improvements

As shown on Page 7 :

- Existing metal cladding replaced with masonry façade
- Reconstituted stone window reveals introduced
- Symmetrical fenestration added
- Parapet and hipped slate roof incorporated
- Façade designs to compliment existing buildings in immediate locality

The elevation now reflects a traditional Victorian warehouse rhythm consistent with surrounding buildings.

This represents a significant design upgrade.



**Representation of front / west elevation*

Southern Elevation

The revised side elevation (Page 6):

- Includes fenestration at upper levels
- Shows stepped massing
- Reduces visual bulk through set-back roof
- Improved privacy with recessed window apertures and Juliette balcony designs



**Representation of side / South elevation*

5. Cycle & Waste Storage (Addressing Refusal Reason 4)

The previous refusal stated:

- Cycle and waste were not adequately separated
- Shared between commercial and residential
- Insufficient servicing details

The revised Ground Floor Plan (Page 1) now shows:

- Dedicated Residential Bin Store
- Separate Commercial Bin Store
- Dedicated Cycle Rack areas (one internally and one externally)
- Clearly labelled utility/riser areas
- Rear yard access for servicing

Cycle storage is secure, covered and separate from waste areas.

Waste collection can occur via rear yard access.

6. Green Infrastructure & Biodiversity (Addressing Refusal Reason 5)

The previous submission did not include a Green Infrastructure Statement .

The revised scheme includes:

- Evergreen planters within rear yard (shown Page 1)

We offer opportunity for:

- Native species planting
- Bird/bat boxes
- Biodiverse green roof to rear pitched section

A formal Green Infrastructure Statement and biodiversity enhancement plan should will be submitted to satisfy Policy GP5 and PPW requirements.

7. Conclusion

The revised scheme:

- Reduces residential intensity
- Improves daylight and outlook
- Enhances façade quality
- Separates servicing facilities
- Clarifies drawings
- Introduces GI measures

The development now accords with:

- Policies GP2, GP4, GP5, GP6, H8
- Flat Conversions SPG
- Design quality objectives

WASTE MANAGEMENT PLAN

This Waste Management Plan has been prepared to support the proposed development at 83 Commercial Street, Newport. The proposal comprises:

- Retention of ground floor commercial unit
- Conversion of upper floors to form 6 No. self-contained residential flats

This document outlines the proposed waste storage arrangements for both residential and commercial uses and demonstrates compliance with local authority waste collection requirements.

2. Existing Site Context

The property is located within Newport City Centre on Commercial Street. The building fronts directly onto Commercial Street, with rear access available via the car parking and bike storage area.

The site benefits from:

- Rear access for servicing
 - Space for segregated residential waste storage
 - Internal storage provision within the retained commercial unit
-

3. Residential Waste Strategy (6 Flats)

3.1 Waste Types

Each residential unit will produce:

- General residual waste
- Mixed dry recyclables
- Food waste

Waste will be managed in accordance with Newport City Council collection policies.

3.2 Bin Provision

Residential bins will be located to the **rear of the property** within the designated car parking and bike storage area.

Provision will include:

- Communal general waste bins
- Communal recycling bins
- Food waste containers

Bin capacity will be calculated in accordance with Newport City Council standards for 6 residential units. Final bin sizes will be agreed with the Council's Waste Management Department prior to occupation.

3.3 Bin Store Location

Residential bins will be:

- Located externally at the rear of the property
- Positioned within a defined bin storage area
- Screened where necessary to protect visual amenity
- Easily accessible to residents
- Accessible to collection operatives on collection day

The route from the bin store to the collection point will be level and unobstructed.

3.4 Collection Arrangements

- Bins will be presented at the agreed collection point on collection days.
- Following collection, bins will be returned to the designated rear storage area.
- Management responsibility will sit with either a managing agent or the commercial operator (if owner-managed).

4. Commercial Waste Strategy (Ground Floor Unit)

4.1 Waste Types

The retained commercial unit will generate:

- General commercial waste

- Dry recyclable waste
- Potential food waste (subject to end use)

4.2 Storage Location

Commercial waste will be stored:

- Internally within the commercial unit
- In a dedicated, clearly defined waste storage area
- Separate from residential waste facilities

This ensures complete segregation between commercial and residential waste streams.

4.3 Collection Arrangements

- Waste will be collected via a licensed private waste contractor.
- Collection frequency will be determined by the commercial operator's needs.
- Bins will be moved to the agreed collection point at the time of collection and returned immediately thereafter.

5. Design Considerations

The proposed waste arrangements ensure:

- Clear separation of residential and commercial waste
- Adequate capacity for 6 residential units
- Convenient access for residents
- Safe and practical access for collection vehicles
- Compliance with local authority waste storage guidance
- No obstruction to public highway or neighbouring properties

The rear bin storage location ensures minimal visual impact on Commercial Street frontage.

6. Management Responsibility

Prior to first occupation:

- A management plan will be implemented for residential waste presentation.
- Residents will be provided with written guidance on waste separation and collection days.
- The commercial tenant will enter into a contract with a licensed waste contractor.

7. Conclusion

The proposed development at 83 Commercial Street provides:

- Appropriate and policy-compliant residential waste storage for 6 flats
- Separate internal commercial waste storage
- Safe and practical collection arrangements
- No adverse impact on visual amenity or highway safety

The scheme is therefore considered acceptable in terms of waste management and servicing.