

DESIGN AND ACCESS STATEMENT

216 Stow Hill, Newport

Prepared by LRM Planning Limited on behalf of United
Welsh Housing Association

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DOCUMENT CONTROL

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1 Introduction

- 1.1 This Design and Access Statement accompanies a full planning application, submitted on behalf of United Welsh Housing Association (the applicant), for a proposed internal reconfiguration and change of use of existing seven-bedroom house within C3 use class, to create five self-contained studio flats with communal facilities suitable for Young Person's Care Leavers Project. Proposals also include car parking, cycle parking and associated works.
- 1.2 The project aims to meet the needs of vulnerable young adults aged 16 and upwards that are moving out of foster placements, or residential care homes and in need of accommodation. The property will contain a communal laundry room and shared kitchen facility.
- 1.3 This Design and Access Statement forms part of a suite of drawings and documents submitted with the application, which together demonstrate the site's suitability to accommodate development.

PURPOSE

- 1.4 TAN 12 defines a Design and Access Statement as 'a communication tool which outlines how the design of the proposal has been considered from the outset of the development process and how the objectives of good design have been used to inform this.'
- 1.5 The purpose of this document is to analyse the context of the site in respect of planning policy and the local character of the area, whilst having regard to each of Welsh Government's five objectives of good design.

AIM

- 1.6 The aim of this document is to:
 - provide an overview of the site context, which has aided in shaping the proposals;
 - explain the design principles and concepts that have been applied to the development;
 - demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - explain the policy or approach adopted for access and how policies relating to access in the development have been taken into account; and
 - explain how specific issues which might affect access to the development have been addressed.

2 Site description and context

- 2.1 The application site includes a semi-detached house, garden and patio. It is located on the corner of Caerau Crescent and Stow Hill, approximately 1km west of Newport city centre. The site is located within Stow Park conservation area. The Stow Park Conservation Area recognises its historical origins as a suburb financed by the increased of wealth into Newport in the 19th century, which influenced the richness of its architecture, and the high proportion of greenery. Within the conservation area, Stow Hill is recognised as a historically important thoroughfare as the medieval arterial route into the town from the south and, later, as a busy turnpike road associated with the high levels of trading activity before the docks moved south in the 20th century.
- 2.2 In terms of the context, the architectural character throughout the Stow Park Conservation Area varies greatly. There is no one uniform style although there are obvious classical and Arts & Crafts influences. Although the architectural styles throughout the Conservation Area vary from building to building, there is a common palette of characteristic features. This includes: prominent gable ends; tall chimneystacks; hung tiles; canted or squared bays, and turrets; large windows, often with smaller lights in the upper pane; half timbering; barge boards; ridge tiles; and sculpted detailing such as date stones. In particular, Dutch gables are notable in some of the larger townhouses and villas.
- 2.3 216 Stow Hill reflects this character. It is one of a pair of semi-detached Victorian houses, located in a prominent position on the corner of Stow Hill and Caerau Crescent, built of red and buff brick. It measures two-and-a-half storeys in height. It has a prominent full height bay on the front elevation facing Stow Hill and the side elevation towards Caerau Crescent. A conservatory has also been added to the side elevation. It has a multi-gable roof and a dormer on the front elevation. Being semi-detached the site is bound to the west by 218 Stow Hill which reflects the design of the building but has been subsequently painted grey and blue. It is an office building with car parking within its grounds. A boundary brick wall forms the south and eastern boundary following the junction of Caerau Crescent. It is a plain brick wall complimented by more ornate gateposts. The wall has had previous remedial works having fell into a state of disrepair and was leaning past vertical towards the public highway. Numerous iron cross wall ties have been installed to address the wall. To the north is a lane and grassed area to the side of 1 Caerau Crescent.
- 2.4 The Flood Maps for Planning (FMfP), hosted by Natural Resources Wales, demonstrate that the site is in Flood Zone 1, which signifies areas not at risk to flooding from rivers and seas. In respect of surface water, the site also falls within Flood Zone. Therefore, there are no flood risk constraints to development.
- 2.5 The site is within Stow Park Conservation Area. The nearest listed building is Viletta, located 50m south at no.7 Stow Park Crescent. It is listed as a well-designed late 19th century house of regional interest built in the Vernacular Revival style, by a well-known Newport architect, retaining much of its original character. It is a large chapel in Anglican style and is listed as a chapel building of imposing design by a well-known regional architectural partnership (A. O. Watkins).
- 2.6 The planning history of the site, according to the Authority's website, is summarised in the table below.

PLANNING REFERENCE	PROPOSAL	DECISION
89/0165	Single storey side extension to provide conservatory.	Granted 07/07/89
16/0953	Demolition of existing boundary wall and erection of front boundary fence.	Refused 10/03/17

LOCAL SERVICES AND FACILITIES

- 2.7 Handpost district centre, identified under policy R6 of the Local Development Plan is located 30m west of the site. It includes a range of amenities and services to serve the proposed development including a convenience store, cafés, takeaways, pharmacy and a public house. Additionally, the city centre, accessed to the east and north along Stow Hill then east along Charles Street then Bridge Street, is within 1.2km walking distance of the site, with the majority being within 1.5km of the site, including Friars Walk. Friars Walk is the shopping centre and leisure complex in Newport city centre, which includes a range of high street shops, eateries, a cinema, a bowling alley and a soft play area.
- 2.8 In terms of accessibility, a bus stop is 80m west of the site and served by buses R1, 151, 50, and 56 which provide seven services an hour to Newport city centre eastbound and northbound services to Pontymister, Tredegar and Risca. Newport bus station is 1.2km east of the site, which serves 53 bus routes and has 24 stands, 15 at Friars Walk and 9 at Market Square. It is the largest road transport hub for public services in Wales, and provides connections to a wide variety of destinations including Cardiff, Risca, Cwmbran, Chepstow, city districts and a host of other regional locations.
- 2.9 Newport train station is approximately 1.5km to the north-west of the site which provides services to a number of local, regional and national locations, including Cardiff, Bristol and London.

3 Proposed development

- 3.1 The proposal seeks to convert an existing C3 use class seven-bedroom dwelling into self-contained bedsits suitable for Young Person's Care Leavers Project. It will contain five one-bedroom studio apartments. Each will be replete with kitchen living space, bedroom and bathroom. It will also contain a communal laundry room and shared kitchen facility.
- 3.2 The project aims to meet the needs of vulnerable young adults aged 16 and upwards that are moving out of foster placements, or residential care homes and in need of accommodation. Traditionally, such groups of young adults would be allocated 'general needs' tenancies and subsequently large numbers of those tenancies end up failing, due to lack of support and independent living skills. This project aims to provide self-contained accommodation and the support needed to develop those independent living skills. Reducing the reliance and dependency upon support services and preparing these young people for the challenges that they will face, as they grow towards adulthood.
- 3.3 The proposal is being developed concurrently with an application at 47 Llanthew Road, which is subject to a separate planning application. 47 Llanthewy Road will offer higher support needs in line with a supported housing scheme. 216 Stow Hill would require less support and therefore provide accommodation for those moving towards greater independence. The intention is for both properties to be managed together, in a hub and cluster approach with staff moving between both. 47 Llanthewy Road will include overnight accommodation for staff. It is proposed that the two schemes would be linked via remote CCTV monitoring to assist the staff managing the schemes and they will have a call out facility of some kind.
- 3.4 From an operational and practical perspective, at present, the current configuration is not fit for the need of the applicant. Given the client group and the need for a supportive environment, sharing dwellings do not create an optimum environment, which causes both the applicants and the Local Authority issues, as the waiting list is populated in larger numbers by requirements for one-bedroom apartments rather than shared accommodation. The proposed accommodation would provide an opportunity for residents to live in a more independent space, providing the best opportunity to move on to completely independent living.
- 3.5 A new shed, capable of storing two bicycles is proposed in the amenity space to the front of the building. The existing paved surfaced area to the rear is to be made good to provide two car parking spaces.
- 3.6 External works relating to the building include removing the existing conservatory. Otherwise, works will be relatively minor, associated with general maintenance and repair. Internal works comprise of reconfiguration to amend the layout from existing accommodation to the bedsit accommodation. The external façades are not proposed to be altered.
- 3.7 The boundary wall is proposed to be replaced as part of this proposal as it is currently includes numerous iron crosses following the remedial works. The wall will be re-built in brick and seek to re-use the existing bricks for a like to like replacement. Albeit the height has been reduced slightly to accommodate for bricks that will inevitably not be re-useable. At the site entrance the height of the wall has been reduced to 0.6m and the access widened to 3.5m to improve pedestrian visibility.

4 Interpretation and design development

PRE-APPLICATION DISCUSSIONS WITH THE LOCAL AUTHORITY

- 4.1 Pre-application advice was received from East Area Planning Manager Joanne Davidson on the 26th September 2023 in relation to the proposed development and the application at 47 Llanthewy Road. The comments received were positive with the Authority supporting the principle of the development.
- 4.2 The property was currently considered to be within C3 use class (dwelling house) with the proposal also considered to be C3 use class, as each unit is capable of being used as independent dwellings even if an element of care is provided..
- 4.3 With regards to car parking and highway matters, the officer suggested there will be an intensification of use and reconfiguration amounting to sub-division to five units. Therefore, they recommended that a parking assessment is required to support any forthcoming application. It was considered that access to the parking area is detrimental to pedestrian safety. It was suggested that pedestrian visibility is improved as part of the proposal.
- 4.4 Reference was made to car parking standards that require a minimum parking expectation of one space per unit with an appropriate provision for staff and a space for visitors. However, flexibility in car parking standards could be acceptable subject to a sustainability test, along with providing details of the client group and likely car ownership rates.
- 4.5 Regarding the conservation area, specific queries were raised with regards to the proposed replacement of the boundary wall fronting the site, and a removal of a chimneystack. Regarding the boundary wall, it was advised that future works to partially or wholly replace the wall will need to be accompanied by appropriate justification for the works, a structural survey, elevations and cross sections/details of the new wall including materials and finishes. The removal of the chimney on the property would not be acceptable and any application for its removal would need to be justified however, retention of the chimney takes priority over the proposed internal layout.
- 4.6 Otherwise, comments offered a reminder of the minimum floorspace standards, and sought to ensure that there will be appropriate waste storage requirements for the proposal.

INTERPRETATION OF CONTEXT AND DESIGN EVOLUTION

- 4.7 The above context analysis has aided in framing a series of principles from which the proposals have been derived.
- 4.8 The context to the site, set out in section 2, provided fundamental parameters within which the proposals had to be designed. Chief amongst these are the site's location within a Conservation Area and the adjoining residential context. These matters were known from an early stage in the process. Accordingly, the layout and design sought to account for these elements from an early stage.
- 4.9 Initially, the wall was sought to be retained, however due to its state and resulting maintenance issues it is proposed to be replaced. Replacing the wall also allows for pedestrian visibility splays at the site entrance to be improved, which assists in addressing highway comments from pre-application discussions.

5 Planning policy framework

- 5.1 The planning policy context for the determination of this application is provided by national and local planning policy guidance. National guidance is set out within Future Wales, Planning Policy Wales, and the accompanying Technical Advice Notes. Local policy comprises the adopted Newport City Council Local Development Plan, and its supporting Supplementary Planning Guidance documents.

FUTURE WALES: THE NATIONAL PLAN 2040

- 5.2 Future Wales is Welsh Government's top-tier national development framework. It is a strategy for addressing key national priorities through the planning system over the next two decades. The key priorities include sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

PLANNING POLICY WALES

- 5.3 Planning Policy Wales (PPW) is the principal national planning policy document which sets out the land use policies of the Welsh Government (WG) against which development proposals should be assessed. The latest version is the eleventh edition, published in February 2024.
- 5.4 The central aim of PPW is to ensure that the planning system fosters sustainable development, promoting the social, economic, environmental, and cultural welfare of Wales. Placemaking is a key element of PPW, with policies and decisions on development required to prioritize these guiding principles.
- 5.5 Section 3 of PPW delineates the 'Objectives of Good Design' which comprise of Character, Access, Movement, Community Safety and Environmental Sustainability. Paragraphs 3.3 to 3.18 of PPW highlight the importance of good design in "creating sustainable places where people want to live, work and socialise"
- 5.6 Accessibility is covered between paragraphs 3.49 and 3.52, wherein it is stated that the overarching aim of spatial strategies should be minimising the need to travel, reducing reliance on the private car, and increasing walking, cycling and use of public transport.
- 5.7 PPW seeks to ensure that proposals achieve a broad balance between housing, community facilities, services, and employment opportunities. Major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities should be sited within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.
- 5.8 PPW indicates that previously developed land should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.
- 5.9 PPW places importance on locating development so as to minimise the need to travel and increasing accessibility by modes other than the private car.
- 5.10 In terms of car parking, paragraph 4.1.51 indicates that *"A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of*

reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down”.

- 5.11 With respect to housing, the WG recognise the importance of a home to people's lives and indicates that the planning system must:
- *“identify a supply of land to support the delivery of the housing requirement to meet the differing needs of communities across all tenures;*
 - *enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places; and*
 - *focus on the delivery of the identified housing requirement and the related land supply”*
- 5.12 Paragraph 4.2.5 states that *“Planning authorities should plan for a mix of market and affordable housing types to meet the requirement and specifically consider the differing needs of their communities.”*
- 5.13 Paragraph 4.2.26 states that *“a community's need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications.”*
- 5.14 Section 6 focuses on 'Distinctive and Natural Places' which covers a range of topics, including cultural heritage matters, natural assets and environmental quality. The opening statement of the chapter states that:
- “Development proposals should be formulated to look to the long-term protection and enhancement of the special characteristics and intrinsic qualities of places...Problems should be prevented from occurring or getting worse. Biodiversity loss should be reversed, pollution reduced, environmental risks addressed and overall resilience of ecosystems improved.”*
- 5.15 Paragraph 6.1.9 states that *“Any decision made through the planning system must fully consider the impact on the historic environment and on the significance and heritage values of individual historic assets and their contribution to the character of place.”*
- 5.16 Paragraphs 6.1.14 and 6.1.17 cover conservation areas and state that *“there should be a general presumption in favour of the preservation or enhancement of the character or appearance of Conservation Areas or their setting”*. Paragraph 6.1.16 emphasises that preservation of conservation areas can be achieved by development that leaves the character or appearance unharmed.

TECHNICAL ADVICE NOTES

- 5.17 The following Technical Advice Notes (TANs) are considered to be of relevance in the consideration of these proposals.
- TAN 2 – Planning and Affordable Housing (2006)
 - TAN 18 – Transport (2007)
 - TAN 24 – The Historic Environment (2017)
- 5.18 TAN 2, published in June 2006, is of relevance to affordable housing developments, providing practical guidance on the role of the planning system in delivering affordable housing.
- 5.19 TAN 18, which was published in March 2007, deals with Transport matters, and advocates locating development where there is good access by public transport, walking and cycling; generally advocating development at sustainable sites.

- 5.20 TAN 24 published in May 2017, covers the Historic Environment. In relation to conservation areas, this TAN largely reflects the key points addressed through Distinctive and Natural Places chapter of PPW as discussed above.

WELL-BEING OF FUTURE GENERATIONS ACT

- 5.21 The Well-being of Future Generations Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principles, and to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Its content is sought to be delivered through the planning system via the intertwining of the Act through PPW.

OTHER RELEVANT NATIONAL LEGISLATION

- 5.22 Given that the site is located within a conservation area, national legislation in this regard applies. This is to be found in the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act sets out protocol that must be followed both by applicants and Local Authorities, in controlling any operational development within conservation areas.
- 5.23 Section 72(1) of the Act sets out the statutory duty for Local Planning Authorities, in relation to proposals for development located within conservation areas. It states that *“with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”*

LOCAL DEVELOPMENT PLAN

- 5.24 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.25 The statutory development plan for this site is the Newport City Council Local Development Plan (LDP) which was adopted in January 2015 and covers the period up to 2026. The LDP vision for the city is to *“be a centre of regeneration that celebrates its culture and heritage, while being a focus for varied economic growth that will strengthen its contribution to the region. It will be a place that people recognise as a lively, dynamic, growing city, with communities living in harmony in a unique natural environment.”*
- 5.26 In order to achieve the vision, a sustainable development strategy is proposed with a focus on regeneration and maximising the use of previously developed land. It is recognised that part of this involves bringing derelict and rundown areas and buildings back into beneficial use. Further, several key issues facing Newport have been identified which need to be addressed if the Plan is to achieve its vision, including a lack of affordable housing, which is as acute as ever. To address the key issues a number of objectives are outlined. These include:
- *Sustainable use of Land: it is a clear objective to focus development on previously developed sites;*
 - *Climate Change: to locate development in sustainable locations and of particular note, managing the impacts of flooding; and*
 - *Housing provision: To ensure an adequate supply of land for housing to meet all the needs of the population.*
- 5.27 Objective 1 (Sustainable Use of Land) of the LDP stipulates that all development should make the most efficient use of natural resources by seeking to locate development in the most sustainable locations, minimising the impact on the environment and making a positive contribution to local

communities. The policy further notes that the Plan will seek to meet this objective by focussing development on brownfield sites.

5.28 Policy SP1 relates to sustainability, requiring that proposals make a positive contribution towards sustainable development by focusing on sustainable locations on brownfield land within the settlement boundary, in particular contributing towards:

- *The efficient use of land;*
- *The re-use of previously developed land in preference to greenfield sites;*
- *Providing integrated transportation systems and encouraging the co-location of housing and other uses which will reduce the overall need to travel;*
- *Minimising the risk of flooding; and*
- *Improving facilities, services and overall social and environmental equality of existing and future communities.*

5.29 Policy SP2 is focused on promoting health and requires proposals to be located in sustainable locations close to public transport.

5.30 Development should meet the housing standard set out in Policy H2, which requires residential development to be built to high standards of environmental and sustainable design, taking into account the whole life of the dwelling.

5.31 Policy H4 relates to affordable housing and requires substantial increase in the delivery of affordable housing with the “*Local Housing Market Assessment [indicating] an on-going requirement for affordable housing totalling 86% of the overall housing requirement for the LDP.*”

POLICY	RELATING TO
STRATEGIC POLICIES	
SP1	Sustainability
SP9	Conservation of the Natural, Historic and Built Environment
GENERAL POLICIES	
GP2	Amenity
GP4	Highways and Accessibility
GP6	Quality of Design
GP7	Environmental Protection and Public Health
HOUSING	
H2	Housing Standards

H4	Affordable Housing
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TRANSPORT

T4	Parking
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WASTE

W3	Provision for Waste Management Facilities in Development
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SUPPLEMENTARY PLANNING GUIDANCE (SPG)

5.32 In addition to the above policies, the following SPG are also considered to be relevant to this application:

- Affordable Housing
- Waste Storage and Collection
- Parking Standards
- Flat Conversions
- Stow Park Conservation Area Appraisal

6 The proposal

CHARACTER

- 6.1 As part of the proposals the applicant is seeking to carry out internal works to the building.
- 6.2 Internal works comprise of reconfiguration to amend the layout from existing seven-bedroom accommodation to five independent apartments. The extent of internal configuration alterations is clear from comparison of the proposed and existing floor plans. The external façades are not proposed to be altered.
- 6.3 In terms of amenity impact, the external appearance of the building will not be altered and will therefore remain a positive contribution to the appearance and character of Stow Hill. With the internal layout remaining broadly similar, and the existing and proposed used classes both including sleeping accommodation, privacy and amenity of neighbouring residents is not altered.

ACCESS

- 6.4 Cycle parking is provided in a secure, easily accessible external storage for residents of the development. Provision of cycle storage for residents of the development is provided in a secure and easily accessible storage area in the garden area accessed off the rear lane. This will contribute towards reducing the car parking demand and encouraging active travel.
- 6.5 It is proposed to widen the vehicular access to 3.5 metres. Also, the sections of boundary wall on either side of this access are proposed to be lowered to a height of no more than 600 mm to ensure pedestrian visibility, in line with comments from the Authority received during pre-application.
- 6.6 Two car parking spaces are provided on site. Noting that the purpose of the proposed development is to meet the needs of young people leaving care by providing accommodation and support to develop their independent living skills, it is highly improbable that tenants will have access to a car due to personal circumstances.
- 6.7 Given that there will be one staff on site at any given time, there is a need for one car parking space for staff and up to one car parking space for visitors (should the parking standards for Residential Children's Homes/Homes for Elderly Persons/Nursing Home be used). Therefore, there would be a requirement for a total of two car parking spaces.
- 6.8 The proposed development would generate less vehicular trips on an average daily basis when compared to the existing development on site. Thus, the proposed development represents a highway gain from a parking perspective when compared to the existing development on site.
- 6.9 The proposed access and parking arrangements demonstrate an accordance with LDP policy T3. Further, dependence on the private car will be reduced due to the proximity of the site to bus stops and within walking distance to a number of amenities. Together, these promote alternative means of transport in line with PPW and LDP policy.

MOVEMENT

- 6.10 The site lies near a range of facilities and amenities within Newport city centre, the vast majority of which is within 1.5km of the site, which will reduce the need to travel. When travelling further afield is required, there are numerous walking, cycling and public transport options available, which will significantly reduce the dependency on car travel. The site is accessible via bus from the corner of Llanthewy Road and Stow Hill, located within 80m walking distance of the site. It provides regular access to a range of local and regional destinations. The main bus routes include the 151 (Newport –

Blackwood), 50 (Newport – Caerphilly - Bargoed). It is also within 1.4km of Newport bus station which serves 53 bus routes and has 24 stands.

- 6.11 Newport railway station is within 900m north-west of the site which provides an alternative option for sustainable transport to a number of local, regional and national destinations.

ENVIRONMENTAL SUSTAINABILITY

- 6.12 The proposal accords with a key principle of sustainable development through its use of an existing building in a sustainable location. Further, the sustainable location of the site within Chepstow reduces the needs for occupiers to travel. Means to improve sustainability of the building through materials and construction will be explored, but at this stage in proceedings, that level of detail is yet to be investigated.
- 6.13 The proposed development will have minimal ecological impact. The building is currently in use and thus does not provide suitable ecological habitat. Two bird boxes are proposed on the side elevation which will improve the biodiversity credentials of the building. Trees and hedges along the boundary of the site are currently compromising the structural integrity of the boundary wall, therefore minor remedial work are required to improve its safety.
- 6.14 Existing drainage arrangements will be maintained for the development. Surface Drainage Approval Body (SAB) consent will not be required, as the proposals do not exceed 100sqm of new hardstanding.

COMMUNITY SAFETY

- 6.15 The proposed site layout demonstrates a series of positive features that will ensure the development creates an attractive, safe and secure place, complying with LDP policy DES1. These include:
- High levels of natural surveillance over the main publicly accessible spaces. The elevations of the building forms multi-aspect outlooks, meaning that the entrances and main parking areas to the site are well overlooked.
 - Car parking to the rear is overlooked by Hill House.
 - Communal entrances are provided within the building line, thereby avoiding potential hiding places.

RESPONSE TO PLANNING POLICY

- 6.16 The proposals adhere to the relevant planning policy set out in section 4.
- 6.17 The principle of the development is acceptable due its location within the settlement boundary, as defined by the LDP Proposals Map, and the existing use of land is afforded no specific designation or allocation. It was confirmed with the Authority at pre-app that the existing lawful use is C3 (residential dwelling). Thus, the proposed use of the building as apartments with care within use class C3 is considered to have been established.
- 6.18 The internal works are necessary to upgrade the existing premises, which is not fit for purpose. The shared accommodation leads to under-utilised bed spaces due to the difficulty in finding compatible residents to share without undermining the purpose of the accommodation. Five separate apartments provide more effective use of the building whilst also affording more stability and independence for the residents. The proposed use is considered appropriate in relation to its existing use and the surrounding residential context, in line with guiding principles of policy SP1 and GP2.

- 6.19 A further in-principle consideration that must be considered is policy H2, and Flat Conversions SPG, given that the scheme will convert existing seven-bedroom dwelling into five apartments. Given the minimal nature of the proposed alterations and the fact that the majority of the work is internal, the proposal will not affect the qualities of the area or the building. It will also remove the existing conservatory which was a subsequent addition that did not add to the character of the building. Therefore, it meets the requirements of policy H2 and the SPG.
- 6.20 The existing arrangements relating to communal and private areas will be broadly similar, with no negative impact on amenity and privacy of neighbouring properties. As demonstrated in the accompanying Transport Statement, the proposed development results in a betterment of the existing car parking situation, thus car parking and service requirement are met in a manner which preserves the character and appearance of the area and does not have an adverse impact on highway safety. Therefore, it is considered that the principle of the proposal is established.
- 6.21 Regarding policy SP2, 'Conservation of the Natural, Historic and Built Environment, minimal external works are proposed aside from removing the conservatory with the historic features of the building retained. The building would continue to represent an important building along Stow Hill. The wall will also be replaced to rectify the structural damage.
- 6.22 Compliance with PPW is demonstrated, which advocates siting new development within existing urban areas and the use of previously developed land. Further, the scheme accords with the relevant policies of the development plan, together with guiding principles of Planning Policy Wales. It is considered that the delivery of specialist housing to meet the needs of the existing community also weighs strongly in its favour. Introducing residential use in a predominantly residential area as an upgrade on the existing apartments is also logical in terms of land use compatibility and conformity.
- 6.23 Wellbeing goals of the Well-being of Future Generations Act are adhered to through this application in that there would be no significant or unacceptable impacts upon the achievement of wellbeing objectives as a result of the application being approved and development being carried out. PPW brings the objectives of the Act into clearer focus in a planning context, and it is considered through the planning policy analysis undertaken in this Statement that compliance with PPW is demonstrated.
- 6.24 Accordingly, as evidenced by the support the applicant has received from the Authority during pre-application discussions, the principle of the development is firmly established.

7 Conclusion

- 7.1 This Design and Access Statement is produced in support of proposals for the reconfiguration of existing seven-bedroom property within Use Class C3 (Residential Dwelling) to five one-bedroom studio apartments for young person's move on accommodation within Use Class C3 and associated works at 216 Stow Hill, Newport. The proposals, though not strategic in scale, will aid in addressing housing need within the County Borough, and a bespoke need for young adults leaving care.
- 7.2 The principle of the development is established through its location in the settlement boundary, its sustainable location and existing residential use. The proposed development will provide accommodation in line with national policy guidance which requires the planning system to support the delivery of housing to meet the needs of communities across all tenures, whilst also making use of an existing building. The proposed use is appropriate in relation to the wider residential context and the principle of the proposed development is therefore acceptable in land.
- 7.3 The access arrangements and the proposed bicycle parking arrangement is appropriate. Existing drainage arrangements are to be unaffected and there are no ecological impacts arising.
- 7.4 The proposals have been subject to pre-application discussions between the applicant and the Local Authority. During these discussions, the response was positive in terms of principle and approach.
- 7.5 Wellbeing goals of the Well-being of Future Generations Act (WFGA), as intertwined in PPW 11, are adhered to through this application as discussed in section 5. This concludes that there would be no significant or unacceptable impacts upon the achievement of wellbeing objectives, nor at a detriment to future generations, as a result of this development being carried out.
- 7.6 In conclusion, the site offers an excellent opportunity to provide accommodation for young people to succeed in living independently. It provides much needed affordable dwellings to the area and utilises an existing building in a sustainable location in Newport, adhering to the placemaking agenda advocated by PPW. Through providing this nature of accommodation in this area, the development meets a number of LDP policies. On this basis, it is respectfully recommended that Newport City Council put this application forward for approval.

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