



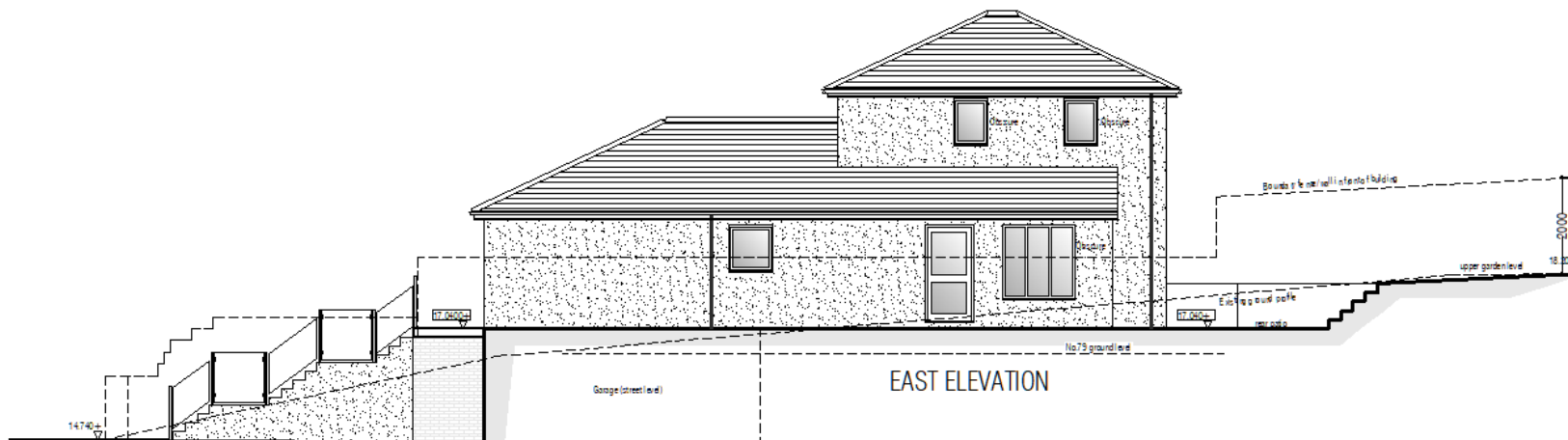
**NEW HOUSE
LAND BETWEEN
75 AND 79
ABERTHAW ROAD
NEWPORT
NP19 9QQ**

DESIGN AND ACCESS STATEMENT

**Dated; 10th July 2026
Ref.: 093**

APPLICANT

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INTRODUCTION

The applicant wishes to apply for planning permission to build a detached dwelling house on an existing infill plot between existing dwellings on Aberthaw Road, Newport.

The design is informed by previous outline permission and notes from a previous full application.

This document defines the concept and proposed works.

HISTORY

Aberthaw road has seen its inception and development from the late 1930's with the street line divided into plots and developed piecemeal through to the 1960's. A few plots were left un-developed. One being built upon in the 1970's.

This parcel of land in question appears not to have been developed as a private sewer from two locations has been installed across the plot at some point. This can be diverted. The plot is under the ownership of the applicant who wishes to develop the site for residential purposes.



Photo 1945





Oblique views of site frontage



SITE CONTEXT

The site is a sloping infill domestic plot of 410sq.m. (13.3m x 30.9m) to the North side of Aberthaw Road, which appears to have been established in the 1930's. The nearby vernacular is typical of such domestic areas of this age. The area generally comprises of semi-detached housing development mainly of post war style but with some earlier properties and a mix of later and modern infill properties. On the North side of Aberthaw Road, the properties to the West of the plot are 1930-40's two storey semi-detached raised approx. 2m above the footpath level with either retaining front walls and sloped gardens, or the front levels dug out to form off road parking spaces/driveways. The four properties to the East of the plot are elevated detached bungalows, again of the 1930-40's style with sloping retained front gardens or with off road parking set back off the footpath level.

To the North of the plot are the gardens and houses on Henry Wood Walk and the park grounds of Always Primary School. Aberthaw Road is a traffic calmed road, part of Newport's active travel plan.



General site photos from Aberthaw Road.



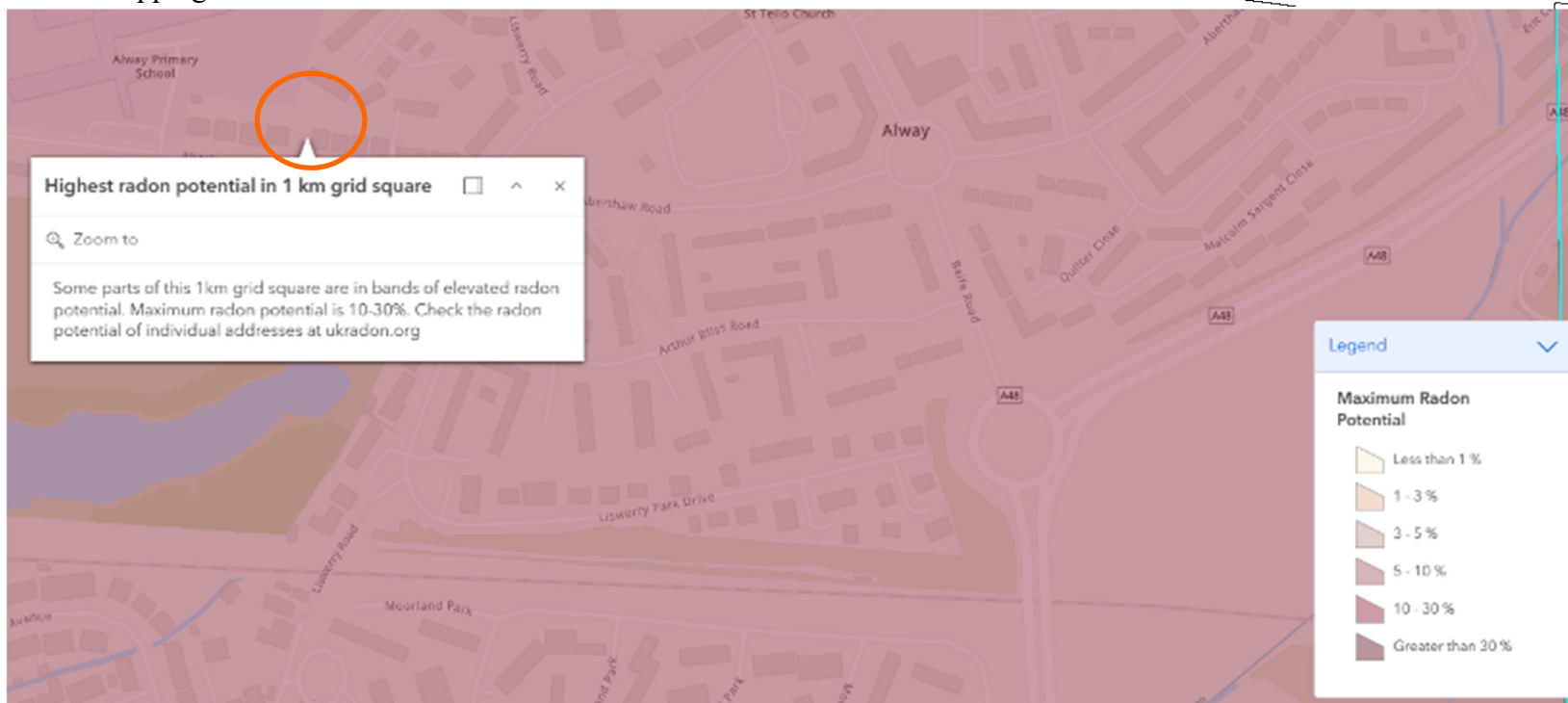
EXISTING

The site is a sloping infill domestic plot of 410sq.m. (13.3m x 30.9m) to the North side of Aberthaw Road. The site is grassed/rough ground with no structures upon it. The ground rises quickly from the South footpath level by 1.7m and rises a further 1.7m for the remaining depth of the site to its rear boundary. A total rise front to back of 3.45m.

The site is within an area which requires medium radon protection measures.(3-5%)



Radon Mapping



DESIGN

The proposal is for one 3 bedroom detached house with a footprint of approx. 107sq.m. To take advantage of the sloping nature of the site a footpath level garage / basement level can be introduced, set back from the front boundary to give off street parking space and also covered parking space (garage). This also gives a level street access to the building without having to negotiate external steps which can also be provided for ambulant access.

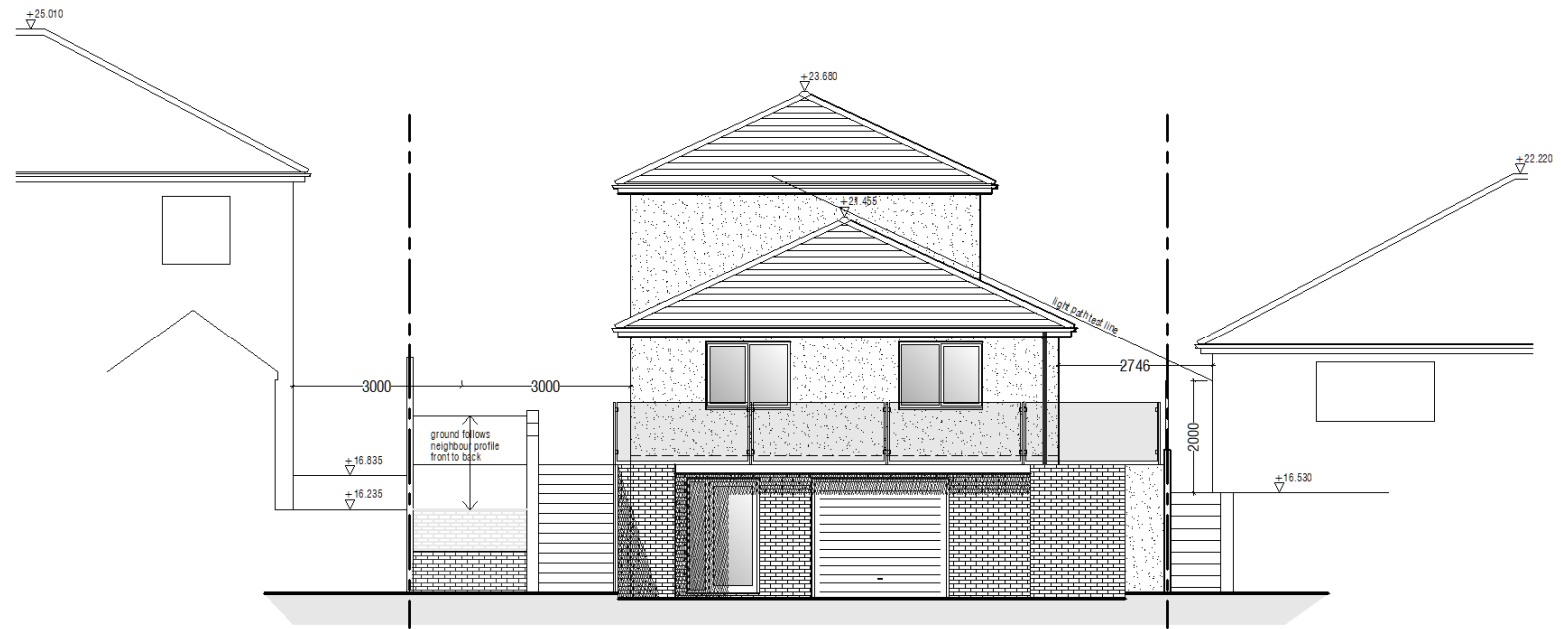
With an elevated walkway across the upper front of the garage for circulation around the building. The ground floor living space can be situated with a floor level the same as No.75 next door and about 550mm above No.79 (ground floor property levels get progressively lower along the road to the East). This forward element of the design can be single storey, keeping the roofscape low and emulating the bungalow scaling of the neighbouring buildings. This single storey area would be used for bedroom and bathroom accommodation. Keeping the roof to single storey here also helps maintain natural light to the West side of No.79 with roof structure not encroaching on the 25' test for natural light path (following Northern hemisphere sun path). The ridge of the single storey roof would be 765mm lower than the ridge of No.79 bungalow (due to narrower frontage) with the South elevation (principle elevation) of the proposal set 665mm back from the building line of No.79. and 250mm back from No.75. A first floor element is proposed to the rear half of the footprint, set back 7.3m from the front elevation, so as not to encroach on the light path test line of the window of the side of neighbouring bungalow. The ground floor of this area would provide open plan living and dining areas with the first floor element accommodating the third bedroom and en-suite facility (master).

The design we have adopted is one that provides mixed accommodation on the ground floor and standard bedroom accommodation on the first floor level. This has been adopted to maximise the accommodation space on this footprint. The external ambulant external steps are set back to allow a 'step-off' from the public pavement and to allow areas for cycle storage and refuse collection off pavement. A rear patio area is formed to provide level amenity area with a retaining wall surround and steps to the upper rear garden level which can both support a drying area domestic garden features/planting.

The external form and appearance of the building is designed not to be a direct copy of the neighbouring styles but, as a detached property, to be modern and distinctive, yet incorporating the scale and materials of the housing locally. Red brickwork at lower street level would create a continuity with existing building frontages and boundary walls in the area.

The main building levels would be rendered in grey textured finish with a grey slate roof over. With red ridge & hip tiles, drawing from the neighbouring material styles.

A glass panel balustrade is proposed to the front steps and walkway for safety as well as modern look, but not obscuring the more traditional materials and form of the main building.



SOUTH ELEVATION

CHARACTER

Amount.

The area of land incorporated in this application is 410 sq.m. Approximately 107sq.m. of this is the building footprint, with the remainder (303sq.m.) becoming garden and amenity space.

Scale.

The scale and density of the development is in keeping with existing developments in the area with similar footprints and massing.

Appearance.

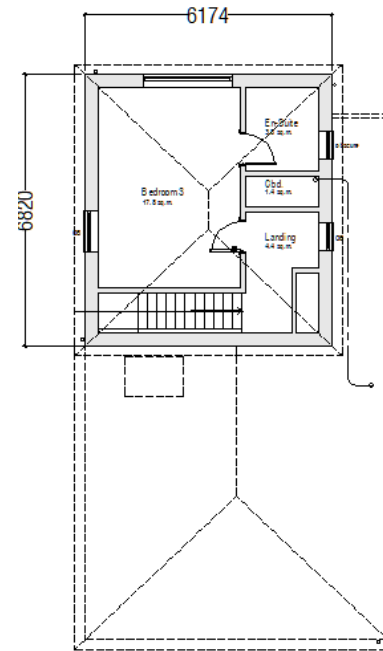
The appearance has been designed to draw on the traditional materials of neighbouring buildings and in keeping with the character of the surrounding area. As there are both bungalow and two storey buildings either side of the proposal, the frontage will align with the setback and single story massing of neighbouring properties as well as higher structure deeper in the plan.

Landscape.

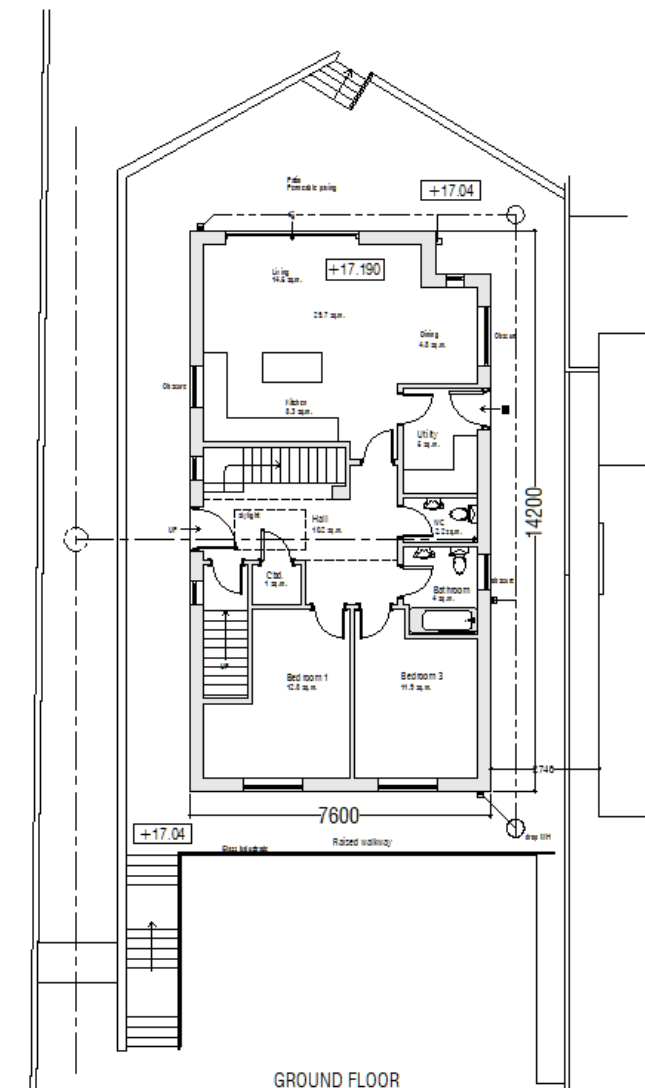
Landscaping is to be detailed on application drawings. Consideration has to be given to the functionality of the site and the topography. Privacy and screening is also a consideration within the development as well as that of neighbouring properties.

Layout.

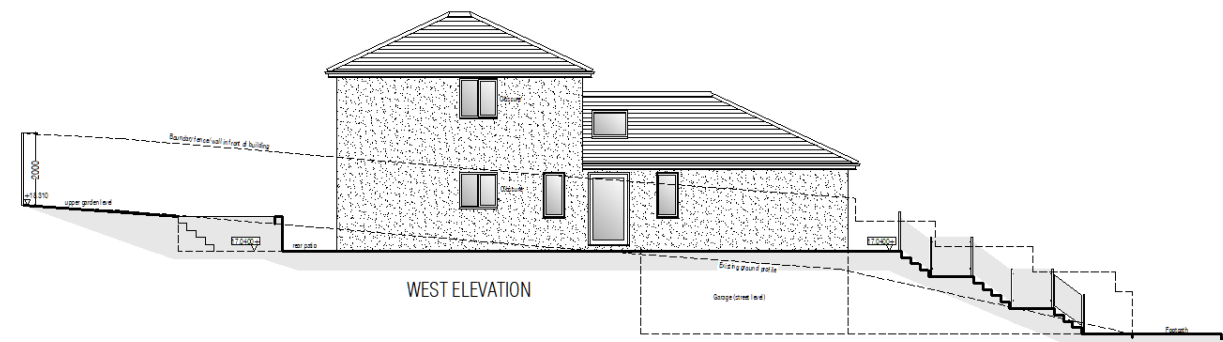
The layout proposed is aimed at providing adequate space between existing buildings to allow services routing, access and circulation. The frontage allows for off street parking space and the rear building line provides more than 23m distance to the nearest rear property which does not lie parallel to the proposal. The sloping nature of the site means that proposed rear window levels lie approx. 1.5m lower than those of the neighbouring rear properties.



FIRST FLOOR



GROUND FLOOR



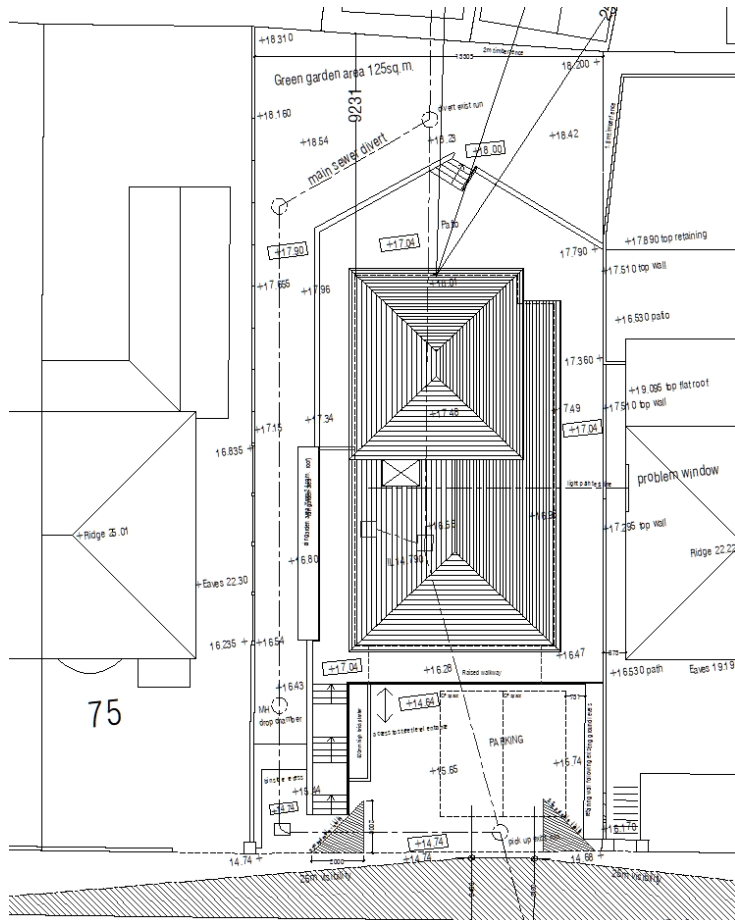
WEST ELEVATION

SUSTAINABILITY IN DESIGN

One of the most important aspects of today's design is sustainability. This is absolutely crucial when looking at products and materials. Generally it is a requirement to source all products and materials, or as much as possible, from sustainable sources. This applies particularly to timber products and locally manufactured products.

Sustainable systems and methods can be incorporated.. High yield and efficient insulation detail and products need to be incorporated. Efficient heating systems can be incorporated (heat pumps etc.). Provision for EV charging and battery storage can be incorporated.

Wherever possible all surplus materials removed from the property development will be recycled and re-used elsewhere. This applies particularly to ground excavations etc.



PLANNING STATEMENT

The site has had outline planning permission for a dwelling 04/1568. Previous planning for a dwelling was refused 19/1162.

The scheme has been compiled with regard to policies;

SP1 Sustainability

GP2—General Development Principles—General Amenity.

GP4 - General Development Principles—Highways and Accessibility.

GP6—General Development Principles—Quality of Design.

GP7—General Development Principles—Environmental Protection and Public Health.

H6—Sub-division of Curtilages, Infill etc.

T4—Parking.

W3—Provision of Waste Management.

Along with;

SPG New Dwellings.

SPG Parking Standards.

SPG Affordable Housing.

Design

The proposed dwelling would have a traditional feel to compliment the differing forms of buildings either side of it, without replicating them. With complimentary materials, similar roof pitches, fenestration finishes and building access / garaging at street level, the layout, form, scale and visual appearance of the proposal would not detract from the local character.

Amenity

Due to the nature of the existing site levels and terracing for building form, the floor levels of the proposal would sit approx. 1.3m below the floor levels of the houses in Henry Wood Walk. These properties (no's 8 & 9) have garden depths of approx. 16-18m with elevation window to window distance to the proposal of 26-28m, exceeding the 21m guidance.

The rear garden depth of the proposal is approx. 9.1m which is slightly below the recommended 10m which is applicable in most circumstances for new dwellings. We would, however submit that we are working with an established fixed plot, not a new build plot, where we could possibly adjust the boundaries. The general levels of the proposal are lower than those of Henry Wood Walk making the proposal subservient to those and also the existing rear boundary of the neighbouring gardens has a 2m high established fence line and established garden buildings along the full length of the proposal rear boundary.

Amenity

The average distance between properties along the North side of Aberthaw Road is 3m (the lowest being 2.2m). The traditional form of these properties do not have many side facing habitable room windows. Any side facing habitable windows in the proposal shall have obscure glazing or be fronted by a 1.8m boundary fence.

The side facing habitable window of No.79 living room would be 2.8m from the single storey face of the proposed dwelling (it is only 750mm from the boundary line as existing and ground level 510mm lower than proposed level). Direct inter-looking of this window could be prevented by a boundary fence of 1.5m on the new property side (no more than 2m on the neighbour side). The proposed building opposite this window has been purposely kept as single storey to minimise overbearing (instead of two storey as previously proposed).

The 25' test for natural light carried out from the side window of No.79 shows that the proposed building does not intersect the notional perpendicular line, nor is there any obstruction to this on the Northern Hemisphere sun path. The proposal greatly reduces adverse impact to neighbouring amenity.

On the Western elevation to No.75 Aberthaw Road, a distance of 3m has been kept between the proposed re-route of the private sewer line and the new building wall, which means the proposed wall line is approx. 3.8m away from the boundary line and 6m from the wall of No.75.

Highways

The proposal provides for one car parking space within the street level garage element and two car parking spaces on the 6.4m setback area at street level. Pedestrian safety 2x2m visibility splays can be accommodated so cars emerging from site can see pedestrians and vice-versa. Full 2.4x25m visibility splays can be achieved onto the main road.



TRANSPORT

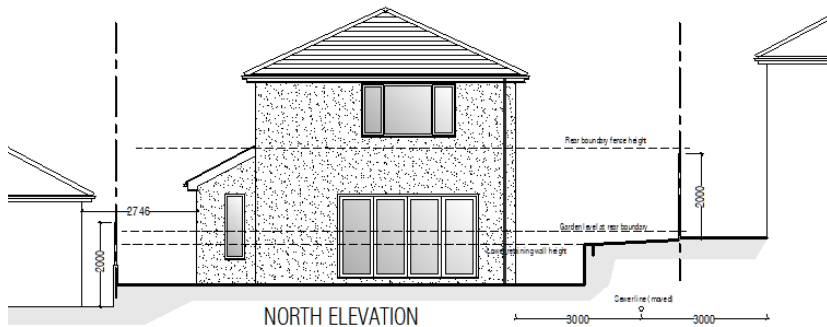
The location of the site on Aberthaw Road means it sits directly on a traffic calmed road which is part of Newport's active travel network and also within short distance of dedicated cycle lanes and footpaths. This would align with the hierarchy of active travel needs.

There is easy access to public transport, the nearest bus stop is 100m to the West and 150m to the East. The bus service from that point links to the wider area.

Facilities on site have to cater for the level of vehicular traffic likely to arise. The proposal can provide adequate parking to the front of the dwelling with appropriate drop kerbing applied for as required. On road parking is available currently but not necessary for the proposal which will help keep the carriageways clear of unnecessary parking.

Hierarchy Order (Top to Bottom)

- **Walking and Cycling (Active Travel):** Top priority for all new planning and spatial designs.
- **Public Transport:** Second priority, supporting integrated and accessible regional journeys.
- **Ultra-Low Emissions Vehicles (ULEVs):** Third priority, recognized for decarbonisation where alternatives are limited.
- **Other Private Motor Vehicles:** Lowest priority in the design and assessment of new developments.



COMMUNITY SAFETY

In terms of Community Safety, the development will be set within a defined curtilage and accessed only via the existing Aberthaw Road. This creates a defensible space that can be monitored by the property. This provides a passive natural surveillance. Additionally the field of view from existing houses will assist passive surveillance of the development itself. Street lighting exists opposite the and adjacent the proposed site.



FLOOD RISK

As can be seen from the Environment Agency plan, the site is not within any flood risk zone.

ACCESS

Welsh Assembly Planning and Inclusive Design (Access Statements) Final Interim Guidance November 2007 requires a statement explaining how services and facilities in land use planning and are accessible to all, regardless of age, gender or infirmity. This statement has been prepared in accordance with those requirements. Particular attention has also been paid to the recommendations given in the CABI publication “*The Principles of Inclusive Design (They include You)*” and the requirements of the Equalities Act 2010 to promote equality of opportunity for those affected by disabilities.

It is, however, recognised by the applicant that a strategic Access Statement at this early stage is a communication tool showing that the principles of Inclusive Design and Access for people have been considered from the outset of the development process, therefore adequately informing the final development. It is intended that this statement should evolve with the project and the present outline planning stage through to the final detail design of construction drawings and specifications. This statement shall be regularly reviewed and adapted so that it guides the management of the development. The following principles ensure that elements of access and accessibility of the development cater for both able bodied and disabled members of the community at the strategic planning stage:

Access to and within the new development will comply with the Approved Document M of The Building Regulations 2000 (2004 edition) “Access to and Use of Buildings.”

Level access is provided wherever possible to the building within the boundary of the site. In this instance, external steps will be provided for everyday ambulant use to the accommodation level and external areas. Additionally, the street level access at garage level can have level threshold door access into stairwell which is sized to allow stairlift equipment fitted to get to upper living and bedroom level if required.

External surfaces shall be treated so that people are able to travel along them without tripping or falling.

The surface of parking areas shall allow the safe transfer of a passenger or driver to a wheelchair and transfer from the parking area to the access route to the building without undue effort, barriers to wheelchairs or hazards from tripping.

The site is located within easy reach of local amenities/shops on foot if required or with local bus service, public transport both coach and bus is available. Local shops within 400m of the site on Aberthaw Avenue .

A regular local bus service to Cardiff, Newport /Chepstow is available which also connects with the main bus and train stations giving access to both nearby and outlying districts.

