



**Boyer**  
PLANNING



# LAND AT GLOCHWEN, RHIWDERIN

## Development Framework Document

Prepared by Boyer Planning on behalf of Newbridge Estates Ltd  
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## CONTENTS

<b>1. Introduction.....</b>	<b>1</b>
<b>2. Site Description.....</b>	<b>2</b>
<b>3. Site Appraisal .....</b>	<b>3</b>
Ecology.....	3
Archaeology .....	3
Vehicular Access Options.....	4
Pedestrian and Cycle Access Options.....	4
Sustainability.....	6
Drainage Strategy.....	6
Utilities.....	6
Landscape.....	7
<b>4. Masterplan.....</b>	<b>8</b>
<b>5. Conclusion.....</b>	<b>10</b>



## 1. INTRODUCTION

- 1.1** Boyer Planning Limited, on behalf of Newbridge Estates Ltd, have prepared a promotional document to support the inclusion of land at Glochwen, Rhiwderin as a candidate site for residential development in the emerging Newport Local Development Plan. It confirms that the site is suitable for approximately 140 residential dwellings which are considered to be eminently developable within the plan period.
- 1.2** The promotion site comprises of land immediately adjoining the boundary of Rhiwderin, located between the new Taylor Wimpey housing development at the former allotments to the west and the River Ebbw. This promotional document concentrates on the specific and principal advantages of development on the land and informs the background to the following objections to the Newport LDP, which have been 'duly made':
- Policy H1 – Housing Sites
  - SP5 – Countryside
  - SP8 – Special Landscape Area

## 2. SITE DESCRIPTION

- 2.1** The 8.84ha site is situated immediately adjoining the settlement boundary for Newport at Rhiwderin which is located approximately 5km to the west of Newport City Centre. The site lies to the northwest of Bassaleg, between the A467 and River Ebbw to the north east and the A468 to the south.
- 2.2** The site comprises a number of fields which are currently used for grazing. To the south the site adjoins the existing residential development at Harlech Drive, whilst to the west it adjoins the recently developed Taylor Wimpey housing site (Gerddi Rhiwderin) and the new allotments. To the north the site adjoins further fields which contain a Scheduled Ancient Monument (SAM) comprising of an earthwork mound marking the location of an Iron Age Fort and to the east the River Ebbw, beyond which lies the former Alcan site.



Fig 1: Site Location

### 3. SITE APPRAISAL

**3.1** In order to inform the promotion of the site, assessments relating to ecology, landscaping, archaeology, transport and utilities have been undertaken. Summaries of the findings for each topic are providing as part of the site analysis and which have influenced the masterplan and proposals for the site.



Fig 2: Site Appraisal Plan

#### Ecology

**3.2** An Extended Phase 1 Habitat survey and updated walkover survey have been prepared for the site by Soltys Brewster. These ecological assessments confirm that the site consists of improved grassland enclosed by a network of well-established native hedgerows. With regard to the improved grassland, comprising the large majority of the site, it is concluded that it is of limited ecological value and as such could accommodate future development. In terms of the hedgerows there is potential for nesting birds and foraging bats and therefore consideration should be given to the retention of hedgerows where practical.

#### Archaeology

**3.3** An Archaeological Assessment of the surrounding area was undertaken by AC Archaeology. The report indicates that there are surrounding archaeological sites and historically important buildings within the search area. However, the most relevant to this site is the Scheduled Ancient Monument (SAM) consisting of an earthwork mound marking the location of an Iron Age Fort to the north and the Grade II Listed Glochwen Farmhouse (listed in relation to its interior) to the west. There is also an old reservoir and brickworks but both are enclosed by thick scrub vegetation as part of the hedgerow network.

- 3.4** With regard to any impact the assessment recommends that any new housing should lie at a minimum of 200 metres from the edge of the designated Scheduled Ancient Monument and that consideration should be given to the relationship with the farmhouse.

#### **Vehicular Access Options**

- 3.5** Stuart Michael Associates, consultant engineers, have confirmed that the primary vehicular access to the site would be formed directly from an extension of Chapel Terrace (Figure 3 Primary Access Drawing). It is also confirmed that there is scope for a secondary (or emergency) access to be formed onto Harlech Drive (Figure 4 Secondary Access Drawing). There would be an internal link road.
- 3.6** Harlech Drive connects with the strategic highway network (A468 Caerphilly Road) via Tredegar Street. Access to the wider highway network from Rhiwderin is via the A468 Caerphilly Road. The junction of Pentre-Tai Road with the A468 is the main access point into the village. Pentre-Tai Road is traversed, at grade, by the existing Bassaleg to Machen freight only railway line near to the junction with the A468.
- 3.7** Machen-Bassaleg Freight Railway line is a single track line. Surveys have shown that train movements are minimal. It is understood that there is currently typically three trains a week. This frequency results in minimal instances of queuing at the level crossing.
- 3.8** Consultations with Network Rail (reported in previous submissions to the council at the earlier UDP Inquiry) have indicated that the level crossing is capable of accommodating the additional traffic associated with the Site.
- 3.9** The proposals for access and the standard of the local highway network are capable of accommodating the potential generation from the site. The proposed internal site layout will be designed in accordance with the guidance given in “Manual for Streets” and the advice contained in TAN12 Design.
- 3.10** It is a matter of record that the previous Inspector’s report on the objections to the UDP (paragraph 3.72) recorded the common agreement that the site was capable of being serviced and provided with safe access without any detrimental traffic impact upon the local highway network.



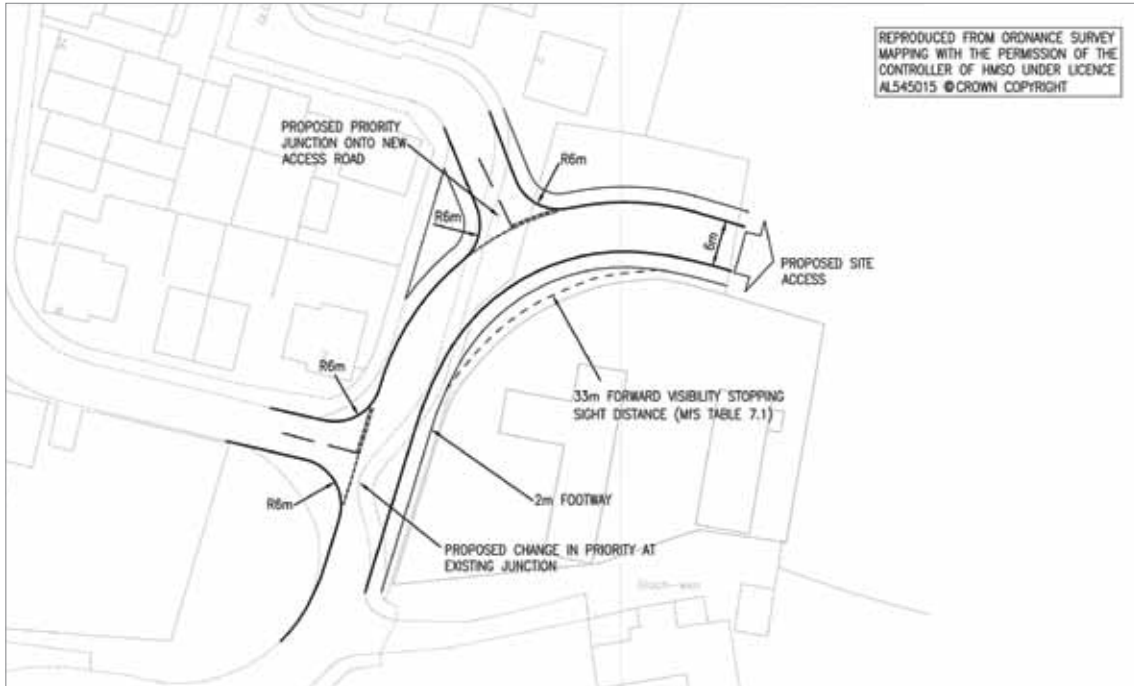


Fig 3: Proposed Primary Access

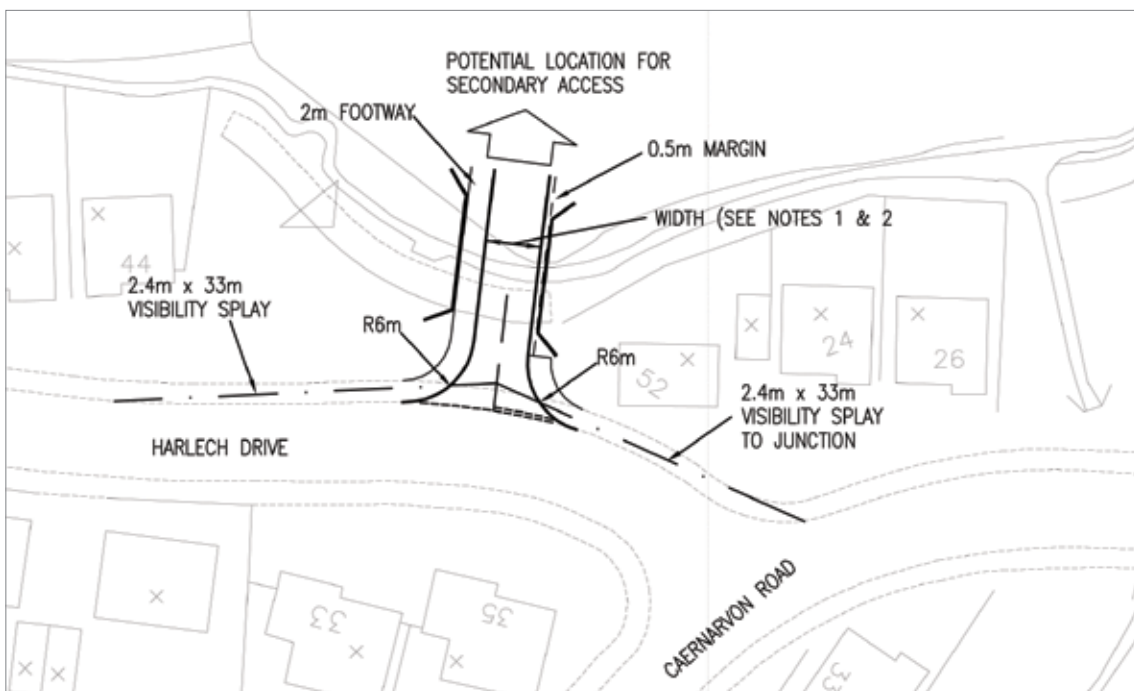


Fig 4: Proposed Secondary Access

### **Pedestrian and Cycle Access Options**

- 3.11** Adjacent residential roads and footways are well lit and provide convenient links to local facilities. In addition to the proposed footways that would be provided alongside the vehicular access points a potential corridor could be provided to the northwest linking Pentre-Tai Road. There is also scope to provide a footbridge over the stream bounding the southern edge of the site and provide a pedestrian route across POS to Caernarvon Road. From here pedestrians can conveniently use the railway underpass and travel via Grosvenor road to Laurel Road and Caerphilly Road (routes to schools and bus stops)
- 3.12** Cyclists would have the opportunity to use quiet residential roads within Rhiwderin and could also link up to the traffic free national cycle network (4) within 2km to the east of the site.

### **Sustainability**

- 3.13** Regular bus services also run along the A468 Caerphilly Road (50). Bus stops with shelters and timetabling are located on Caerphilly Road. Stagecoach operates a weekly (7 day) inter urban bus service. This frequent service (30 minute) stops at Newport, Caerphilly, Ystrad Mynach and Bargoed.
- 3.14** The site is within a reasonable walking and cycling distance to Pentrepoeth Primary School (circa 1km) and Bassaleg Secondary School (2km).
- 3.15** Moreover, Rhiwderin has a community centre, a newsagent, post office, place of worship and a public house all within 500m to the west of the site. There is also a children's equipped area of play and allotments at Chapel Terrace.

### **Drainage Strategy**

- 3.16** Stuart Michael Associates, consulting engineers, have confirmed that the TAN 15 Development Advice Maps indicate that development will be located within Zone A – Considered to be at little or no risk of fluvial or coastal flooding.
- 3.17** There is a small section of the site to the southeast corner, where a brook connects to the River Ebbw, to be located within Zone B – Areas to have known to flood in the past. This area is mainly existing woodland which is to be retained as part of the landscape structure.
- 3.18** It is proposed that surface water run-off from the housing development can be controlled and discharged at rates not exceeding the existing and currently undeveloped site, whilst foul water and sewage would be discharged to the local mains network.

### **Utilities**

- 3.19** It has been confirmed by Stuart Michael Associates, consultant engineers, that the site is well located to the existing mains networks within Rhiwderin (water, power, gas and telecommunications). The proposed development is conveniently located to existing utilities and services from which new supplies can be taken.

### **Landscape**













- 3.20** Soltys Brewster have carried out a landscape and visual assessment of the area. The site is located within the West of Rhiwderin Special Landscape Area which is a result of the desk based assessment provided by LANDMAP and reported in the Authority's supplementary Background Documents. However, while undoubtedly some areas within the West of Rhiwderin SLA are worthy of protection, it is unclear whether all landscapes within the proposed designated areas are worthy of equal protection. It is also noted that detailed validation and site specific scrutiny should be undertaken to determine boundaries, however the justification for the boundary by the Authority is that it adjoins the settlement of Rhiwderin, this is considered insufficient.
- 3.21** In this regard a landscape assessment of the wider surrounding area by Soltys Brewster, based on a previous landscape and visual work undertaken for the application and appeal at Glochwen, Rhiwderin, comprising of fieldwork and desk-based study previously identified five general landscape character areas contained within and surrounding the site. Of the five character areas identified it was concluded that the site falls mainly within the Valley Sides which is characterised by and comprises of both urban and rural landscapes and contains the transitional urban rural fringe zones. The candidate site and surrounding area within the Valley Side classification are subject to urban and human influences and whilst they may have some local intrinsic interest through their mature network of hedgerows, hedgerow trees and woodland copse it is considered that these landscapes are generally of Medium quality, and do not warrant a Special Landscape Designation.
- 3.22** In considering these factors it is important to note that the designation of a SLA would not preclude development on the site, however any development must respect the valued characteristics of the recognised landscape.

## 4. MASTERPLAN

- 4.1** In taking into consideration the technical assessment and information identified in the preceding section a supporting masterplan has been prepared to illustrate the acceptability of development on the site.
- 4.2** The masterplan provides 4.57ha of developable land for residential use which is capable of providing approximately 140 homes at a density of 30dph. The layout has taken account of the proposed access arrangements as well as implications of the SAM to the north and the required buffer. The residential development has been located within the field parcels, with the majority of the surrounding and internal hedgerows and woodlands retained. Given the fact that the site is wholly contiguous with the settlement boundary the development is well contained and relates physically to Rhiwderin to provide a logical extension.



Fig 5: Masterplan

-  Site boundary
-  Residential development
-  Vehicular access points
-  Proposed movement
-  Focal point
-  Pedestrian access points
-  Public footpath
-  Open space
-  Existing woodland
-  Allotments
-  Existing trees
-  Existing buildings

## 5. CONCLUSION

- 5.1** The promotional Document has summarised the technical reports and information which has been prepared to support the allocation as a logical choice for housing at Glochwen within Rhiwderin for approximately 140 dwellings.
- 5.2** It is evident from the assessments undertaken that there are no overriding constraints to the development of the site. Furthermore given that the site is without contamination issues and large infrastructure requirements it is immediately available and would assist Newport in providing short term sites to provide for Newport's immediate housing needs. Taking this into consideration an appropriate masterplan has been prepared to illustrate the development opportunities and benefits which can arise.
- 5.3** It has been demonstrated that an allocation at Glochwen is deliverable and is supported through a strong /credible evidence base. In this regard the allocation at Glochwen will assist in providing certainty over delivery and housing supply within the plan period together with alternative range and choice.

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