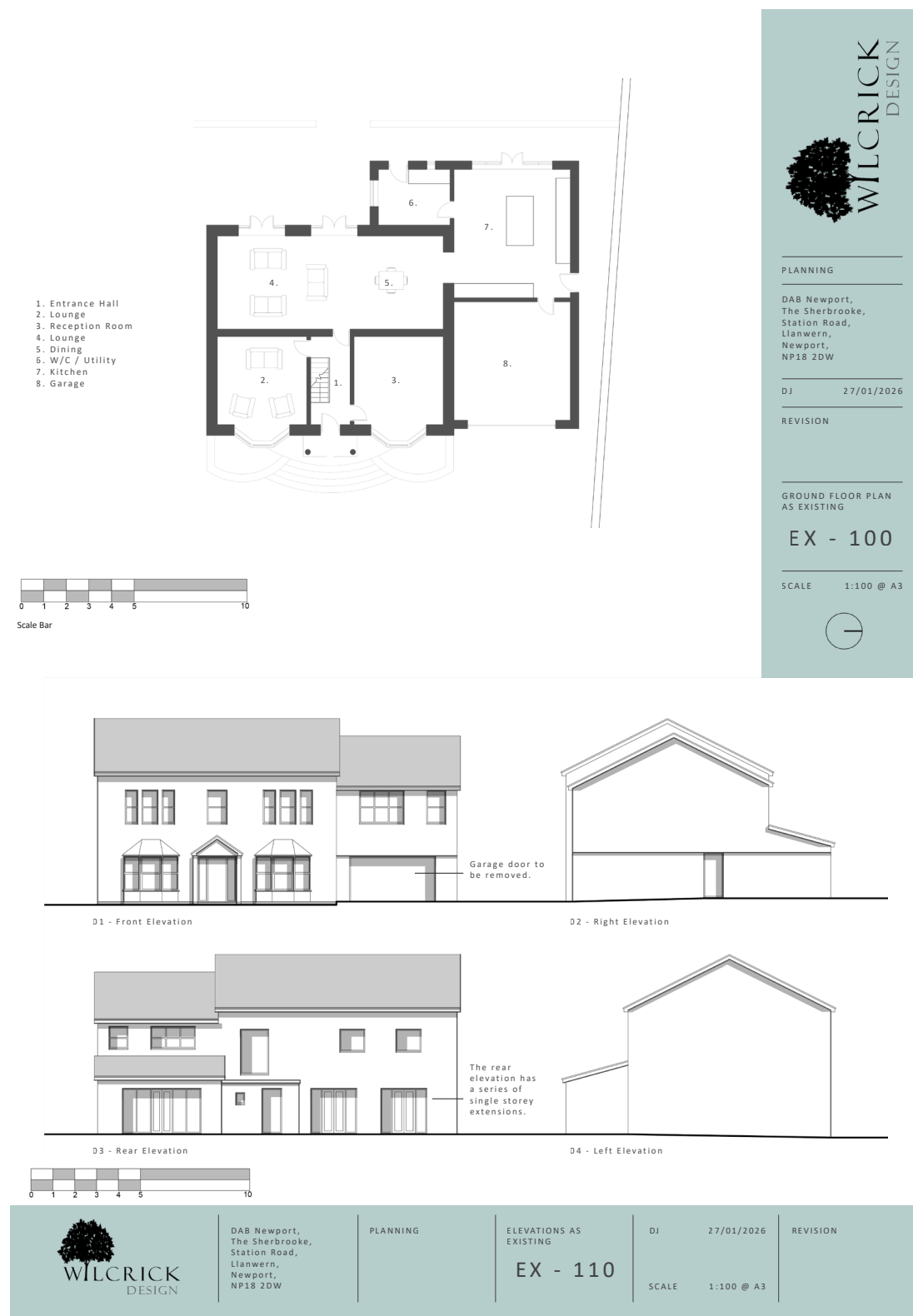




The Sherbrooke
DESIGN AND ACCESS
S T A T E M E N T

WILCRICK DESIGN 27/05/2026

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BRIEF

DAB Newport would like to explore the opportunity to convert The Sherbrooke into 6 self contained flats.

The existing house is large in scale and generally tired in its current condition. The proposal provides an opportunity to re-invigorate the site through the creation of 6 new flats. This will enable the entire building area to be engaged, making a more effective use of the building.

Station Road generally comprises large family homes with no opportunity for first time buyers or renters. The Hollies at Great Milton Park, made a small provision alongside the main development, although there is otherwise not much available.

EXISTING BUILDING

The existing building is a large 5 bedroom house with 4 bathrooms and 3 reception rooms, most of which is under utilised. The GIA of the existing house is 338m². This equates to approximately 2.5 x the minimum space standard for a 5 bed, 8 person dwelling.

Externally, the building has a symmetrical front elevation with a central entrance door. A later, two storey side extension that has a lowered ridge and garage at ground floor level, attaches to the right elevation. The rear elevation is less ordered and has been subject to a series of random additions and alterations that have led to a cluttered appearance.

MATERIALS

The walls of the house are finished with a smooth white painted cement render. The roof is clad with a grey slate. Likewise, the extension area takes on the same materiality as the original house. White UPVC windows, fascias and soffits are an extension of the white walls. Black guttering and downpipes accent this.



DESIGN

The Sherbrooke is a large house that takes on a relatively linear layout, with a central entrance door and stairwell. The existing internal spaces are generally very large in scale and benefit from good access to natural lighting.

The general layout and scale of the internal spaces, has meant that retrofitting a flat layout can be considerably straight forward and require minimal disturbance to the existing building fabric. Light weight timber partitions will be used to form central bathroom/entrance zones. Positioning these zones at the centre of each flat will make these partitions the only major intervention required to form the spaces required. A similar approach will be taken at first floor level also, were only the existing lightweight partitions will require removal.

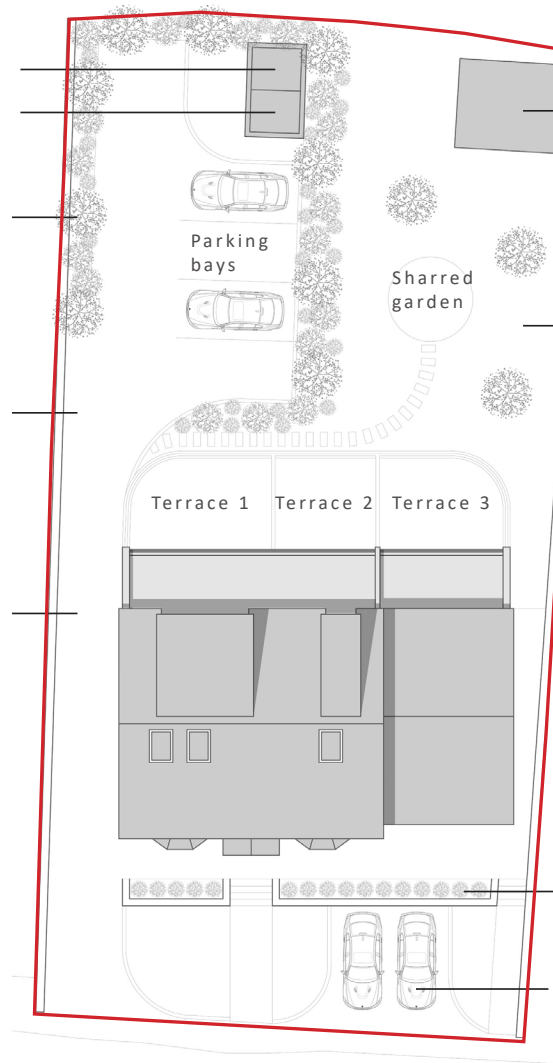
Externally, the front elevation will remain largely unaltered, with only the removal of the garage door and subsequent blocking up required. A timber clad ground floor extension will extend across the entire width of the rear elevation. Replacing the existing single storey additions with this structure will help to create a consistent aesthetic along the rear elevation as well as help to break down the scale of the existing house. Timber cladding will provide a contrast to the white painted render across the existing house and create a softened presence within the garden.

ACCOMODATION

The Newport New Dwellings 2015 SPG states that converted flats with 1 bedrooms must have a minimum 45m² gross internal floor area. The scheme is made up of apartments of mostly 50-55m² with the smallest being 48m² in size. All bedrooms have been located at the front of the building with living spaces to the rear, to maximise acoustic separation between flats.

MOVEMENT

The protected stairwell will service 5 of the flats and provide safe escape in the event of a fire. Flat 3 will benefit from having multiple escape routes at the front, rear and side of the flat.



ACCESS

The main residents access for flats 1,2,4,5 & 6 will be through the front door at the centre of the house off of the front residential car park. Flat 3 will be accessed via an entrance door along the right elevation.

All 6 flats will be lockable and self-contained for private security.

REFUSE STORAGE

The proposed site plan shows an allocated bin store at the rear of the property with space for 6+ bins . Proposals include the requirement for residents to store their recycling boxes and cardboard recycling within their individual flats and put them out on top of and in front of their respective bins on the required day for refuse collection. On collection days, this waste should be taken to the pavement at the front of the property for collection.

LANDSCAPING

The front of the site will provide 2 parking bays. A central access path will form the main entrance to the property. A retaining wall will enable the parking area to be kept level to reduce run-off. The retaining structures will be softened by perennial planting.

The left elevation will form an access drive to 4 parking bays at the rear of the property. This will reduce the burden at the front of the house and retain a typical front garden. A covered bin and bike store will be located at the back of the parking area. This will be timber clad with green roof to match the proposed extension (Fig.02). The parking and storage area will be enclosed by trees and tall planting, creating a screening from the neighbouring gardens.

The garden to the rear of the property will be left a one large sharred lawn spaces. A gravelled path will frame a seating area at the centre and additional tree planting will help provide shadded spots.

Flat 1 - Red

54m2
1 bedroom

New timber frame extension at ground floor level with timber cladding. Parking allocation at front of site. Bin store provided to the left elevation. Entrance via central hall.

Flat 2 - Blue

48m2
1 bedroom

New timber frame extension at ground floor level with timber cladding. Parking allocation at front of site. Bin store provided to the left elevation. Entrance via central hall.

Flat 3- Green

55m2
1 bedroom

New timber frame extension at ground floor level with timber cladding. Parking allocation at front of site. Bin store provided to the left elevation. Entrance via right elevation.

Flat 4 - Magenta

52m2
1 bedroom

Conversion of existing first floor space. Parking allocation at front of site. Bin store provided to the left elevation. Entrance via central hall.

Flat 5 - Yellow

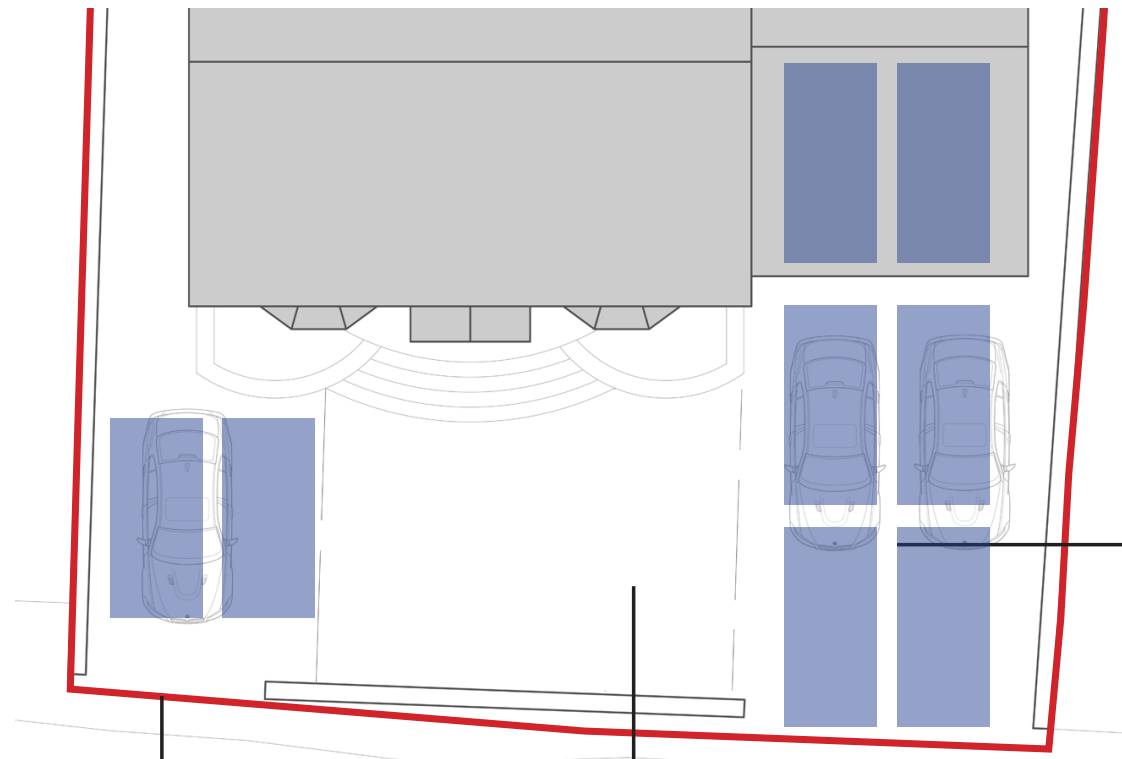
55m2
1 bedroom

Conversion of existing first floor space. Parking allocation at front of site. Bin store provided to the left elevation. Entrance via central hall.

Flat 6- Orange

50m2
1 bedroom

Loft conversion with dormer windows introduced. Parking allocation at front of site. Bin store provided to the left elevation. Entrance via central hall.



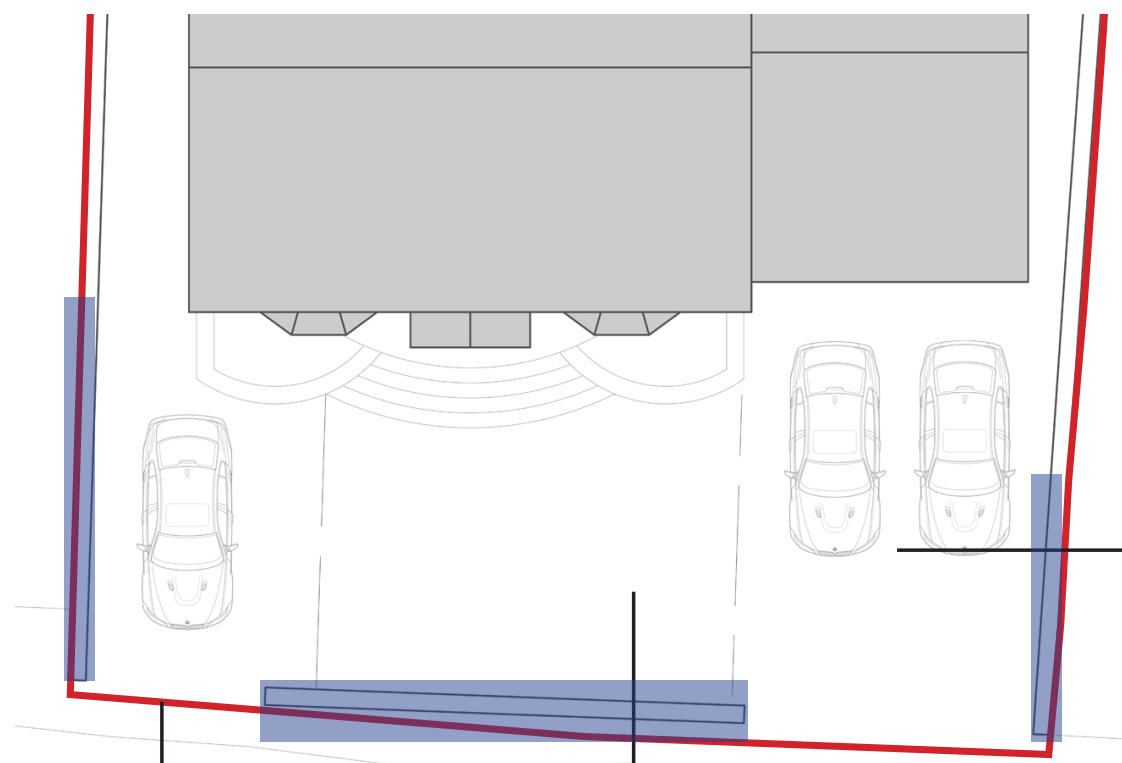
EXISTING ARRANGEMENT

The site is accessed off of Station Road; a widened lane with pavement either side. There is no restricted parking along Station Road with minimal kerbside pressure at the north end as a result of the low density of housing and access to on site parking.

Based on the **Newport City Council Parking Standards 2015**, The Sherbrooke would fall into a **Zone 5** area.

The existing site has a drop kerb located at either end of the front boundary. The current useable area + garage allows for the provision of up to 8 parking spaces. The existing parking provision requires a reverse bay arrangement.

At the front of the site, the two driveways are separated by a central rendered wall approximately 1m in height. With no splay, this wall acts as a blind spot when manouvering off of the driveway.



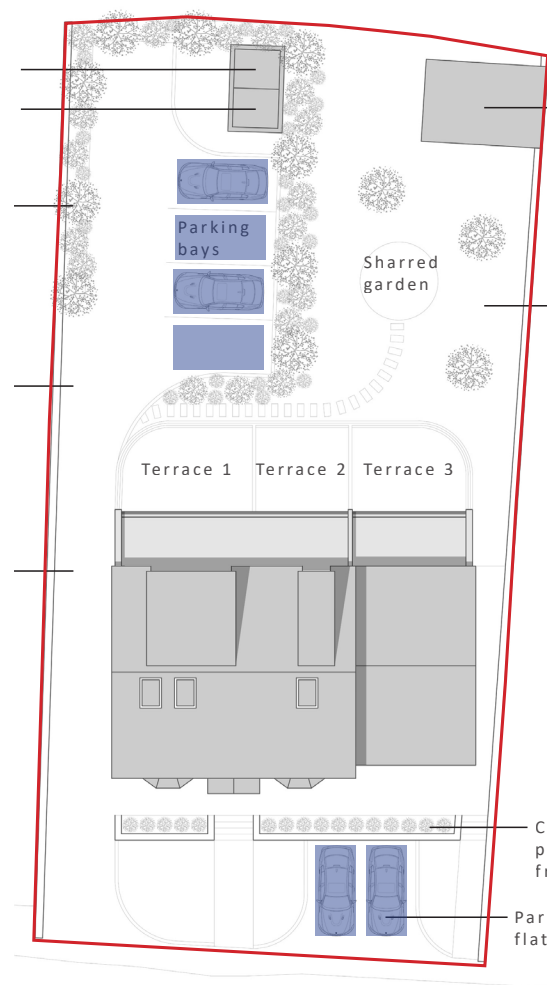


Fig.01



Fig.02

PROPOSED ARRANGEMENT

The new scheme proposes the establishment of **6 parking spaces**. 4 spaces will be provided at the rear of the property and 2 at the front. (Fig.01). The front of house parking would require a reverse bay manouever as is the existing set-up. The parking at the rear, has an allocated turning area to enable a drive on drive off set-up.

SPACE PROVISION

Newport City Council Parking Standards 2015 recommends that sites within a Zone 5 area should have provisions of 1 space per bedroom + 1 visitor space for every 5 flats. On this basis, the proposal should require 6 (1 per flat) + 2 visitor spaces. Giving a total of **8 spaces**. Contrain to this, **Newport City Council Parking Standards 2015** suggests that consideration could be given to the street side parking availability.

“The parking requirement for the flats is one space per bedroom. Three parking spaces are therefore required in theory. These should, if possible, be provided at the rear of the premises. If the site has no existing parking, the conversion will not require any although it would be desirable to gain these parking spaces. If the site is too small to accommodate three cars and the house fronts a local road that is not a bus route and kerbside parking pressure is not evident then an allowance of on-street parking immediately outside may be possible. Local circumstances should always dictate the approach to be taken”. p17 PS2015

On this basis, the additional visitor spaces require are proposed to be allocated as street side parking off site. Given it’s rural setting, the kerbside pressure is minimal to non-existent, but also benefits from a widened road, with considerable passing space left over. (Fig.02)

The scheme proposes the provision of **6 spaces** on site and 2 further allocations as on street parking.

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