

R.E. PHILLIPS & PARTNERS



Land at Risca Road, Rogerstone

Development Framework Document

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1. Introduction

1.1 R.E. Phillips & Partners, on behalf of Pontymister Developments Ltd, have prepared a promotional document to support the inclusion for a candidate site for residential development at Risca Road, Rogerstone, in the emerging Newport Local Development Plan. It confirms that the site is suitable for approximately 35 residential dwellings which are considered to be eminently developable within the plan period.

1.2 The promotion site comprises of land at the edge of settlement location immediately adjacent to the built up area of Rogerstone to the south and east. The site is well contained by strong defensible boundaries, including surrounding residential properties, as well as the Monmouthshire and Brecon Canal to the north. This promotional document concentrates on the specific and principal advantages of development on the land and informs the background to the following objections, which have been 'duly made':-

- Policy H1 – Housing Sites
- SP5 – Countryside
- SP7 – Green Wedge

2. Site Description

- 2.1** The broadly rectangular shaped 2.72ha site is situated immediately adjoining the settlement boundary for Rogerstone. The site comprises of a number of fields which are currently laid for grazing and pasture and rise in levels from south to north. To the south the site adjoins the existing residential development at Risca Road, comprising a combination of bungalows and two storey housing. To the east is Pontymason Lane, beyond which is further residential development, including additional housing forming Pontymason Rise and Pontymason Close. The Monmouthshire and Brecon Canal and Conservation Area as well as the Oaktree Cottage form the northern boundary and are separated from the site by a strong vegetation buffer, whilst beyond the western boundary are a number of fields, woodland and residential properties at Woodland Drive which separate the site from the Newport Administrative boundary and Risca beyond.



Fig 1: Site Location

3. Site Appraisal

3.1 In order to inform the promotion of the site, assessments relating to ecology, transport and utilities have been undertaken and information is provided in relation to landscape and green wedge. Summaries of the findings for each topic are provided as part of the site analysis and Site Appraisal Plan which have influenced the masterplan and proposals for the site.

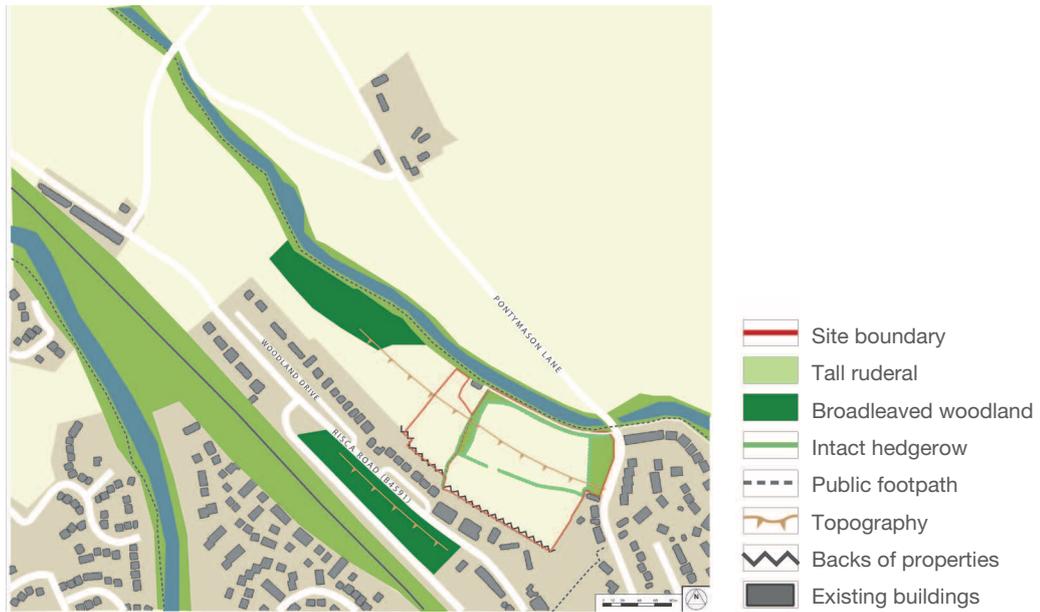


Fig 2: Site Appraisal Plan

Ecology

3.2 Soltys Brewster have undertaken an assessment of the site in relation to the ecological quality. The site survey has concluded that the majority of the site is of limited ecological value and that the grassland is being encroached by areas of Bramble and Himalayan Balsam which continue to detract any ecological value.

3.3 Whist the Authority, within their background Paper on Sites of Important Nature Conservation, indicate that the Oaktree Cottage Fields are designated as a SINC a previous assessment undertaken in 2005 with regard to the objection to the candidate site SINC within the UDP outlined that that the site was degrading in its quality at that time. Furthermore, in considering the Soltys Brewster assessment of encroaching vegetation it is unlikely that the site would qualify for SINC status.

Vehicular Access Options

- 3.4 Stuart Michael Associates have confirmed that the principal vehicular access to the site can be formed directly from the B4591 Risca Road via property No. 102. (in the ownership of Pontymister Development Ltd). The right turn lane facilities on Risca Road would be extended and the existing bus stop and shelter would be relocated (Figure 3 Access Drawings).
- 3.5 A Secondary access could be formed between No. 74 and No. 78 Risca Road with a third access/emergency access to the east of the site onto Pontymason Lane (below the canal bridge) through land under the same control.
- 3.6 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.
- 3.7 B4591 Risca Road provides a high standard highway corridor and connection to the strategic highway network (A467 and M4).
- 3.8 As a matter of record that the previous Inspector’s report on the objections to the UDP (paragraph 3.63) recorded the common agreement that the site is in a sustainable location and can be safely accessed.
- 3.9 Taking the above into consideration, and given the modest scale of development, it is concluded that the local highway network and a new access are capable of accommodating the potential level of traffic generation from the site.

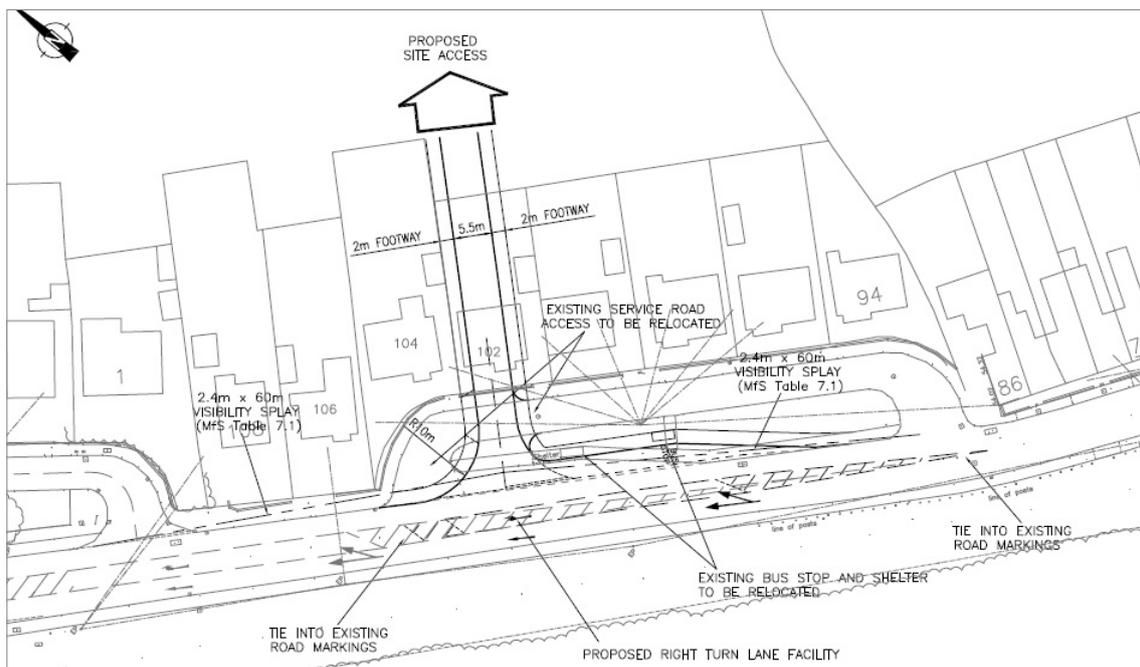


Fig 3: Access Drawings

Pedestrian and Cycle Access Options

- 3.10** Stuart Michael Associates have confirmed that adjacent residential roads have a good standard of continuous footway. Proposed footways would be provided alongside the new access for pedestrians to conveniently link to a bus stop on Risca Road.
- 3.11** Cyclists would have the opportunity to use quiet roads and also link up to the traffic free national cycle network (47) to the north of the site.

Sustainability

- 3.12** Stuart Michael Associates confirm that in regard to public transport regular bus services run along Risca Road providing both links between Newport and Risca/Pontymister Tesco with 20 minute frequency as well as between Newport and Blackwood with 10 minute frequency.
- 3.13** Furthermore Rogerstone railway station is within 800m of the site and forms part of the Ebbw Valley line providing an hourly service Monday to Saturday between Cardiff Central and Ebbw Vale Parkway.
- 3.14** Moreover the site is convenient to a good range of facilities including a post office, shops, restaurants, places of worship and employment areas that are all within reasonable walking and cycling distance. Rogerstone Primary School (1.2km) and Bassaleg Secondary School (2.8km) are conveniently located to the site.

Drainage Strategy

- 3.15** The site is not at risk of flooding. TAN 15 Development Advice Maps indicates that the entire site is located within Zone A – Considered to be at little or no risk of fluvial or coastal flooding and would not constitute a constraint.
- 3.16** Surface water run-off from the proposed housing development can be controlled and discharged at rates not exceeding the existing and currently undeveloped site.
- 3.17** Foul water and sewage would be discharged to the local mains network. Dwr Cymru Welsh Water has confirmed that there is adequate capacity in the local water network, local sewer network and waste water treatment to facilitate the development of the site.

Utilities

- 3.18** It has been confirmed by Stuart Michael Associates that the site is well located in relation to the existing mains networks within Rogerstone (water, power, gas and telecommunications) from where new supplies can be taken.

Green Wedge

- 3.19** As previously agreed in relation to the Newport UDP Inquiry it is important that an element of green wedge is provided to limit the coalescence of Rogerstone and Risca, and in this case a significant element of the green wedge will remain beyond the existing linear housing of Risca Road and Woodland Drive. The proposed development area adjoins the existing settlement boundary in order to have no effect on the open area between the Risca and Rogerstone boundaries.
- 3.20** The line of properties fronting onto Risca Road and Woodland Drive provide an existing development limit in the separation of Rogerstone and Risca and the outer limit of built development in Rogerstone is 240m beyond the proposed candidate site boundary for development. Moreover, it is proposed that the development of the site could include new housing nestling into the visually well enclosed land immediately behind the existing residential dwellings set well back from the settlement limit. This will assist in providing a green wedge buffer.
- 3.21** With regard to the view from the adjoining footpath at the Monmouthshire and Brecon Canal there is an existing vegetation screen separating the site, which could be enhanced. Furthermore the site is positioned at a much lower level, and the principle of residential development adjoining the canal has been established by the recent residential development at Pontymason Rise and Great Oaks Park which exhibit very similar characteristics. Overall a controlled expansion of the urban area, providing a logical rounding off of the settlement, can be achieved by adopting a sensitive design for the site.

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 1.18ha of developable land for residential use which is capable of providing approximately 35 homes at a density of 30dph. The development parcels are clearly well related to the existing surrounding residential development and settlement and the layout has taken account of the proposed access arrangements.
- 4.3** The proposed development seeks to minimise any impact on the green wedge by placing the residential development back from the existing settlement limit at the furthest extent of properties along Woodland Drive allowing the retention of a significant green wedge to remain. Furthermore the majority of the residential development is placed directly behind existing properties along Risca Road and within the lower sections of the site to minimise visual impact.



Fig 4: Masterplan

-  Site boundary
-  Residential development
-  Access points
-  Proposed movement
-  Focal point
-  Public footpath
-  Key open space
-  Existing broadleaved woodland
-  Existing vegetation
-  Proposed planting
-  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 Risca Road within Rogerstone for approximately 35 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 Risca Road within the settlement of Rogerstone is deliverable. In this regard the allocation at Risca Road will assist in providing certainty over delivery and housing supply within the plan period together with alternative range and choice.

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