

September 2012 (REV C)

Design and Access Statement

Jubilee Park, Rogerstone

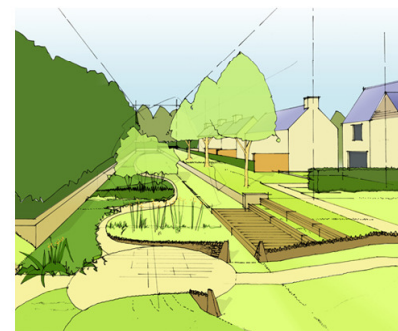
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Intégral
Géotechnique

edp **ARUP**



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1. INTRODUCTION

1.1. Introduction

This Design and Access Statement ('DAS') has been prepared on behalf of Walters Land (Rogerstone) Limited ('Walters') in support of an outline planning application for the comprehensive redevelopment of the former Novelis/Alcan factory site in Rogerstone, Newport ('the site').

The site represents an extensive previously developed (or brownfield) regeneration opportunity to the north west of Newport that has the potential to deliver many local and wider community benefits. The proposals contained within this outline application have evolved as a result of extensive consultation and dialogue with Newport City Council ('the Council') during formal pre-application advice obtained by Savills during the preparation of this application. In addition, Walters have taken a keen interest in consultation and public involvement with local residents throughout the application process with regular newsletters, a public exhibition and regular meetings with Rogerstone Community Council.

The application seeks outline permission for the residential-led regeneration of this highly accessible and opportune brownfield site. All matters (use, amount, layout, scale and access) are reserved for subsequent determination under reserved matters applications. Walters' proposals will transform the site by delivering:

- Up to 1,200 new homes developed in four principal phases
- A green grid of new and improved open space
- A new single form primary school
- Revised access and a network of internal roads and paths
- A neighbourhood centre to include a small scale convenience store and other small scale uses and activities
- The re-use of Mandrake House for housing use
- The re-use of the existing 'Drill Hall' for community uses

Walters, through their team of consultants, have undertaken a comprehensive assessment of the site and the application proposals. This DAS, which establishes the vision, design evolution and detailed commentary on the proposed development as sought at outline stage is accompanied by a range of plans and reports to support the application and demonstrate the site's potential and deliverability, including:

- A Planning Statement ('PS'), prepared by Savills;
- An Environmental Statement ('ES') and Non-Technical Summary ('NTS'), prepared by Savills;
- A Flood Consequences Assessment ('FCA'), prepared by Arup;
- A Drainage Strategy ('DS'), prepared by Arup;
- A Transport Assessment ('TA'), prepared by Arup;
- A Site Investigation Report ('SIR'), prepared by Integral Geotechnique.

These supporting documents form an important part of the application and should be read in conjunction with this DAS and the masterplan.

1.2. Consultant Team

The consultant team comprises the following:

- Savills – Planning, regeneration and Environmental Impact Assessment
- Arup – Flooding, transport, air quality, noise and vibration
- The Environmental Dimension Partnership – Landscaping and visual effects, arboricultural assessment, ecology and biodiversity, archaeology and heritage
- Integral Geotechnique – Ground conditions
- C.W. Architects – DAS and architectural drawings

1.3. Structure of this DAS

This DAS is set out in accordance with guidance from TAN 12: Design (June 2009) and Design Commission for Wales guidance 'Design and Access Statements in Wales: Why, What and How'. The following sections of this DAS are structured as follows:

- **Section 2:** Establishes the overarching vision which has guided the approach towards the regeneration of the site
- **Section 3:** Identifies the site, context, application proposals and briefly identifies the planning policy context
- **Section 4:** Undertakes a detailed site analysis of the site conditions and features on site and a context assessment of the surrounding areas
- **Section 5:** Details the extensive public consultation and involvement undertaken throughout the development of the application, providing the opportunity for members of the public to comment on this application
- **Section 6:** Discusses the design evolution and resultant scheme design, justifying the proposals against the site context and conditions
- **Section 7:** Highlights and describes the different character areas of the scheme
- **Section 8:** Details the existing and proposed movement and access strategy for the site
- **Section 9:** Assesses the current landscape condition of the site, detailing how the landscape fabric will be improved by the proposed development
- **Section 10:** Specifies how the scheme promotes community safety and pleasant, safe environments
- **Section 11:** Discusses the key issues surrounding environmental sustainability of the site, including commentary on the Code for Sustainable Homes levels to be achieved for the residential units and the BREEAM levels to be reached by the commercial units
- **Section 12:** Draws the above chapters together in providing the key conclusions of the scheme
- **Section 13:** illustrates the masterplan for the proposed development



Above – Aerial view taken from the North looking back towards Newport and the Bristol Channel beyond

2. VISION

2.1. Preface to Chapter

This section sets out the vision of the site in terms of the fundamental design process of the scheme. The vision was formed at an early stage in the project and guided the proposals forward.

2.2. Vision

The clear aim is to provide a cohesive and sustainable place to live and enjoy. We will do this by employing the latest urban design principles, and capitalising on the positive natural characteristics of the site and its surroundings to create a truly unique place.

The masterplan will use the natural and man-made features in and around the site to drive the design forward and knit into the existing surrounding semi-urban fabric and wider rural context.

We will consider in our design and implement in our proposals various aspirations, as detailed below.

To Create a Sustainable Place

We will consider how end users will respond to the locality, viewing it as a positive experience. From this experience will come social wellbeing, safety and pride of ownership. It will consider how the design will affect our 'green thinking'. At this outline stage we will ensure our strategies are correct to establish links to sustainable modes of transport and access the wider locality and Newport city centre. Also, whilst postulating density of development, we will consider the finalisation of the design at detail stage and allow space for dwellings and gardens to achieve a minimum of Code for Sustainable Homes level 3.

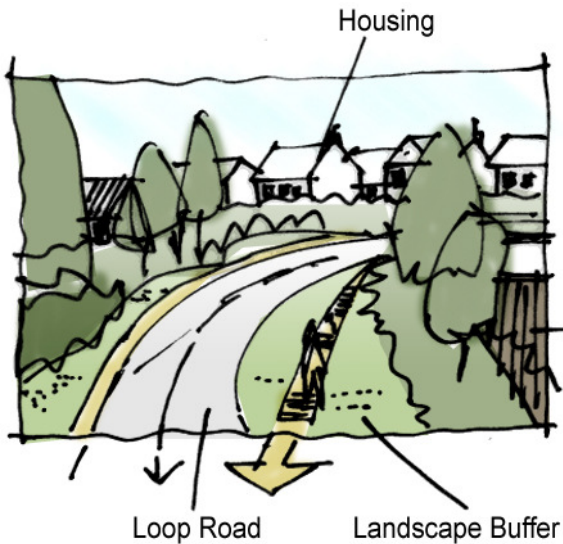


Connectivity

We will create a network throughout the site comprising interconnecting green open spaces that react to peripheral site nodes connecting to the wider district. This will make the site perforated and accessible for site users and the wider community. This network will connect to viable and varied areas of public realm, strategically located to capitalise on existing key features of the site.

Micro Locality

From our connections, spaces and goals, we will create areas of locality suited to the development. These will be different in shape, surrounding, size and position. These four factors will encourage diverse localities responding to their individual factors, creating a varied sense of place within the overall matrix of the site.



Considering the Physical Environment

In this particular project we have various environmental features that must be considered in shaping the proposals. Intrinsic to our design will be the incorporation and consideration of these influences, be it flooding, ecology, archaeology, arboriculture, highways and ground conditions. These will inform and influence our key goals.



Left - Existing Water feature

A Vibrant and Lasting Place to Live and Enjoy

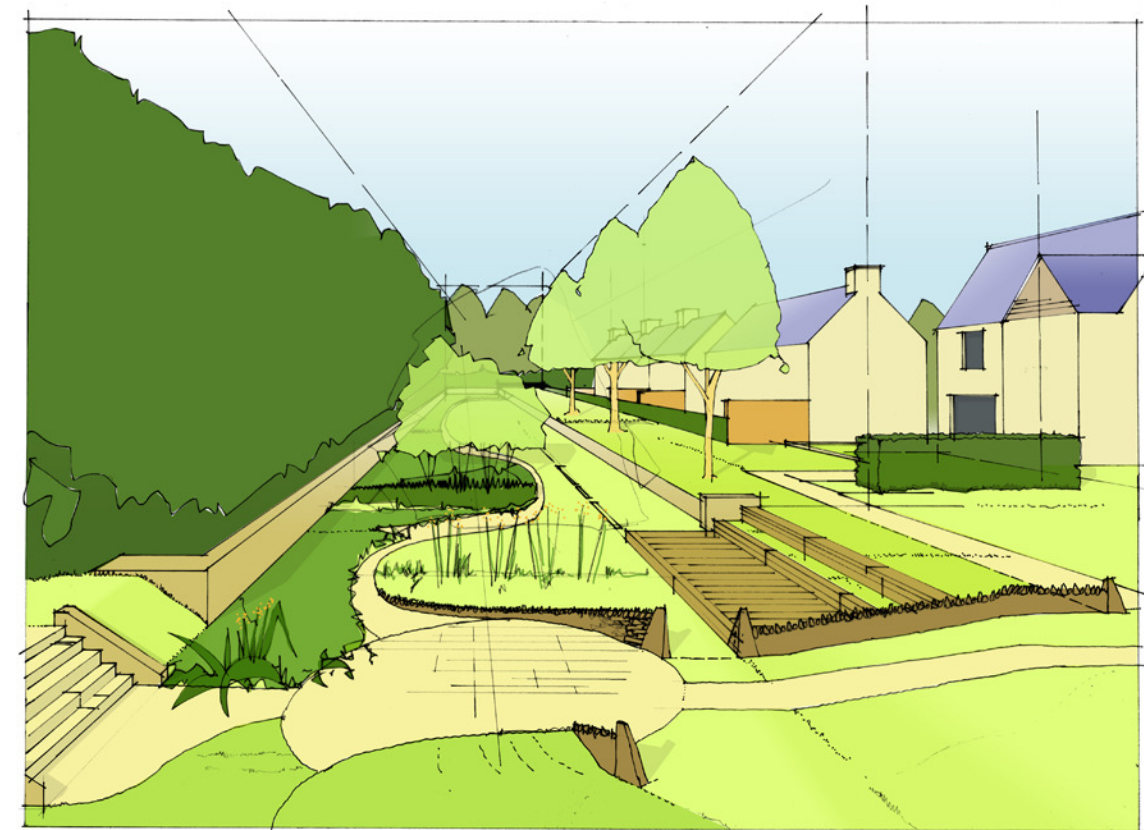
Pivotal to the success of our project will be to capitalise on our influencing factors and incorporate them as advantages to the scheme. The scheme will become an exciting, safe, socially active place to be, creating a leafy and legible locality for the enjoyment of site users. The positive effects of the development will 'over spill' within the locality to form a sense of place across the site's physical boundaries, benefiting the wider surrounding area.



2.3. Aims

We have set out a series of aims for the site that influence our designs and will act as design 'hooks' to inform our decision-making. They include:

1. To capitalise on the river edge to make an exciting linear parkland
2. To make cross connections, through the length of the site, into the parkland, connected into the site's existing physical features, such as the pond and Rogerstone Castle and Mansion
3. To make this linear park and its cross connections the backbone of our non-vehicle and separated non-vehicle site circulation
4. Create keynote areas of public realm at the termination of these cross links as they connect to the river park to give them meaning and goals
5. Design a road loop for vehicles – a 'boulevard' running around the site which is green and lush. Behind this boulevard edge will be the diverse housing areas, feeding off the loop with 'finger' roads
6. To have the 'key loop' as a spine for public transport which will connect visually to the river corridor park to allow users to orientate themselves within the site
7. Advocate a variety of public open spaces in terms of their character, and use them to create diversity for a variety of uses
8. Reintroduce Rogerstone Castle and Mansion to the public and preserve and enhance its archaeological importance
9. Avoid bringing site borne traffic past existing residents on Tregwilym Road to retain their tranquillity
10. Create a strong 'sense of entrance' with a visual link to the existing pond expressing its presence to users
11. Preserve what we can of mature and important arboriculture, protect it during construction and enhance its amenity value for the public good
12. Advocate a flood alleviation solution which transgresses pure engineering and adds an extra physical dimension to the site which is positive, exciting and useable
13. Augment the existing playing fields off site to the north with more sports based public open space provision
14. Create a neighbourhood area at the entrance to the site which, by virtue of its position, will encourage wider community use, and, in itself, be 'nodal'
15. Provide a centrally located primary school in an accessible walking distance for all site users and visually connect it to the site entrance via the Central Pond and Community Green
16. At a macro level, consider the site as valley bottom location viewed from many aerial positions and design with this in mind. Conversely, consider in our planning, the fantastic view opportunities from the site that we have



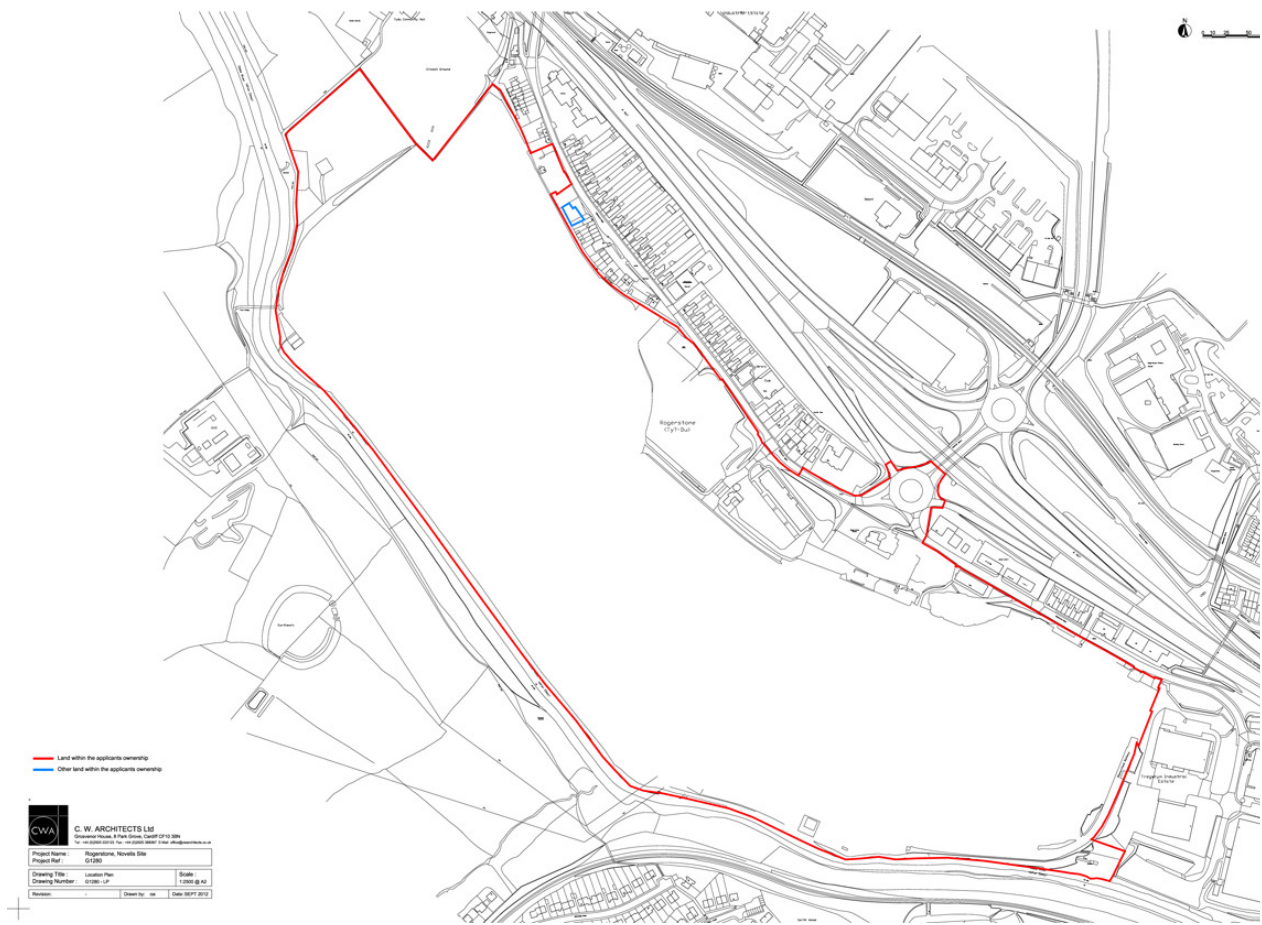
Above – (Top) impression of how the northern channel can interact with housing and woodland displaying a variety of devices to deal with changes in level and landscaping the channel. (Bottom) sketch showing a diverse selection of housing type and scale

3. SITE, CONTEXT AND APPRAISAL

3.1. Preface to Chapter

This section seeks to establish an introduction to the site, its surrounding context and land uses. The section also details the application proposals, planning history, phasing and planning policy context relevant to the application and its design.

3.2. Application Site



The application site covers the extensive area of the former Novels/Alcan factory works site within Rogerstone, north west of Newport. Most recently, the site was an aluminium factory operational for over 70 years before closing in April 2009. Prior to this it is understood the site formed iron and copper works. Most buildings and structures occupying the site have already been demolished and some work to remediate the site has been completed.

The site covers an area of approximately 40 hectares and falls within the settlement boundary of Rogerstone, about 2.5 miles to the north west of Newport city centre. The site forms a roughly rectangular shape running in an approximately north west to south easterly direction, with a curve to the south eastern corner to take the site into a more west to east direction.

Several mature trees and a pond are located towards the centre of the site, among a small area of vegetation. Small patches of low quality vegetation are evident and pepper-potted elsewhere across the site but are of very limited ecological value.

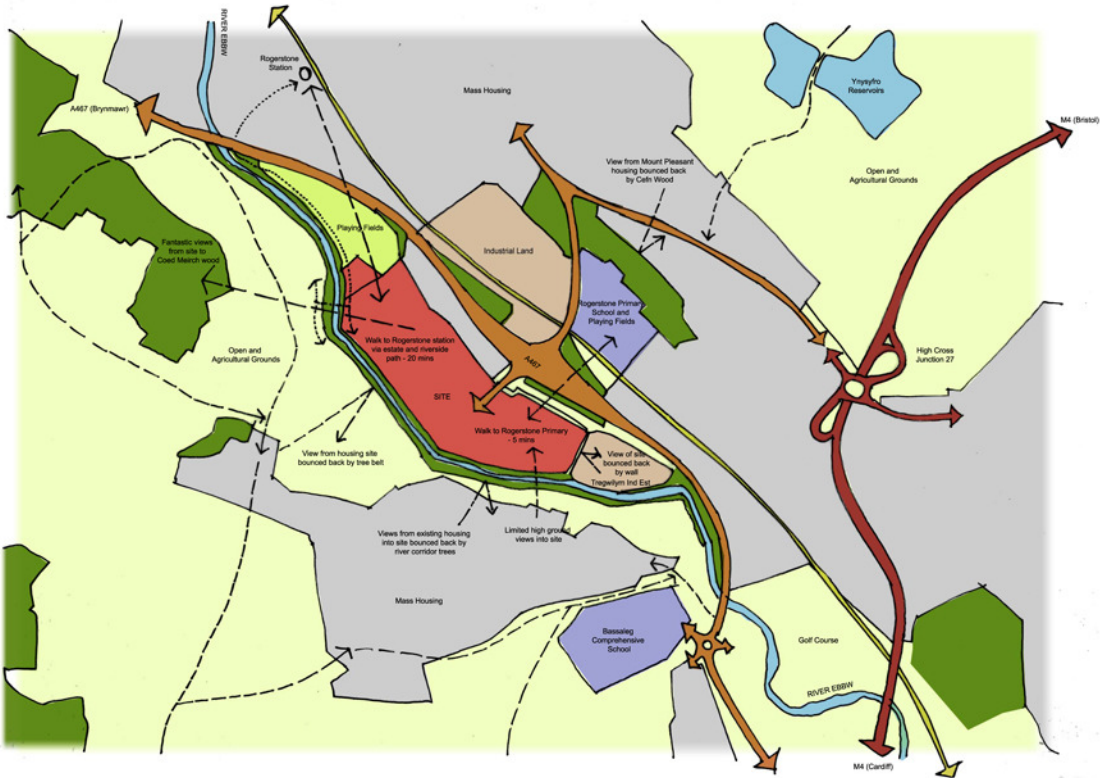
The site is bounded by Tregwilym Road to the north east and by the residential properties that run to the north and south of it. The River Ebbw runs along the western and southern boundaries and is separated from the site by existing flood defences in the form of concrete walls and bunds. Beyond the river to the south are open fields and Garth Woods. An area of woodland, a cricket ground and recreation space bound the site to the north west with Tregwilym Industrial Estate located to the south east of the site. On its eastern, southern and western boundaries the site is surrounded by mature vegetation.

The site sits in an accessible location close to a range of local transport networks, including the M4 corridor and roads leading to Newport city centre. The site is served by a number of bus routes and a train station. The main vehicular access to the site is via Tregwilym Road which is accessed to the east off a grade separated junction from the A467.

The site represents a fairly level plateau, having previously been used as the aluminium works, which required a large, level site for operational purposes. The topography surrounding the site varies, with the land to the north east along Tregwilym Road elevated above the site.

3.3. Regional Surroundings

On a regional scale, the site can be viewed from the high land beyond the Mount Pleasant housing estate to the north-east when approaching fourteen locks and the Ynysfro Reservoir. However, again, this view is eclipsed by Cefn Wood which is to the north-east of Rogerstone primary school.

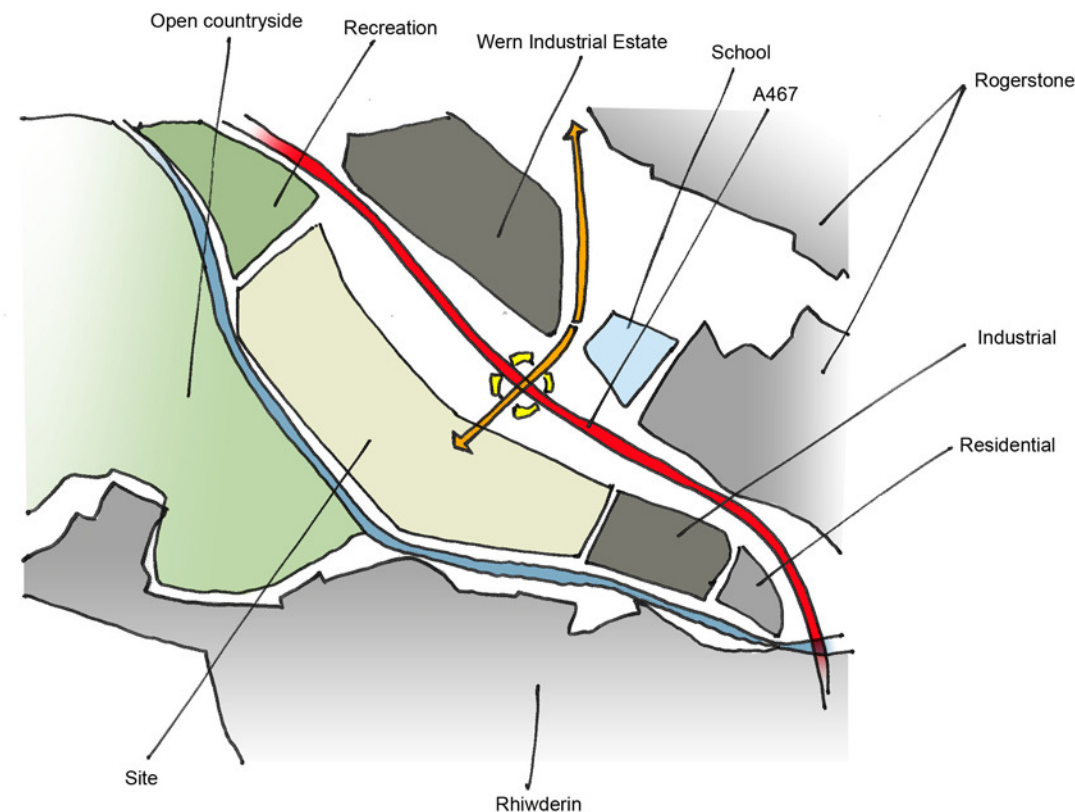


Looking outwards from the site the rural long views to the north-west are spectacular and mountainous

prefaced by Cefn Meirch woods. Views from the site in all other directions are short views only because of eclipsing features such as the strong riverside corridor of mature trees to the south west, higher ground containing the residential ribbon development of Tregwilym Road to the north east, the remains of an industrial railway system to the south east and mature trees to the north.

3.4. Local Surroundings

The site is located on the western fringe of Newport and is bounded by a variety of land uses including residential, industrial, open space and some significant highways.

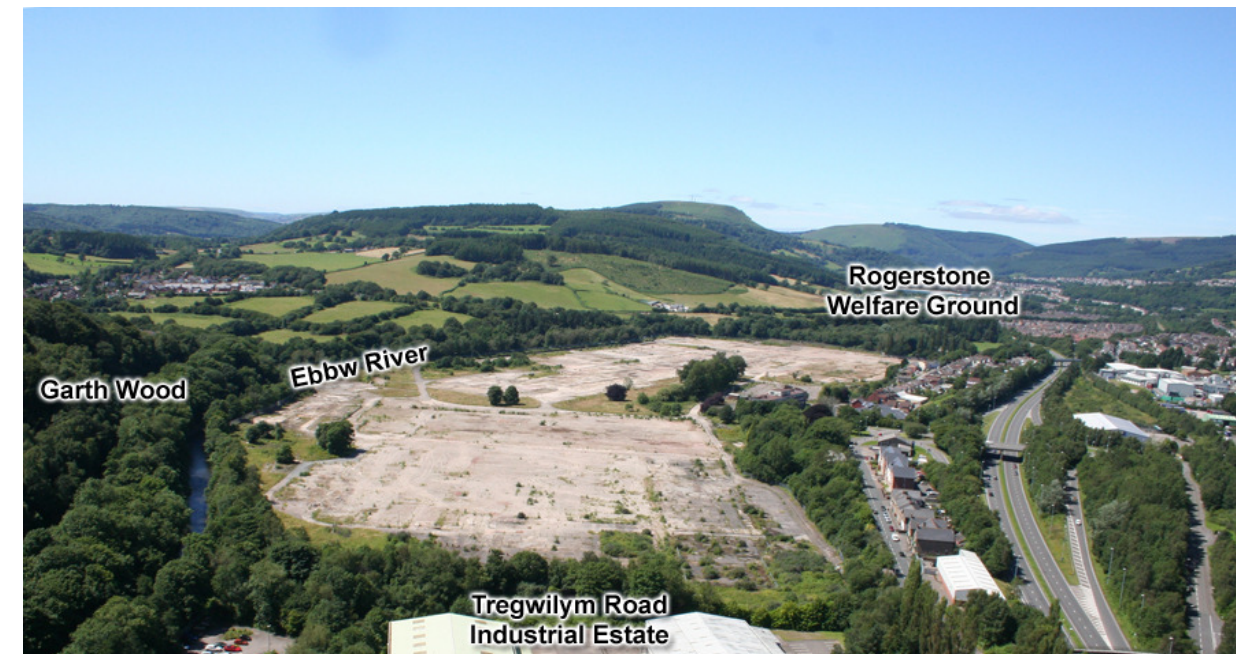


Parallel to the north eastern boundary of the site are residential properties along Tregwilym Road. These properties are typically two storey semi-detached properties constructed some time during the early 1900s. In addition a library, Place of Worship, children's nursery and care home are found on the northern side of the road. On the southern side of Tregwilym Road to the west are two-storey terraced properties in addition to more recent blocks of residential development. Beyond the residential properties of Tregwilym Road to the north is the A467, a dual carriageway. Beyond the A467 is the Wern Trading Estate and further residential land uses of the Rogerstone Community along with playing fields and open space.

The Tregwilym Industrial Estate is found to the south east of the site, accessed on the eastern spur of Tregwilym Road.

The River Ebbw borders the site to the south and south west, and is approximately 10-15m in width at its position surrounding the site. The river follows a straight path alongside the site but meanders slightly to the north and south of the site. Beyond the river is a small wooded area known as Garth

Wood and the residential areas of Rhiwderin and Pentre-poeth. Further beyond this is the Caerphilly Road (A468) which runs east to west approximately 600m to the south of the application site.



Given that the site is positioned at the edge of the settlement boundary to the west of Newport, beyond are open fields, countryside and forested areas, which leads into the Green Belt area separating Newport from Cardiff.

To the north west of the site is an area known as the Welfare Grounds. Within this area there is a cricket ground, pavilion, recreation ground and Community Hall. Access to the Welfare Grounds is provided off Tregwilym Road, before it bridges the A467.

3.5. Accessibility

The site is located on the western fringe of Newport, in an area well served by a variety of transport modes. The site benefits from good highway accessibility given its proximity to various road hierarchy networks including national and regional distributor roads and close proximity to Rogerstone train station.

At a national and regional level, Junctions 27 and 28 of the M4 are within easy access of the site, providing access to Cardiff and Swansea to the west and Bristol, Swindon, Reading and London to the east.

At a local level, the A467 runs approximately 100m to the north of the site. A junction in close proximity to the site provides access off the A467 and to Tregwilym Road, which runs parallel to the site and provides the main access to the site. The A467 provides access to Risca and beyond to the north and to Newport city centre to the east. The site is also readily accessible to the A468, to the south of the site, which leads to Caerphilly to the west.

The nearest train station, Rogerstone, is located approximately 1km to the north west. The line to the north serves numerous stations to the end of the line at Ebbw Vale Parkway. To the south it provides access to Newport and the various Cardiff train stations.



3.6. Planning History

The site has an extensive planning history associated with the previous, longstanding use of the site as the aluminium sheet factory, and prior to that as iron and copper works. Outline Planning Application Description

Overview

This outline planning application proposes the extensive regeneration of the site. It is anticipated the development will take place over a programme of works lasting 10 to 12 years, and be undertaken across four distinctive phases with plots for housing and community uses. When complete the development will provide:

- Up to 1,200 new homes;
- A green grid of new and improved open space;
- A new single form primary school;
- Revised access and a network of internal roads and paths;
- A neighbourhood centre to include a small scale convenience store and other small scale uses and activities;
- The re-use of Mandrake House for housing use; and
- The re-use of the existing 'Drill Hall' for community uses.

All matters are reserved for subsequent determination at reserved matters stage.

Detailed Description

Discussions with officers at NCC established that a development of the scale proposed will need to be served by two 'all purpose' accesses. The principal access to the site will remain off the roundabout by Tregwilym Road. However, the application proposals result in a revised access to cater for the development and improve the traffic arrangements in this location. On the advice of NCC, the access road leading into the site has been configured to afford priority of movement to development traffic. The secondary access is situated on the southern section of Tregwilym Road and utilises an existing access point that is currently blocked off.

A three arm roundabout is proposed within the site to provide the transition between the primary access and the primary street network, which includes an internal circular road within the site. Both the primary and secondary accesses link directly to the primary street network that provides a basis for circulation to other parts of the site.

Additional pedestrian access points are proposed into the site at various points along Tregwilym Road to ensure that the new development is well connected to the surrounding community. Connectivity within the site will be improved through the provision of a number of pedestrian footpaths. Furthermore, the river corridor will provide pedestrian and cycle access along the length of the site, providing improved links with the Welfare Grounds to the north through the site to the surrounding uses located to the south.

The proposed river corridor runs along the site's western and southern boundaries, along the River Ebbw. This area will include substantial landscaping whilst also creating an attractive area of POS. Indicative areas of proposed POS are illustrated in the masterplan, totalling approximately 6.7 hectares. An area of POS is also proposed to the east of the principal access point to provide the setting for preserving and enhancing the remains of Rogerstone Castle and Mansion.

Where possible, the existing features of the site have been retained to add to its attractiveness. They include the existing pond situated close to the principal access to the site as well as the existing 'drill hall', which will be made available for community use. Mandrake House will also be retained for housing use.

The masterplan also illustrates a proposed new local centre to include provision for local shopping/community uses (e.g. local shop, doctors, pharmacy) together with a possible pub/restaurant. The centre will be available to serve existing and proposed residents of Rogerstone.

An area proposed for a new single form primary school is also included within the application proposals. An area of 3 acres, to the south of the site, is set aside for the new school and associated play area.

Our investigations have demonstrated that the area of woodland, located to the north west of the site, is heavily contaminated. This area will need to be remediated, therefore the woodland will be removed and in doing so, this parcel of land will be reduced in height by approximately 3 metres. This land will then be available for community use as part of the POS provision for the site.

3.7. Phasing

The development will be delivered through four distinct phases given the scale of the regeneration proposals. Within the phasing, housing will be delivered across nine plots (H1-H9). Phase 1 involves the northern most parcel of the site and includes housing plots H1 and H2. Phase 2 is the area to the west of the site and encompasses housing plots H3 and H4. Phase 3 runs west to east through the centre of the site covering housing plots H5, H6 and H7. Finally, Phase 4 is the south east parcel of the site involving housing plots H8 and H9. This information is summarised in the table below.

The community facilities are currently excluded from the phasing plan in order that they may be delivered as appropriate during the course of the development and in a delivery scheme agreed with the Council.

3.8. Planning Policy Context

As noted by Section 38(6) of the Planning and Compulsory Purchase Act 2004, if regard is to be had to the development plan determination must be made in accordance with the plan unless material considerations indicate otherwise. The statutory development plan for the site currently comprises the adopted Newport City Council Unitary Development Plan ('UDP') (May 2006). At a local level a range of Supplementary Planning Guidance ('SPG') documents also assist in the determination of planning applications.

The Council is progressing with its Local Development Plan ('LDP') which, when adopted, will replace the UDP and the policies within. The Council has recently completed consultation on its Deposit LDP and is now considering the representations made prior to submission for independent examination. This is expected between November 2012 and February 2013.

In addition to the development plan, national planning policy is an important material consideration. This is currently in the form of Planning Policy Wales ('PPW') and various Technical Advice Notes ('TANs') appropriate to the application.

The Planning Statement accompanying this application provides a detailed analysis of the planning policy context pertinent to the site and proposals and should be referred to on this matter. In summary, the Planning Statement identifies a significant policy basis pertinent to the determination of this application. The most significant, and those which should be afforded most weight, are the adopted UDP policies and Proposals Map. However, it is important to recognise the allocations for the site through the Deposit LDP, whereby the Council recognise the potential of the site in the delivery of a comprehensive mixed use, but residential-led regeneration scheme.

The Planning Statement concludes that the development is compliant with a range of national and local planning policies.

With regard to this DAS, the design and access principles of this Statement are in accordance with the following policy documents and specific design, access and landscaping policies of the adopted Newport UDP:

- *Planning Policy Wales: Edition 4 (February 2011);*
- *TAN 12: Design;*
- *TAN 18: Transport;*
- *Policy SP1: Sustainability;*
- *Policy SP10: Housing;*
- *Policy SP12: Transport Proposals;*
- *Policy SP17: Urban Regeneration;*
- *Policy CE4: Landscaping schemes;*
- *Policy CE30: Regeneration;*
- *Policy CE36: Derelict Land;*
- *Policy CE37: Unsightly Land*
- *Policy CE38: Quality of Design;*
- *Policy CE39: Residential Design and Layout;*
- *Policy CE44: Access Arrangements*
- *Policy CE45: Safety and Security;*
- *Policy H2: Housing Sites within Settlement Boundaries;*
- *Policy H5: Housing Mix and Affordable Housing;*
- *Policy T7: New Development;*
- *Policy T10: Roads in New Development;*
- *Policy T11: Traffic Management;*
- *Policy T12: Road Safety;*
- *Policy T14: Walking and Cycling; and*
- *Policy CF4I: Open Space Standards.*


ROGERSTONE
WELFARE GROUND

- KEY FEATURES:**
- 1 Site Access
 - 2 Mandrake House
 - 3 Drill Hall
 - 4 Tregwilym Rd Car Park
 - 5 The 'Site Hub' / Local Centre
 - 6 The Pond
 - 7 The Linear Park
 - 8 The Loop Road
 - 9 Rogerstone Castle and Mansion
 - 10 The School
 - 11 Local Equipped Areas for Play (LEAP)
 - 12 Playing Fields

PHASING KEY :

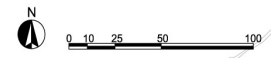
- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- SCHOOL AND LOCAL CENTRE

* All areas quoted are approximate and subject to change
Figure 4.5 - Phasing Plan



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Project Name : Jubilee Park, Rogerstone	
Project Ref : G1280	
Drawing Title : Proposed Masterplan	Scale : 1:2500 @ A2
Drawing Number : G1280 - 4.5	
Revision : A	Drawn by : oia Date: July 2012



Design and Access Statement
 Walters Land (Rogerstone) Limited



4. SITE ANALYSIS

Below - Urban Analysis and context diagram

4.1. Preface to Chapter

This section builds upon the content of the previous chapter and undertakes a thorough site analysis, which has helped with the design evolution and delivery of the vision.

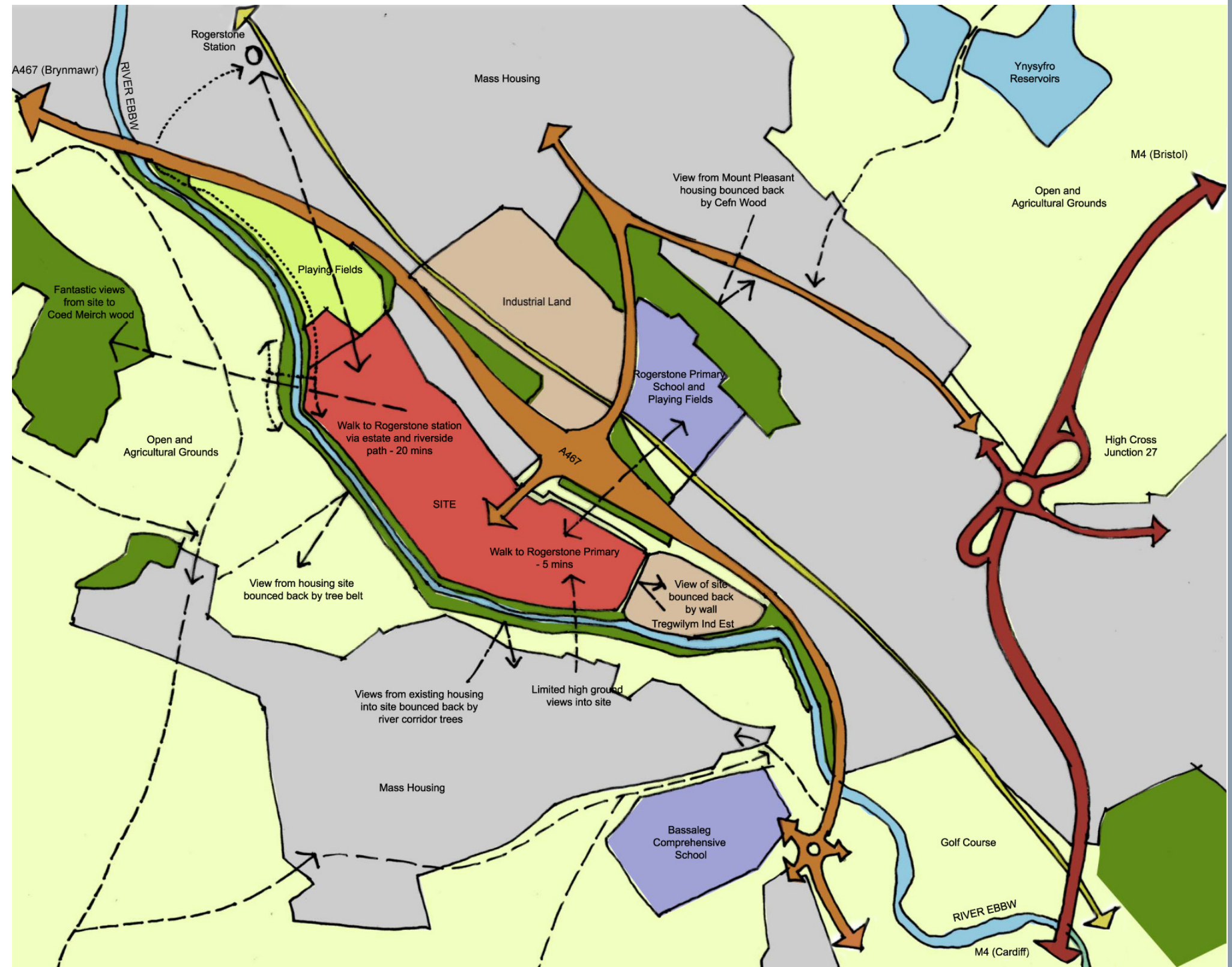
4.2. Contextual Analysis

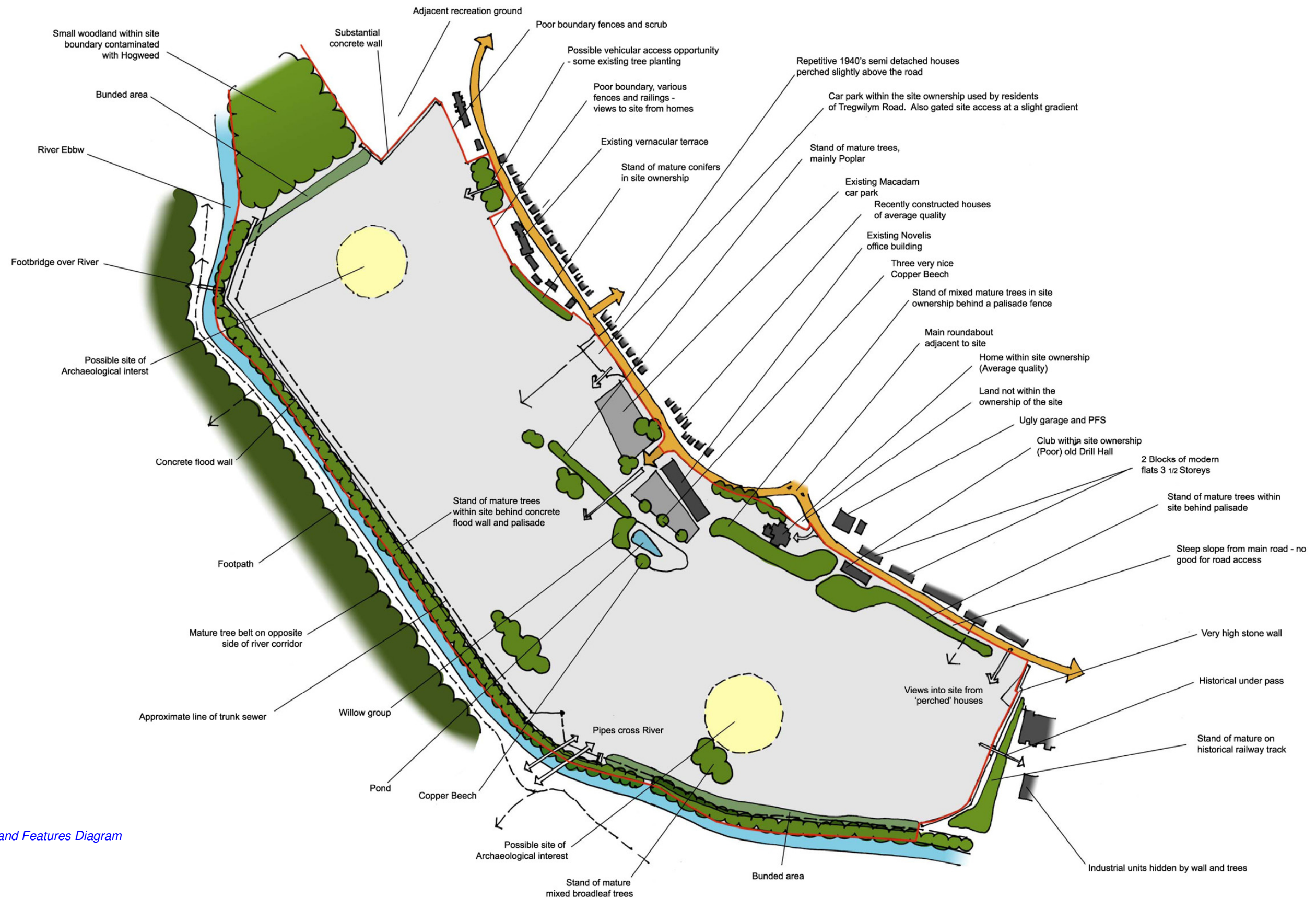
On a wider level the site is located in the base of the Ebbw Valley to the south west of the A467. It is immediately south west of the mass 1960-70s housing forming Mount Pleasant estate but on the opposite side of the A467. The site is rectangular in shape and generally laminates in a north-west, south-east direction along the long dimension of the rectangle. This is the general 'flow' direction of the Ebbw river valley. The site occupies about two-thirds width of the valley bottom with some remaining flat land to the western side on the opposite side of the Ebbw River, which bonds to the south west. Further south west the valley rises and new housing at Rhiwderin overlooks the valley but here its view into the site itself is eclipsed by a bank of trees. North-west and south-east of the site are playing fields and industrial estates respectively.

On a regional scale level, the site can be witnessed from the high land beyond the Mount Pleasant housing estate to the north-east when approaching fourteen locks and the Ynysfro Reservoir. However, again, this view is eclipsed by Cefn Wood which is to the north-east of Rogerstone primary school.

Looking outwards from the site the rural long views to the north-west are spectacular and mountainous prefaced by Cefn Meirch woods. Views from the site in all other directions are short views only because of eclipsing features. These are:-

- To the south-west, a strong riverside corridor of mature trees (off-site and on-site)
- To the north-east, higher ground containing the residential ribbon development of Tregwylim Road
- To the south-east, a tall stone structure, which is the remains of an industrial railway system
- To the north, a rectangular group of trees prefacing the playing fields





Constraints and Features Diagram

4.3. Boundary Analysis

Four boundary types to this roughly rectangular site can be identified. These are:

- The Ebbw River (south west);
- Rogerstone Welfare Grounds Recreational Fields (north west);
- Tregwilym Road (north east); and
- Tregwilym Industrial Estate (south east).

The Ebbw River

In nature this is a smaller river of about 10m wide, which is set in a cutting of its own making. In general, the sides slope out about 50 degrees to the water line approximately four to five metres down slope (in 'normal' conditions). Both banks have a strong tree belt and on the site side of the river, there is a flood alleviation structure consisting of two different types of defence. Firstly, there is a concrete wall about 1.5m high in the more northern part, and secondly an earthen bund to the southern part, which ties into the concrete wall at a similar datum. In this second instance, it was originally part of a riverside railhead, which previously served the site and connected back to a marshalling yard where the current Wern Industrial Estate is situated.



The Ebbw River, looking towards the A467 crossing

Rogerstone Welfare Grounds Recreational Fields

These are open and level ground used for a series of sporting activities. They address the northern boundary in an inverted 'L' shape connecting to the site in two ways, a concrete wall to the east and a 'perched' woodland to the west, which is part of the site.



View towards Ebbw River from Rogerstone Welfare Grounds

Tregwilym Road

A road of two different natures whose change in character is made at the A467 grade separated junction, which connects it to the trunk road infrastructure. Tregwilym Road to the north of the roundabout is residential in character typified by semi and detached houses of varying chronology positioned mainly to its eastern side with some sporadic development to the western side immediately adjacent to the site. The houses here are elevated from the road slightly with medium sized front gardens. Additionally, on this northern end of Tregwilym Road are the existing site accesses. One relatively close to the roundabout (main) and another via an on-site car park 100m north of the main entrance.



Top – Boundary wall to site along Tregwilym Road, Bottom – View to Residents Car Park

Tregwilym Road to the south of the roundabout is more industrial in character and is prefaced by Criddles garage, a petrol station which backs onto the roundabout. Recently constructed apartment blocks (four storeys) and other larger structures are found before Tregwilym Road ends as a non-through road into Tregwilym Industrial Estate.

Tregwilym Industrial Estate

A 1970's to late 1990's industrial area, known as Tregwilym Industrial Estate, borders the site to the south-east. This is archetypal with a plethora of large scale buildings and is at the end of Tregwilym Road. It is hidden from the site by a tall pennant stone structure, which was a high level causeway for railway traffic. The structure varies from 2-8m in height and has a broad top, upon which the rail cars ran. It is in poor repair and curves west towards the river boundary as it decreases in height. The top of this structure has seen natural tree growth, which is affecting the integrity of the structure.



Aerial view of Tregwilym Road Industrial Estate

4.4. Site Features

Preface

The site represents some 40 hectares and the site analysis itself has to be considered in a wider local context. This section deals with the site's features. In most cases, however, they have to be considered in the wider picture because in the main they are peripheral to the site edges and context. These features present potential to 'hook' the design into physical context by way of opportunity and/or constraint and help the design reasoning process. Their validity as design pointers varies. The 'grading' of features and opportunities has helped inform the design process. In particular with respect to arboriculture, archaeology and ecology a full and separate analysis has taken place.

Arboriculture

Although the site has been largely cleared, certain belts, groups and individual trees remain. Notably there is a very strong band of mixed broadleaf species along the river edge boundary. These are mainly situated in a narrow strip of land, which forms the river bank between the flood defences and water level. This band of trees gives a mature backdrop to the south-west and is worthy of retention. Its value as an eco-corridor is explained within the supporting documents and has a huge visual influence on the site from both in-looking and out-looking perspectives.

Other tree clusters exist to the north, adjacent to the playing fields and to the south-east along the southern part of Tregwilym Road where they act as a screen to tall buildings beyond. There is a further strong group in and around the viaduct structure to the south, augmented in their perception on our visual agenda because they actually stand on top of the viaduct.

There is a grown out orchard prefacing Mandrake House to its southern boundary which gives to wild broadleaf growth to the east, surrounding Rogerstone Castle and Mansion.

Individually, some mature specimens exist of diverse quality and importance placed sporadically within the site, whose positions were based on the original geography of the Alcan factory prior to its demolition. Of note are willow and beech surrounding a pond and provide a setting for the existing Novelis office block. A line of poplars reflect an old road layout, and there are specimen trees of an ornate nature adjacent to the existing entrance. Two groups exist to the south-east and an outgrown conifer hedge backs houses on Tregwilym Road to the north.



Above Left – Line of conifers backing onto Tregwilym Road. This feature is not considered worthy of retention by residents attending the public consultations

Above Right – Stand of mixed broadleaf trees near to the south-east of the site

Structures

As of September 2012, three buildings of note remained on the site. The original aluminium works has been demolished leaving a site base of crushed hardcore and deconstruction debris. However, there are still some basement structures for the site below ground level, filled with demolition material in a semi-controlled way. The three buildings that remain are:

- Mandrake House - a former domestic property, but was last used by Alcan/Novelis as office accommodation. This structure is accessed from Tregwilym Road and separated by a group of trees from the main part of the site, some 5m below.
- The Novelis office block – This is a 4-storey 160's classic with a flat roof and aggressive rhythm. It sits well below Tregwilym Road level close to the existing entrance position. The car park to the front remains, as do some ornamental tree species, which surround it.
- The Drill Hall - this is an inter-war, single storey, simple form pitched roof meeting hall nestled in woodland to the east of Mandrake House. Again, it is accessed directly off Tregwilym Road via a path and has an overgrown link path down into the main site through overgrown shrub and trees.



Top – Mandrake House, Middle – Novelis office block, Bottom – The Drill Hall

Tregwilym Road Car Park

This is situated on the northern part of Tregwilym Road and is used by residents of the houses opposite on an 'informal' basis for day to day parking. It is a rectangular sloping shape with gated (disused) access to the site to its southern boundary with Tregwilym Road.



Above - View into Car Park from entrance on Tregwilym Road

Viaduct

To the south-east boundary there are the remains of an archaeological structure, which was part of a railway loading system for the site, when it was an ironworks. Broadly, it consists of an elevated embankment built in steeply sloping pennant stone, filled with earth. It transgresses most of the southern boundary and did connect via a bridge at its northern end to the sidings (now gone). This is its highest point which then gently slopes to site level as it approaches the River Ebbw boundary. There is a 'tunnel' through the structure towards its corner, which connects to Tregwilym Industrial Estate. The tunnel is, however, blocked and disused.



Above - Part of the remaining Viaduct and 'tunnel' connecting to Tregwilym Road Ind Est

Rogerstone Castle and Mansion

The remains of this structure are currently hidden beneath tree growth to the south east of Mandrake House. There is little known history of Rogerstone Castle and Mansion but it has been hypothesised as originally motte and bailey. Very little remains in the area, which has changed dramatically over time, and seen redevelopment over many centuries. Development most affecting Rogerstone Castle and Mansion were the ironworks and the A467 link road and its grade separated junction, which is very close to its location and setting.



Photograph showing the existing remnants of Rogerstone Castle

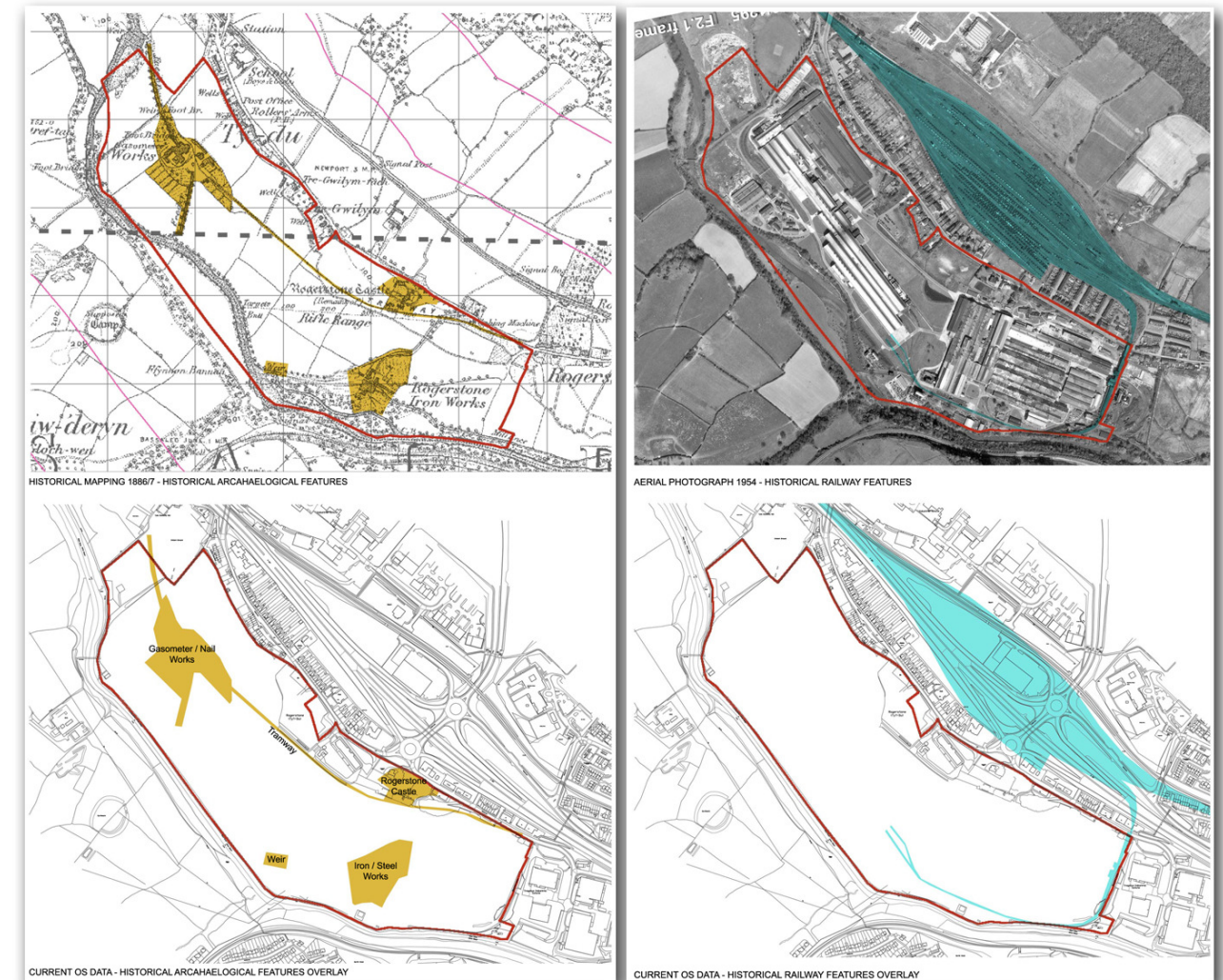
Flood Defence – Walls and Bunds

The boundary to River Ebbw has a linear defence from flooding constructed either in earthen bund or a reinforced concrete wall. These run the full length of the river boundary. The wall portion is approximately 1.5m high topped by a galvanised palisade fence. The bund is fenced similarly but is built as an earth batter with slopes of about 45 degrees and a narrow crest falling to the river.

Archaeology

Historical mapping has revealed two possible sites of interest in the south-west and north-east of the site, possibly relating to the previous iron and copper works. There are no physical manifestations on site as to their exact positions of these remains and it is postulated that because the site has been previously developed by Alcan/Novelis, who had extensive sub-ground structures, there is limited probability of any remains. Additionally, site levels have been raised considerably over the site's development period, leaving any vestiges of structure very much below ground.

The Archaeology and Heritage Assessment (July 2012), prepared by The Environmental Dimension Partnership, expands upon these findings in more detail.



Left – (top) Historical Mapping from 1886/7 showing features (bottom) juxtaposed historical features on up to date OS mapping,

Right – (top) Aerial Photo from 1956 showing railways (bottom) superimposed onto up to date OS mapping

To accord with both national and local planning guidance, the proposed development site at Jubilee Park, Rogerstone has been subject to an appropriate programme of pre-application investigation intended to establish the presence of archaeological and heritage assets and, where relevant, assess their significance.

This programme, which has comprised the preparation of an archaeological and heritage baseline assessment report, was undertaken in consultation with Neil Maylan, Archaeological Planning Manager at Glamorgan-Gwent Archaeological Trust (GGAT), who provides Newport City Council with archaeological planning advice.

Investigation of the proposed development site has identified a number of 'heritage assets' within its boundary, although none of them dates from before the medieval period; i.e.:

- Rogerstone Castle/Mansion
- Tregwilym Fach Farm
- The Tydu Works
- The Rogerstone Works

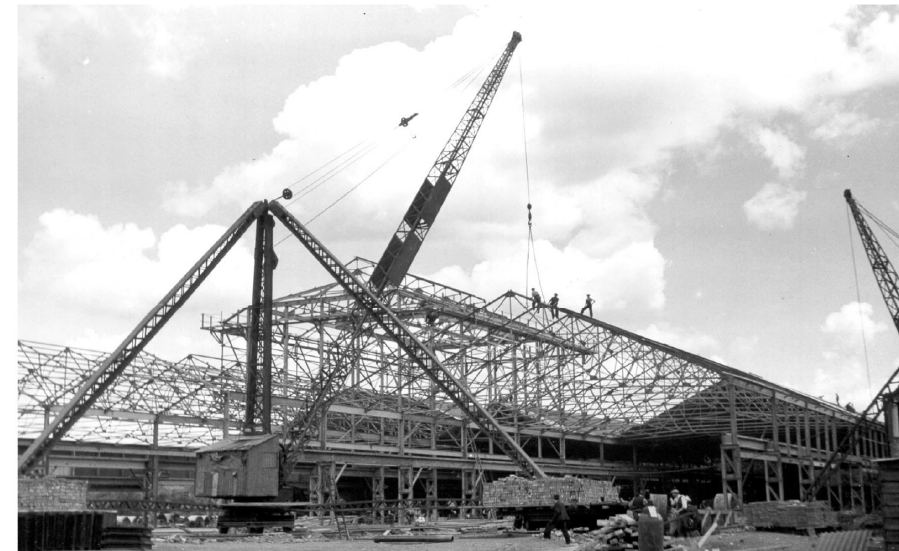
The Castle Works

Upstanding remains of Rogerstone Castle and the later mansion, which occupied its position in the post-medieval period, have been identified within an area of woodland and scrub on the north eastern edge of the site. They will be preserved in situ within proposed public open space and subject to an improved management regime.

The Tydu Works, the Rogerstone Works and the Castle Works were all industrial enterprises that occupied the proposed development site during the 18th, 19th and early 20th centuries. However, investigation has concluded that only very fragmentary below ground remains of the Tydu Works and restricted above ground elements of the Castle Works survived the redevelopment of the site from World War Two onwards.

Industrialisation of the site in the 20th century erased above ground remains of Tregwilym Fach Farm and the proposed scheme for residential development intends to preserve the majority of any surviving below ground archaeological fabric in situ within retained open space.

It is expected that additional investigation and recording will be undertaken post-consent, but, in the main, it is concluded that the implementation of the proposed development scheme for the site will have only a limited impact upon the historic environment.



Above – Historic Photographs dating from the construction of the now demolished works (circa 1939)

Roads and Infrastructure

Certain yards and on-site highways remain and these generally follow a 'grid-iron' layout, which was a product of the aluminium sheet factory arrangement.

Access Points, Footpaths and Links

The existing main access to the site is close to the Tregwilym roundabout, leading back onto the A467. This is a wide private driveway via gates and a security lodge. There is a further vehicle access north on Tregwilym Road adjacent to the car park, which is gated and was used as an ancillary access to the site during its operation as an aluminium factory. The positions of both these accesses were borne from practical topography where the site levels address least aggressively the level of Tregwilym Road.

A footpath runs along part of the site side of the river to the north, which connects to the Welfare Ground Playing Fields and crosses a river bridge to the south, where there are further footpath links to Rhiwderin and beyond. The site connects to the edge of Tregwilym Road for its full length south of the roundabout but only partially to the north to join the highway close to the entrance and then at the far northern end via a small woodland.

Levels

The site, in the main, is a flat plateau but it banks upwards steeply to address Tregwilym Road in its southern position with trees and the remains of stone retaining walls. This is where Rogerstone Castle and Mansion and Mandrake House are situated.

Flooding

A comprehensive flooding assessment has been prepared, the results of which are included in the Flood Consequences Assessment prepared by Arup. In summary, at present, the site floods slightly in an extreme event to a very shallow depth. Existing flood structures to the north and south west boundaries are in place, which protect the site in most eventualities. The 2D model indicates that the proposed mitigation measures would provide a development platform in which flooding can be effectively managed, at the same time reducing the extent of flooding to existing developments upstream and downstream of the site.

4.5. Public Transport

The site is considered to be well served by public transport. Greater details are provided within the Transport Assessment, prepared by Arup, which should be read alongside this section.

Bus Services

The site is directly served by the bus network with local services running along the Tregwilym Road corridor. The site benefits from existing bus stops positioned directly alongside the site, with shelters, timetable displays and kerbing suitable for low floor access. Services operating from these stops primarily cater for travel demand along the A467 corridor extending between Newport and the South Wales Valleys.

Frequent services make it a particularly attractive travel option for journeys to Newport city centre, as the scheduled journey time is only 15 minutes.

A bus/rail interchange exists at Rogerstone Railway Station from which many services stop.

Rogerstone Railway Station

The site is well placed in relation to Rogerstone rail station. The railway station forms a scheduled stop on the Ebbw Valley Railway that was re-opened in 2008 to provide a rail service between Cardiff Central and Ebbw Vale Parkway. An hourly service is available throughout the daytime and evening periods, aside from Sundays when the frequency drops to one service every two hours. The journey time to Cardiff Central is 26 minutes and to Ebbw Vale Parkway is 34 minutes.

Direct rail services do not currently operate between Rogerstone and Newport, instead a dedicated bus service has been in operation since January 2012 fulfilling this role. This operates as a non-stopping service between the two stations and involves a journey time of 17 minutes, scheduled to coincide with the hourly rail services. The service is being piloted for a year by Stagecoach with the support of the Welsh Government and Newport City Council.



Top – Rogerstone Railway Station, Bottom - Existing public transport services in operation along Tregwilym Road

4.6. Local Facilities

There are a range of existing facilities within the surrounding local, neighbourhood and regional areas. Details of some of these facilities are provided below:

Higher Education

- University of Wales Newport, Usk Way Newport, NP20 2BP
- Cardiff University, Cathays Park, Cardiff, CF10 3AT
- Cardiff Metropolitan University, Cyncoed Campus Cyn-Coed Road, Cardiff, S. Glam CF23 6XD

Secondary Schools

- Bassaleg School, Forge Road, Bassaleg, Newport, NP10 8NF
- Duffryn High, Lighthouse Road, Duffryn, Newport, NP10 8YD
- St Josephs RC High, Pencarn Way, Tredegar Park, Newport, NP10 8XH

Primary Schools

- Mount Pleasant Primary, Ruskin Avenue, Rogerstone, Newport, NP10 0AB
- Rogerstone Primary, Ebenezer Drive, High Cross Estate, Rogerstone, Newport, NP10 9YX
- Duffryn Junior, Partridge Way, Duffryn, Newport, NP10 8WP
- Pentrepoeth Primary, Cwm Cwddy Drive, Bassaleg, Newport, NP10 8JN
- High Cross Primary, High Cross Drive, High Cross, Newport, NP10 9AB

Infants Schools

- Duffryn Infants, Partridge Way, Duffryn, Newport, NP10 8WP
- Community Learning Centre
- Charles Street Community Learning Centre, 16 Charles Street, Newport, NP20 1JU

Hospital

- Royal Gwent Hospital, Cardiff Road, Newport, Gwent, NP20 2UB
- Saint Woolos Hospital, Stow Hill, Newport, NP20 4SZ
- University Hospital of Wales, Heath Park, Cardiff, CF14 4XW

Doctors

- The Rogerstone Practice, Western Valley Road, Rogerstone, Newport, NP10 9DU
- Chapelwood Surgery, Chapelwood Primary Care Centre, Western Valley Road, Rogerstone, Newport, NP10 9DU

Post Office

- Thornbury Park, Ebenezer Drive, NP10 9DP

Library

- Rogerstone Library and Information Centre, Tregwilym Road, Newport, NP10 9EL
- Stow Hill Library and Information Centre, 226 Stow Hill, Newport, NP20 4HA
- Tredegar House Library, Pencarn Way, Newport, NP10 8YW

Sports Fields / Parks

- Welfare Grounds, Tregwilym Road, Rogerstone, Newport, NP10 9EQ
- Tredegar Park Sports Grounds, Newport
- Tredegar House and Park, Newport
- Belle Vue Park, Newport

Leisure Centre

- Active Living Centre, Newport High School, Bettws, Newport, South Wales, NP20 7YB

Retail

- Newport city centre
- Various local shops in Rogerstone

Food Retail

- Morrisons, Azalea Road, Newport, NP10 9SA
- Local shops in Rogerstone

Community Centre

- Tydu Community Hall, Welfare Grounds, Tregwilym Road, Rogerstone, Newport, NP10 9EQ
- Rivermead Centre, Fuscia Way, Rogerstone, NP10 9LZ

4.7. Summary

This valley bottom site is a largely cleared, former industrial aluminium plant. It bounds the Ebbw River along one long edge and Tregwilym Road along another. The current access provision is central to its length and on the Tregwilym Road boundary. The two short edges are bounded by the Welfare Ground Playing Fields and Tregwilym Industrial Estate to the north and south respectively.

There are sporadic tree pockets and ancillary structures remaining after an extensive demolition process. The site is visible from long views from mainly the north. The existing housing to the north eastern boundary overlooks the site. Peripheral remaining tree belts to the south west form a strong backdrop to the boundary with the River Ebbw. The site in the main part is set much lower than Tregwilym Road, but represents a flat site.

The site benefits from existing public transport provisions, and is considered accessible to both bus and train connections.

There are a range of existing facilities within the surrounding area.

Aerial photograph looking from the north west corner of the site looking east towards Tregwilym Road Industrial Estate. The Ebbw River runs from the bottom left to top right of the photograph.



Aerial photograph looking south east from above Rogerstone Welfare Grounds. The A467 can be seen running up the left of the photograph and the Ebbw River up the right.



Aerial photograph looking north west, taken from east of the site above the A467. The site is the cleared land to the right of the photo beyond the Tregwilym Road Industrial Estate.



Aerial photograph looking north west taken from above Tregwilym Road Industrial Estate (bottom left of photo). The Novelis office building can be seen centre-right amongst mature trees.



5. CONSULTATION AND PUBLIC INVOLVEMENT

5.1. Preface to Chapter

This section details the conclusions of the pre-application advice sought and the public involvement undertaken during the build up to the application.

5.2. Pre-application Advice

The development proposals have evolved as a result of extensive pre-application discussions with the Council. Various pre-application meetings have been held with officers throughout the course of 2012 leading up to the submission of this application.

Our pre-application meeting, held on 21st August 2012, identified the following:

- The regeneration of the site will bring back into beneficial use a previously developed (brownfield) site
- The residential led regeneration of the site together with a mix of complimentary uses is in accordance with the site's emerging allocations in the Local Development Plan ('LDP')
- The site holds potential to regenerate not only the application site, but the wider area
- The site falls wholly within Flood Zone C1
- The river corridor is a valuable feature of the site. This area together with other areas of public open space ('POS') within the site meet the Council's policy requirement
- The Council recognise there are problems along the local highway network that will require mitigation
- Pedestrian and cycle movement within the site will be significantly improved to the benefit of the community
- The site is heavily contaminated due to its previous use
- The retention of the existing features of the site (including the pond, Mandrake House, Rogerstone Castle/Mansion and various trees) are welcomed and contribute well to the redevelopment of the site
- School provision will be required to meet the demand created by the houses proposed to be developed
- The application will create a number of both direct and indirect job opportunities

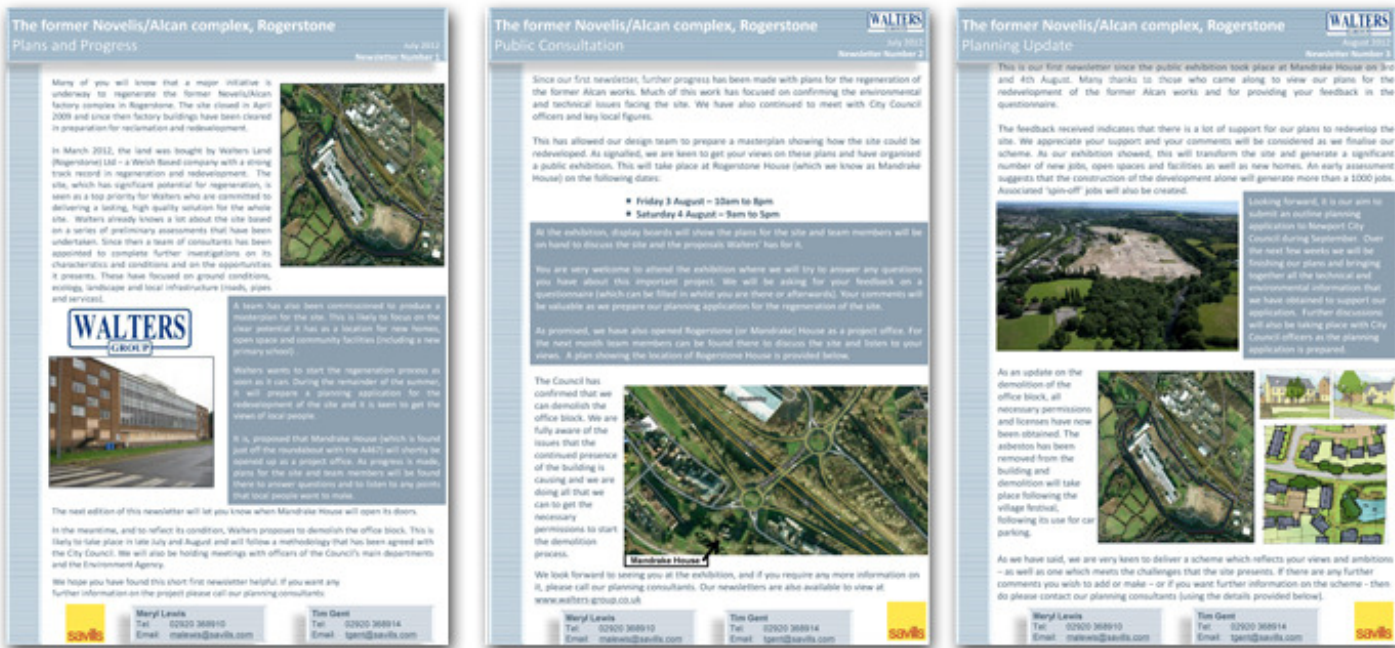
5.3. Public Involvement

Walters have been committed to public consultation and involvement since acquisition of the site in March 2012. Walters' consultant team have been keen to observe this commitment. Savills have led this process and informed local residents on a regular basis through newsletters, a public exhibition and by attending Rogerstone Community Council meetings.

Newsletters

Newsletters informing residents of the application were distributed to residential and business premises within close proximity to the site. The various newsletters were distributed as shown below.

Newsletter no.	Date	How distributed
1	July 2012	Savills, door to door
2	July 2012	Savills, door to door
3	August 2012	Savills, door to door



Above – copies of the three distributed newsletters

Public Exhibition

A public exhibition was held in early August to inform local residents and other members of the public of the proposed development. The event was held on Friday 3rd August (10:00 - 20:00) and Saturday 4th August (09:00 – 17:00) at Rogerstone House, also known as Mandrake House.

A range of experts from the project delivery team were available at the event to discuss with local residents and other members of the public the development proposals and to help answer any questions.

In total it is estimated some 150 people attended the event over the two day period.

A questionnaire was provided at the public exhibition, a copy of which is included at Appendix 5. A summary of the results for each question are recorded below:

Q1. Do you agree that the site needs to be redeveloped?

93% agreed that the site needs to be redeveloped. Those that did not agree (4%) noted that insufficient doctors, dentists, schools were a concern together with possible road congestion.

Q2. Please indicate whether you think the following objectives would be met by the proposals?

96% agreed that the development would regenerate a disused site;

84% agreed that the proposals would meet the need for new housing;

87% agreed that the proposals would provide local facilities for the area;

80% agreed that it would benefit the local area; and

84% agreed that the proposals would create local job opportunities.

Q3. What kind of local facilities do you think should be provided as part of the scheme?

The following options were provided, together with the opportunity to specify other uses:

Local shops – 58%

Recreational areas e.g. parks/play areas – 75%

Leisure facilities e.g. pub/restaurant – 64%

With regard to leisure facilities, 22 people commented that they would like a pub or restaurant but not a fast food establishment. 13 commented that they would like a leisure centre including a gym and pool.

Community facilities – 47%

A number of comments were received in relation to community facilities, including a youth club (6 people), green space or park for recreational activities (5 people), a community hall (5 people), a children's play area (2 people) and a cycle path (2 people).

Local school – 82%

Healthcare facilities e.g. doctors/dentist – 84%

7 people specifically said that they would like a doctor's surgery provided.

Other facilities suggested by individuals included a post office, a large supermarket, church facilities and somewhere for the elderly to socialise

Q4. In light of what you know about the scheme, do you support the principle of development in this area?

77% were in support of the principle of development. Of the 5% that did not support development in the area, they noted that insufficient doctor's/dentists and schools were a concern together with the possibility that the development of the site would cause road congestion/access issues.

7% responded that they didn't know, but noted that their support was subject to access and pedestrian links, another individual responded by noting that it depended on the type of development and if it would benefit existing residents.

Q5. Did the exhibition...

88% agreed that the exhibition provided them with the information needed;

93% agreed that it gave attendees the opportunity to register their views;

92% agreed that the exhibition provided information that was easy to understand.

Q6. Are there any other comments you would like to make about what you have seen today?

In summary, comment received related to the following:

Traffic/road access concerns – although comments received also noted that they were reassured by the access arrangements having viewed the proposals;

Improved public transport provision – comments requested that a bus service is provided through the site, better rail links with the possibility of links from Pye Corner to Newport and Cardiff;

Improved pedestrian access – the river corridor was seen as a positive addition to the site, a request for better access to the Welfare Grounds;

A request that a large supermarket is not provided;

Community/leisure facilities – comments received noted the need for a doctors, skate park, play facilities for kids, sports facilities and community facilities (e.g. somewhere for the elderly to meet and a church);

Shops/pub/restaurant – the provision of such facilities was welcomed by a number of residents. Others felt that due to the closure of a number of pubs in the area, there is no need for such provision;

Proposals for a new school were welcomed with comments noting that consideration would also need to be given to secondary school demand;

A response noted concerns regarding the contamination of the site;

Comments noted the provision of housing, school and leisure facilities were welcomed;

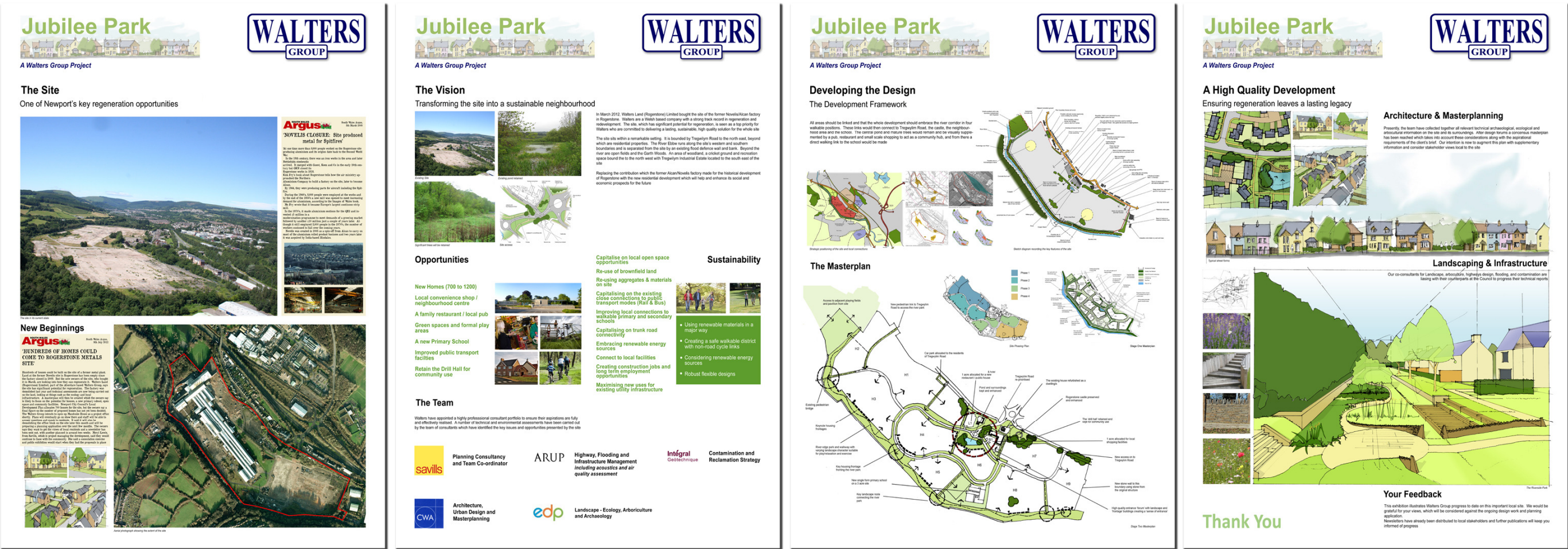
A need to employ local people;

No need for starter homes, plenty in the area; and

The regeneration of the site needs to be achieved in sympathy to the surrounding environment.

Rogerstone Community Council meetings

Both representatives from Walters and Savills have also taken a proactive approach towards engaging with Rogerstone Community Council over the proposed regeneration of the site.



Above – the presentation boards that were displayed at the public exhibition in early August

6. DESIGN

6.1. Preface to Chapter

This section considers the design of the scheme, including the process of design evolution which has led to the submission of the scheme in its current form.

6.2. Design Evolution

The Brief, Constraints and Urban Design Theorem

The progress of the design has been led by the recycling of a broad client brief into an evolving analysis of the site. The evolution of the brief from the client group was essentially the 'fining down' of the clients' aspirations to a sustainable level, which could be readily accommodated on the site. Of course, this was subject to much modification during the design process as the initial site analysis posed questions of a broad nature, be it arboricultural, ecological, archaeological, flooding or others. Finessing these questions from deeper investigation of these key issues further informed our knowledge of the site as a whole.

Certainly in this instance technical work saw a more generalised understanding of constraints crystallise into a firm set of known facts.

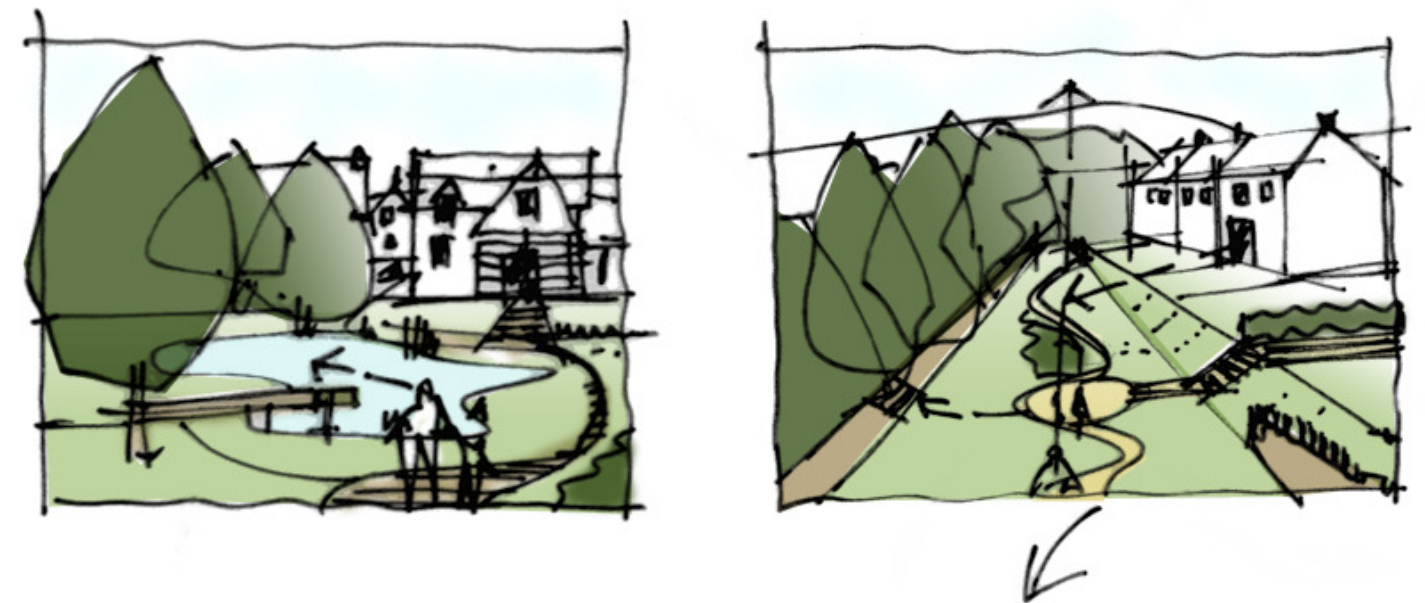
The desire to deliver a layout based on sound masterplanning and sustainability principles was augmented and influenced by constraints and opportunities gleaned from our analysis of the site. Our key goals here were to marry solid urban design principles with physical and esoteric opportunities offered by the site.

Developing the Vision

Our 'vision' was based, as previously described, on the aspiration to deliver the most appropriate development on the site. The principal objectives of the vision were to:

- Capitalise on the River Ebbw edge to make an exciting parkland and green circulation avenue along the site's river edge
- Make cross-connections throughout the length of the site into this parkland, incorporating it into the existing physical features of the site, such as the pond, and Rogerstone Castle and Mansion
- Create 'public realm events' at the intersection of these cross links to give them meaning and goals
- Design a road loop for vehicles, forming a green 'boulevard' running around the site uninterrupted by housing. The loop should act as a spine for public transport which will connect visually to the river corridor park
- Advocate a variety of public open spaces in terms of their character and use to create diversity and avoid blandness and repetition

- Reintroduce Rogerstone Castle and Mansion to the public and preserve its archaeological importance
- Avoid bringing site borne traffic past existing residents on Tregwilym Road
- Create a strong sense of entrance with visual appeal
- Preserve and enhance mature and important arboriculture where possible
- Advocate flood alleviation measures which go beyond pure engineering and appear as positive, exciting and useable spaces
- Augment the existing playing fields off site to the north with more public open space provision
- Create a neighbourhood area at the entrance to the site which, by virtue of its position will encourage wider community use and make visual connections to the pond and Rogerstone Castle and Mansion
- Provide a centrally located primary school in a comparable walking distance for all site users
- At a macro level, consider the site as viewed from many aerial positions and design with this in mind and, conversely, maximise the fantastic view opportunities from the site



Above – (Left) sketch showing housing overlooking the central pond with possible linkages. (Right) housing overlooking the northern channel with both visual and physical connections and pathways

6.3. Design Content

The masterplan at this stage only addresses the site on a broad level because this is an outline application. However, by necessity it provides a framework that is usable on a more intimate scale to 'design forward' to completion without compromising the ability to deliver good design and urban design principles.

The broad plan will deliver at a 'high level' to allow further development at detail stage based on a pre-ordained strategy. The strategy will address the following urban design principles on a broad level, the overarching aim of which is to create a high quality environment.

Here, we consider, over and above architecture, connections between people and places, movement and form, nature and built fabric. The physical constraints and opportunities that we have on the site have to be knitted into the design fabric, considering the urban design tools including; public realm, place making, legibility, morphology, walkability, sustainability, defensible space, accessibility, character, environmental capital and economic viability.

Design Evolution

Borne from a high level site analysis, a zoning exercise was undertaken. Broadly, this explored how the key components of the brief could be disposed around the site. In this case, those key components were broadly agreed as:

- Homes (the majority component)
- Small scale shopping (local to and for the site)
- A school
- Leisure spaces and pub, restaurant, possibly a hotel

In all cases it was considered that the major component would be the 'homes' element and the other elements would connect with this via a network of public open spaces, key routes and connections.

These crude diagrams considered 'fit' as a principle and only registered key watchpoints brought about by site analysis and our vision at a very cursory level.

These diagrams were reviewed with the client and other members of the design team to gather feedback on a number of levels and consider technical constraints perceived by our co-consultants, which could affect these strategic theorems. Discussions mainly considered viability on a number of levels and inputs from the group considered an evolving landscape input, which was beginning to influence the design.

Work undertaken in terms of arboriculture, ecology, archaeology, flooding and highways/access were benchmarked against the strategy diagrams and served to inform them further and a 'best fit zoning' was conceived, which drew on these inputs.

Only a very broad architectural site analysis had been carried out at the time that the zoning diagrams were drawn. By the time they were presented the consultant team could consider them in light of more definitive site information, over a wide range of disciplines. This resulted in certain number of diagrams being discounted quickly, simply not fitting with the new information.

It was at this point that the vision of the project really started to take shape. The ideals simply gave way to the specifics and the urban design toolkit was considered in the context of these terms. From these a Stage One masterplan was conceived, which delivered the specifics to which we aspired.



Above –DESIGN EVOLUTION, sketches showing the possible linkages derived from analysis of the site. Nodal points and locations of interest were addressed and the distribution / positions of community facilities were investigated along with land parcels for housing development. These sketches formed the basis of the initial discussions and SWOT analysis discussions

6.4. Design Solutions

Considering our Influences Further and Using them as Design Generators

Taking in turn each of the influences, this section justifies the design solutions provided, which are rooted in both the initial site analysis and the urban design tools that have been generated through an integral approach to contemporary urban design theory

The design parameters of the development are set out below.

Aspirations and Vision

The use of the site will include the following:

- Up to 1,200 new homes
- A green grid of new and improved open space
- A new single form primary school
- Revised access and a network of internal roads and paths
- A neighbourhood centre to include community/shopping facilities
- The re-use of Mandrake House for housing use
- The re-use of the existing 'Drill Hall' for community uses
- A design that will allow a structured and phased approach to construction

Layout

The proposed finite, inter-plot layout of the development will be subject to detailed permission and, as such, it is not possible to define the layout at this stage. However, the development will be delivered through four distinct phases given the scale of the development. Within the phasing the housing will be delivered in nine plots (H1-H9).



Above – Stage 1 strategic Masterplan showing initial linkage proposals and possible phasing

Scale

Through consideration of the site in its context and borne from a desire to create a vibrant and diverse development where individual plots can prosper through creative and individualistic design, the following prescriptive rules will be applied to individual house designs:

Plot footprint

Terraced houses :

Building width = 4.5m min / 6.0m max
Building depth = 7.5m min / 9.5m max

Semi-detached houses :

Building width = 5.0m min / 10.0m max
Building depth = 7.0m min / 10.0m max

Detached houses :

Building width = 6.0m min / 15.0m max
Building depth = 7.0m min / 10.0m max

Flats :

Building depth = 7.0m min / 15.0m max

Height

2-Storey Housing :

Floor to floor height = 2.8m min / 3.5m max
Height to eaves = 5.0m min / 6.0m max
Roof pitch = 30° min / 50° max

3-Storey Housing :

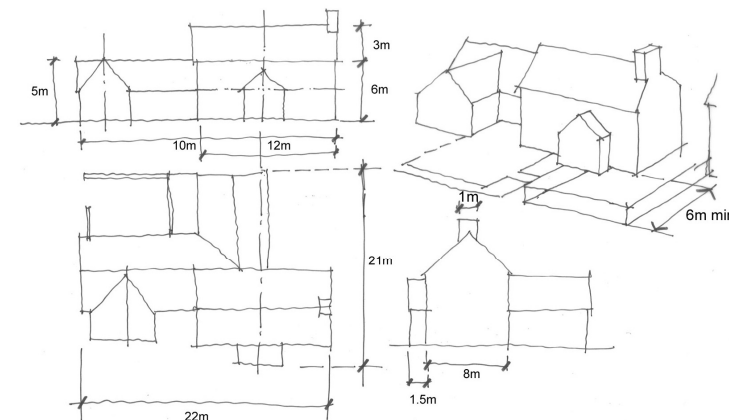
Floor to floor height = 2.8m min / 3.5m max
Height to eaves = 9.0m min / 10.5m max
Roof pitch = 30° min / 40° max

3-Storey Flats :

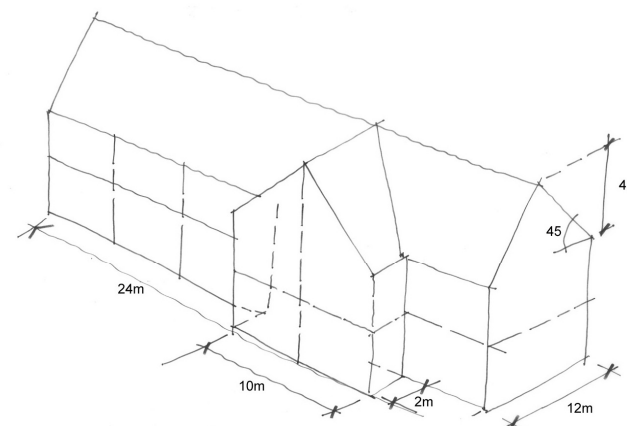
Floor to floor height = 2.8m min / 3.5m max
Height to eaves = 9.0m min / 10.0m max
Roof pitch = 25° min / 35° max

4-Storey Flats :

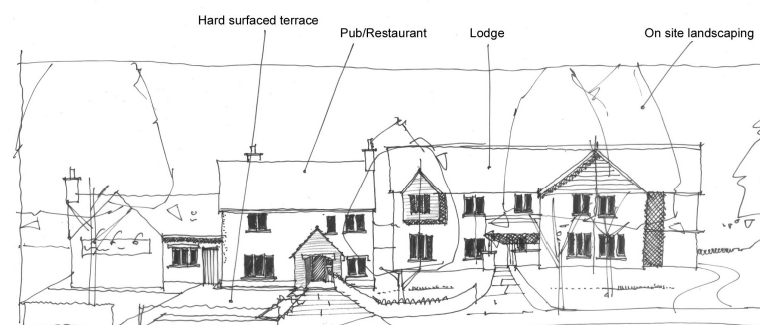
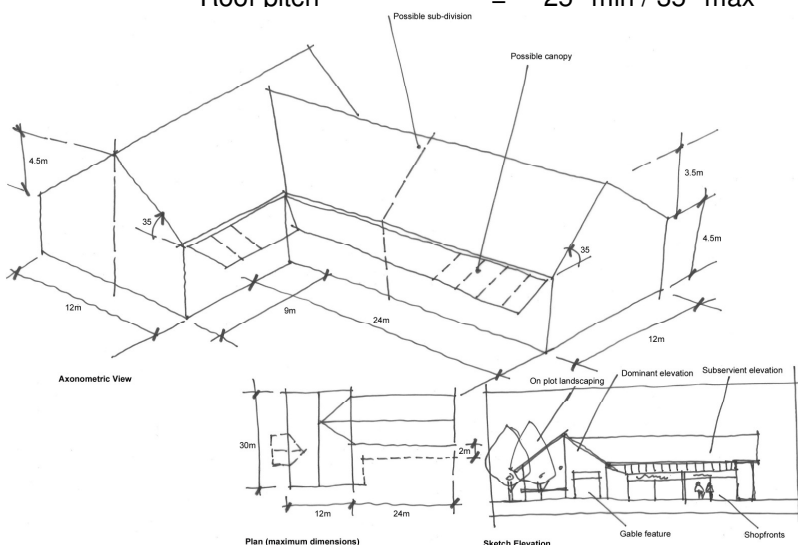
Floor to floor height = 2.8m min / 3.5m max
Height to eaves = 11.5m min / 13.0m max
Roof pitch = 25° min / 35° max



Public House
Key Dimensions (maximums)



Hotel Lodge
Key Dimensions (maximums)



Sketch Elevation

Density

This outline planning application advocates up to 1200 new homes across the site. To provide this number of dwellings an average density across the whole development would be required of 18 units/acre. A diverse range of housing is proposed across the site and hence a range of densities of housing should therefore be used to enhance the individuality of development pockets. As a general rule, higher density development shall be implemented in Phase 1 development and lower densities in Phase 3. Phase 2 shall be used as a bridging phase between the two. A range of between 10 and 30 units/acre shall be employed across the whole development. The same principles regarding scale and individualistic design apply to other notable buildings on site, which include the new school building and those that make up the Site Hub. Here, the following prescriptive rules will be applied:

The School

Building Depth = 12.0m min / 20.0m max (school hall may exceed)
Building Width = 15.0m max
Building Height to eaves (classrooms) = 3.0m min / 5.0m max (1 - 1½ storey)
Building Height to eaves (school hall) = 4.0m min / 7.0m max (1½ - 2 storey)
Building Height to eaves (Admin/Offices) = 5.0m min / 6.0m max (2 storey)
Roof pitch = Flat / 40° max

Site Hub / Local Centre

The existing Drill Hall will be utilised for Community uses. This existing building could potentially be extended but any extensions in this instance would be of a subservient nature so not to detract from the form and scale of the original building. The sketches/illustrations, below left, set out the scale parameters of the site hub / local centre.

Access

Access to the site is really only practical off Tregwilym Road given the constraints along the other boundaries to the site. However, the team had to consider the additional vehicle movements generated by the development. Whilst viable in traffic terms, this would not be acceptable for existing residents, especially those on the northern part of Tregwilym Road where residential frontages are more prevalent. Also Tregwilym Road as a 'gateway' to the site did not seem appropriate as it would not have the visual (or physical) stature to preface such a large development.

Coupled with the desire to preserve and not exacerbate transport impacts for existing residents along Tregwilym Road, it was decided to investigate a new 'leg' off the roundabout going straight into the site. This has allowed Tregwilym Road to be re-prioritised as a right turn off the new road leg and circumvents the need for traffic from the new development to affect existing residents.

This reinvented gateway also emphasises the views to the existing site pond as a visual focus for this new approach, creating a sense of entrance capitalising on an existing green setting. A clear visual goal, it also created the tempo for a sense of place, using on one of the key features of the site.

From both effective use of land and design considerations it made sense to strengthen the gateway area off the roundabout with uses which could benefit from a roadside setting. The shopping area and pub/restaurant could be visually impressive buildings of greater mass that would enhance the credibility of the entrance and serve as a focus. Such prominent corner positions allow enhanced architectural opportunities to create bold designs acting as a 'gateway' to the site.



Above – Stage 2 Masterplan

Connecting the Entrance and Immediate Legibility

Given that the access is central to the site's long roadside boundary, it is ideally positioned to extend as a cross-link through the site, to connect to the riverside boundary, and this central cross-link could terminate in the school area. This would satisfy a number of criteria:

Firstly, the school would be central to the site in its long dimension, releasing movement tension, which would have been created by dynamically placing it towards one end or another.

Secondly, in terms of legibility, urban goal and walkability, it could be construed as connecting visually and physically in an exciting way to the site entrance area around which the 'hub' of the site's 'ancillary' features is offered.

Thirdly, it used a walkway around the pond, which has an exciting diverse environment to make walking across the site a pleasurable and meaningful experience.

Fourthly, the school as a piece of architecture of status could provide an architectural terminus or visual goal to the cross-link.

Considering the Ebbw River

The river along the opposing long boundary to the site entrance presents many considerations for the designer. Of course, the physical and emotional draw to water is strong, be it just to look, walk along side, or just sit and enjoy. In this instance, the Ebbw River, unfortunately, has flood defences, which preclude it from direct view from the site, but nevertheless the defences are low enough to allow landscape devices to be conceived to allow access and sight of the watercourse. These facilities influenced the notion to open this long site boundary up and make a linear park in this position.

Practically, there are a series of drains and sewers running along this boundary, which cannot be moved and would be disruptive, being the main valley trunk sewers. This made an undevelopable stretch of land parallel to the river. Operationally, our flooding engineers' negotiations with the Environment Agency at an early stage had hypothesised that to keep the height of flood defences down it would be possible to 'venturi' some of the 1:1000 year event water along this site boundary in a shallow depression, and then return it to the river at the end of the site. This was also a product of 'overtopping' of water on the upstream end of the site, from land in the ownership of third parties.

These two factors supported the designers aspirations to open up this land as a linear park. The desire to connect the site in a walkable way along its length and to do this by the river represented a great opportunity.

In terms of 'goals' for this linear space, it had a link to the north, providing a connection to the existing footbridge and off-site pathway system along with links past the bridge to the existing playing fields connected to footpaths to the station at Rogerstone.

To the south, it could collect foot borne and cycle borne users from the extremities of the site and provide them with a green spine through which they could move along the length of the site and perforate across it at four points. These points were chosen to avoid unnecessary 'back walking' from key site positions, represented at quarter points on the site's length. Importantly, the central link was connected to the site entrance hub, commercial areas, pond and school. To the north of this, a link was established, connecting back to the car park on Tregwilym Road, which would allow existing residents of this road to walk to the river via a pedestrian link.

One further link was established connecting Rogerstone Castle and Mansion to the river.

Considering Rogerstone Castle and Mansion in more detail, it was felt that this artefact should be opened as public open space. To make a walkable route from this to the river park seemed logical and exploited the potential of the site. The castle's elevation would allow the onlooker to witness the park via a view corridor maintained between buildings.

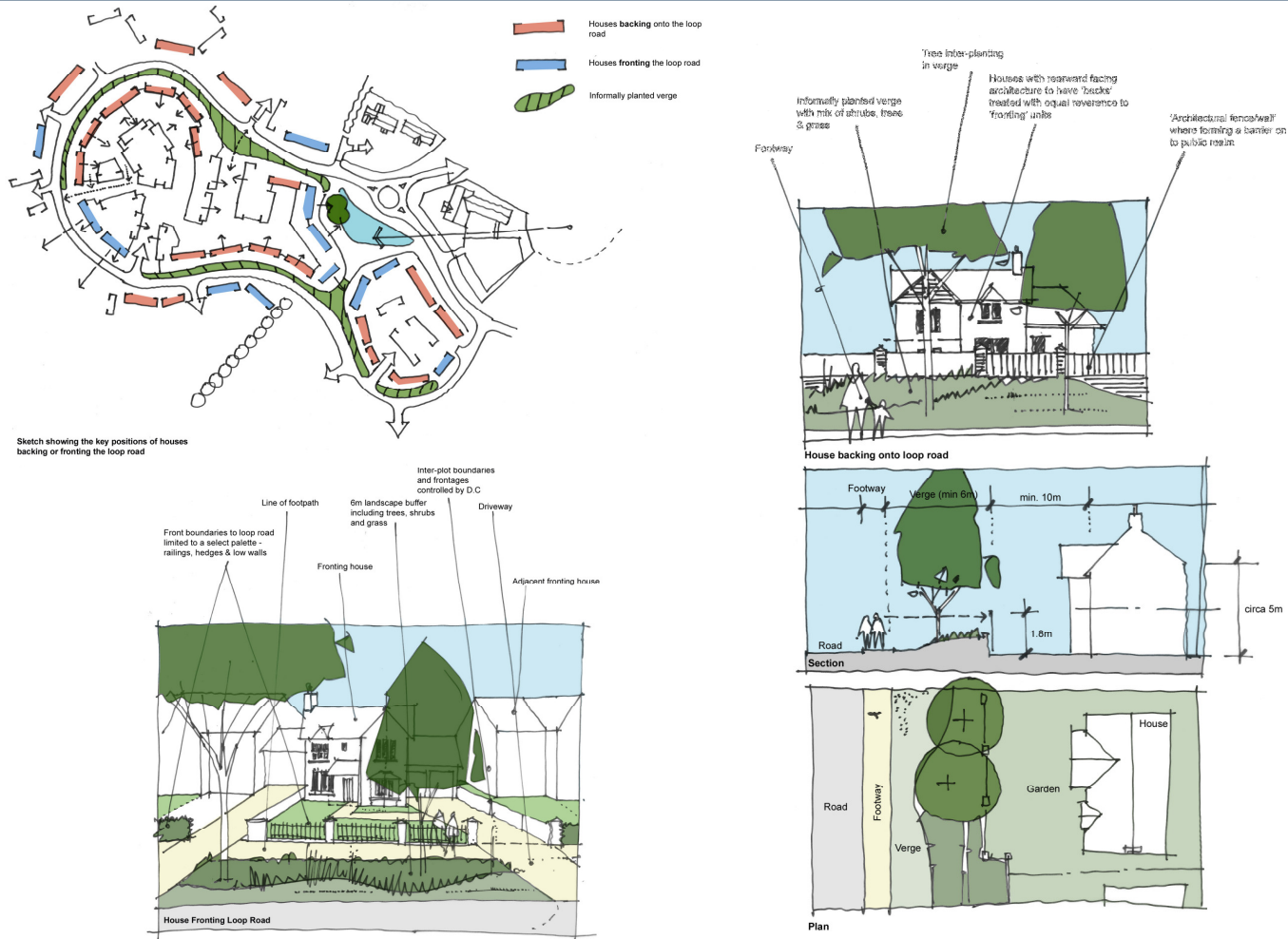
Looking Beyond Constraints and Considering New Ideas

Whilst good design, borne from capitalising on natural existing site assets, this can move the design on to a point, the scheme at hand represents a substantial regeneration scheme. Key to this is vehicular circulation in and around the site. From an operational perspective, the site needs two connections for traffic from a safety emergency access and traffic distribution perspectives.

Going back to the consideration of Tregwilym Road and the notion to maintain the amenity of the residential properties to north west along the road, the extra entrance was considered best in the southern position. This part of Tregwilym Road is more commercial, hard edged and urban. It is also a dead end and takes less northbound traffic by virtue of this. It was considered that this secondary entrance would have less visual status and be ancillary to the main site focus. The prerequisite in traffic terms of these two accesses was that they must connect to allow two points of egress/access into the site. From this need, the notion of the loop road was formed, and was considered by the designers as being an important identifiable route around the site. Its identity would be borne from visual difference. Unlike the estate roads that would feed off this into different home zones, this road would be a green corridor, ostensibly free from house fronts and driveways. It would bring the user into visual contact with the river park and allow them to see the pond and witness most of the mature tree species which could be kept. Additionally, it would 'stretch' as a loop east and west to come relatively close to the site extremities, negating the need for unnecessary long dead end estate roads and creating districts of manageable sizes, which could have different characters. This loop would also serve as a potential public transport route, capable of serving the entire site.

Below left – Land-use plan

Below right – Access strategy showing Loop Road (orange)



Valid Open Space for Enjoyment, Relaxation, Sport and Play

In accordance with the vision and Supplementary Planning Guidance - Outdoor Play Space Provision, the site will need to support the delivery of appropriate public open space. Using this to circulate on foot or by cycle is a viable opportunity. Additionally, this space will have to be of a size, which will realistically sustain its use. Six key areas of public open space are envisaged strategically across the site in geographically separate locations. They also link via footways that interconnect and have different characters to appeal to a wide demographic.

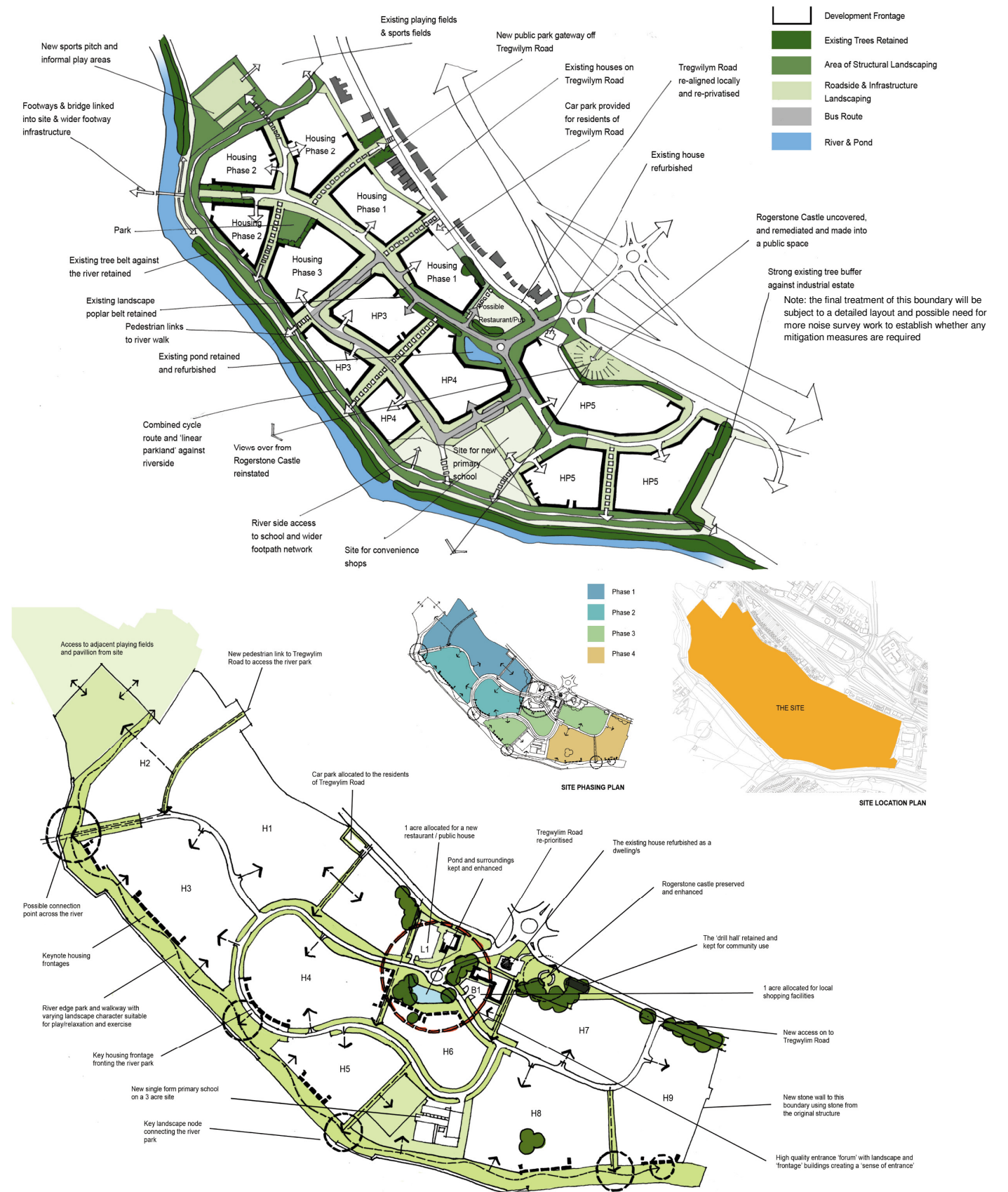
Practically there are:

1. A long linear parkway along the river corridor hypothesised as a green link for cycles and pedestrians with landscape 'events' at key intersections with cross-site footways. A 'place' in itself wide enough to over-reach just linear movement;
2. The Rogerstone Castle and Mansion grounds, an elevated environment with castle remains amongst retained selected trees, landscape and made useable with a historical focus;
3. The pond, an evolving rich enclave supporting a varied bio-habitat and a focal 'green heart' to the site;
4. The sports field. A more formal mown and level field for the enjoyment of sport, which can connect or incorporate the existing playing fields, which surround it on two sides;
5. Two Local Areas for Play (LAP) and Local Equipped Areas for Play (LEAP) at points along the length of the site for more structured play strategically located and accessible for each of the nine housing zones; and
6. The school field, which will link to the new linear park to provide additional yet perhaps less formally presented sports based space.



Establishing a Springboard for Further Design Development

The proposed outline layout provides a structured strategic arrangement from which detailed designs can be considered. The geographical positions of elements connected by a series of pedestrian and vehicular routes will encourage diversity of design according to plot influences, positions and characters. These will hang from a legible infrastructure linked together by green spaces capitalising on existing morphology and constraints.



Above – stage 3 Masterplan addressing key nodes and frontages showing the further development from the stage 2 plan (top most) to incorporate a primary 'loop' through the centre of the site and further consideration to landscaping and public open space

7. CHARACTER

7.1. Preface to Chapter

This is an outline application and as such can only address character at a broad level, as a guiding point for future consideration at reserved matters stage.

The character of the site will consider the prevailing vernacular and must be very conscious of roofscape considering this development is viewed from high ground in a variety of locations, which are accessible to the public.

7.2. Taking Pointers from the Masterplan

The masterplan will inform architecture on a number of levels and ask designers a series of questions about where they are designing on the site.

The masterplan layout, as a product of the synthesis of physical features, urban design principles and new ideas has created a matrix of different zones interconnected by spaces. Moreover, it reaches out to the surroundings and connects to them physically and visually.



Above – Proposed Masterplan

7.3. Key Note Areas

The notion is that the masterplan has created, within it, different zones and therefore opportunities to create architecture with varying visual characteristics. This in turn will serve to strengthen the character of the spaces created between them. There are positions where buildings must focus on the public realm and are keynote areas, which demand visual excellence. These are considered to be:

The Site 'Hub'

Seen when approaching and in the site entrance with buildings each side of the access road fronting it and within visual reach of the pond.



The Pond

Here it is proposed that houses will front the pond with parking behind and off the onlooker's visual agenda. Character of architecture will reflect the organic, bio- diverse setting and be prefaced by mature trees.



The Linear Park

Here it is seen, there will be opportunity for homes to back onto or front the park. Again, it is an opportunity to create long vistas and architectural high points (physically and aesthetically) where cross-links address nodes along the park length. Again, vehicles will be kept, in the main, behind the 'line' of buildings to ensure a tranquil leafy space with a mature tree band along the river edge. This will be separated by a parkland of varying character responding to architectural specifics along its length. Where homes 'back onto' the park it is inferred that these will do so in an 'open' way with low walls and enclosures. To maintain natural surveillance and also discourage unwanted, visually shielded exposed house backs to publically assemble areas.





The Loop Road

Here, there is an opportunity to 'back' houses onto the loop road, shielded by a strong landscape strip. The perception will be one of a 'boulevard' to the user, again with vehicles out of view. However, in key positions houses will 'front' this road, for example, where it connects to the river park creating a unique opportunity.

Encouraging Porosity

Although to be developed in several distinct phases, the masterplan has purposefully been developed to allow for cross plot linkages to enhance the site's permeability. This permeability applies also to the areas of green public open space, such as the linear river side park enabling the opportunity to connect back at any point. The key links already established are suitable for interconnection to the plots, creating choice and variety of routes throughout the development.



Rogerstone Castle and Mansion

The remains of Rogerstone Castle and Mansion sits at an elevated position from which the onlooker can 'read' the site. It suggests a view corridor and considers overlooking. The finite design will have a corridor viewpoint from Rogerstone Castle and Mansion to the river walk, and also the ability to witness the castle from the loop road.



Considering Plot Positions, Aspect and View

The masterplan informs different zones for housing, numbered as H1-H9, which will be delivered through four distinct phases.

Each housing zone has a different aspect, feel and set of influencing factors. These can serve to generate differences in architecture between them and create a diverse and vibrant neighbourhood, which will avoid sameness, enhance micro-local identity of area and heighten interest. The plot areas are deliberately large enough to allow a certain architectural approach to be valid and not be seen as tokenistic. It has to be noted however that although individual areas can develop their own character, the overall site has to 'hang together' visually. This can be achieved by communally of form, such as illustrated here, moderately pitched roofed traditional forms. At this stage the DAS hypothesises character difference only. Individual phases of development must harmonise with their predecessors and respect them either through material form or style icons carried forward to each phase.



Limited, but diverse, material palettes used in different zones can produce a vibrant texture of juxtaposed architecture across Jubilee Park



The School

This presents the opportunity for a visual architectural terminus to the view south from the entrance off Tregwilym Road via the pond to the river. The disposition of the building should consider this and the architecture should act as a site goal. It will add legibility to this key link and provide a relationship between public and private space.

Crosslinks

The masterplan is a matrix of easily understood recognisable features and landmarks, which will inform finite design and provide the opportunity for legible links across the site.

Built form must successfully address the pedestrian site cross-links. It will serve to enclose, define and set character for these spaces.

Overarching Character

Here, a pre-ordained layout will set the tempo for quality and allow its further development without compromising design freedom to further explore, on a more intimate scale, defensible space, privacy, boundaries, building lines and architectural style.



Above – Strong Street and frontage treatments encourage a strong, legible sense of place. Simple forms and repetitive features serve to enhance character

Right – Overlays showing the hierarchy of spaces



8. MOVEMENT AND ACCESS

8.1. Preface to Chapter

This chapter summarises the movement and access arrangements to the site, highlighting the principal issues.

8.2. Current Provision

This section looks at the current provision, with further detail included in the TA prepared by Arup in support of the application.

Site Access

There are four existing points of access into the site. The principal site access is positioned around 150 metres north west of the Tregwylm Road/A467/Chartist Drive roundabout. This formed the main access to the aluminium factory and was used by factory staff, visitors and deliveries, including Heavy Goods Vehicles (HGVs).

The secondary access to the factory, which was primarily intended to provide a gated point of entry/exit for use in emergencies, is situated a further 125 metres to the north west. There is an additional access available on the south eastern section of Tregwylm Road, close to the eastern extremity of the site boundary. This is currently blocked off but is historically known to have been utilised as an access to the factory. The fourth point of access is a crossover that serves Mandrake House and adjoins Tregwylm Road immediately south of the Tregwylm Road/A467/Chartist Drive roundabout.

Walking

Pedestrian access to the site is primarily achieved via Tregwylm Road and the nearby network of formal and informal footpaths. These collectively provide multi-directional linkages to Rogerstone, High Cross and Bassaleg in providing opportunities to cross the A467 dual carriageway and the Ebbw River.

Cycling

The site is well placed in relation to the local cycle network, which runs between Rogerstone, High Cross and Bassaleg in a north-south orientation. Direct access is available via Tregwylm Road alongside the eastern extremity of site, where cyclists can either proceed northwards across the footbridge to Chartist Drive or southwards along Tregwylm Road before crossing the footbridge to join Viaduct Way. Traffic-free conditions are provided in both directions.

Public Transport

The site is directly served by the bus network as local services run along the Tregwylm Road corridor. There is a pair of bus stops positioned directly alongside the site, which both have shelters, timetable displays and kerbing suitable for low floor access. The TA sets out a timetable of bus services available along Tregwylm Road to serve the site.

Rail Services

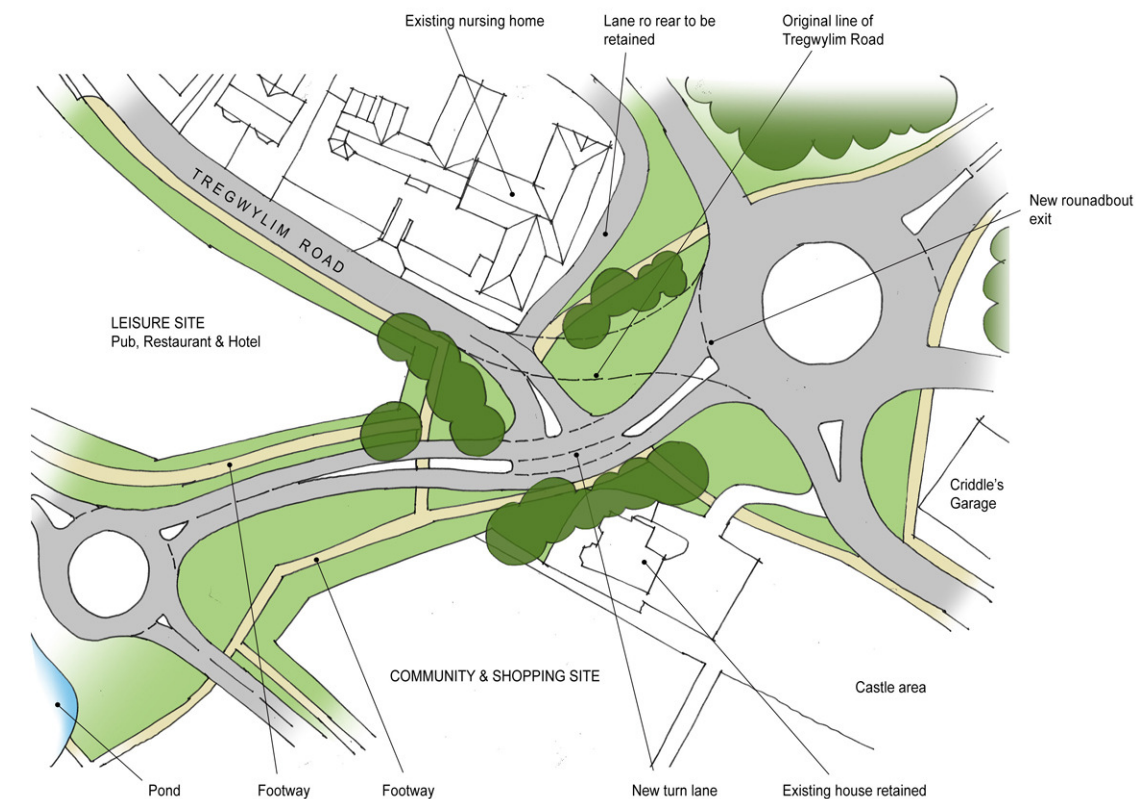
As noted above, the site is well placed in relation to Rogerstone rail station. This forms a scheduled stop on the Ebbw Valley Railway that was re-opened in 2008 to provide a rail service between Cardiff Central and Ebbw Vale Parkway. The TA provides further detail on rail service and frequency.

8.3. Site Access

As discussed, the only practical entrance point to the site is off Tregwylm Road, as existing, given the physical constraints along the other boundaries to the site. Two access points will be provided into the site from Tregwylm Road.

The primary access to the site will be taken from the Tregwylm Road arm of the A467/B4591/Tregwylm Road roundabout. The access to the site will be in the same location as existing. This represented the most logical 'gateway' to the site. The access road leading into the site has been configured to afford priority of movement to development traffic with the southern section of Tregwylm Road realigned to form a priority t-junction with the new access road. This access will reduce the need for those vehicular movements generated by the development to pass along Tregwylm Road to the north, where the majority of existing residential properties are situated.

The secondary access is situated on the southern section of Tregwylm Road and utilises an existing access point that is currently blocked off. The junction will take the form of a priority t-junction.



Above – proposed site access

8.4. Inclusive Access

We have adopted an integrated approach to accessibility, safety and security that will be developed throughout the detailed design and construction programme in close liaison with officers at the Council and local access interest groups.

Throughout, the scheme will be designed for accessibility and inclusivity for all, including full compliance with the requirements of the Disability Discrimination Act. All homes will comply with Part M of the Building Regulations and should also aim to satisfy 'Lifetime Homes' standards as part of the commitment to achieve Code for Sustainable Homes Level 3.

In the public realm "access for all" will be manifested by avoidance of steps, where possible, use of light ramping gradients, placement of seats in public areas, ample lighting levels, non-slip materials, bus access facilities for wheelchair access, signing and information to cater for different abilities etc. Tactile paving will be used to indicate pedestrian road crossings. This information will be agreed as part of the detailed design process.

We will follow the principles of 'Secured by Design'. In particular there will be clear definition between private and public realm with natural surveillance of all vulnerable areas. Access, safety and consideration of public concerns are of paramount importance, both during construction, when there will be close liaison between contractors and residents, and in every aspect of the design and management of the completed scheme.

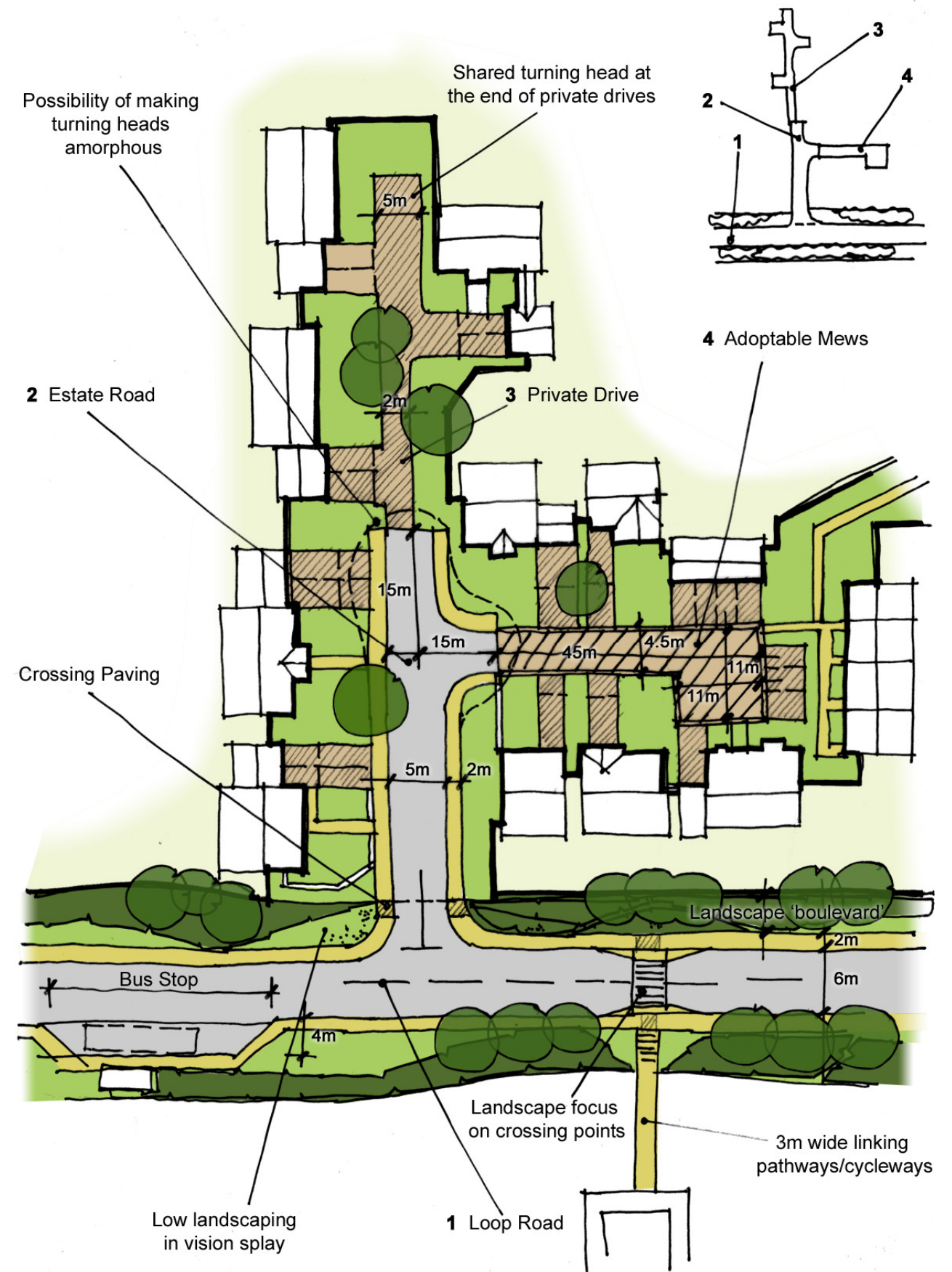
8.5. Wider Network

The access benefits from close proximity to the wider network as highlighted during the site analysis. The access arrangement also enables traffic from the wider network to enter the site shortly after exiting the wider network. Providing the access point at the junction off the A467 reduces the need for traffic generated by the development needing to pass through quieter and smaller access roads and existing residential areas.

The A467 provides good regional access, including to the M4 corridor.

8.6. Internal Circulation

At outline stage it is not possible to establish detailed consideration of the internal circulation and individual junctions. However, there is a clear 'loop' to be provided across the development, acting as the principle circulation, with the opportunity to serve as a bus route around the site, ensuring all areas of the site fall within 400m of the circular bus route, as discussed below. The road, pedestrian and cycle network will have a clear and legible hierarchical arrangement that makes reference to design consideration contained within the Department for Transport document 'Manual for Streets'. Of particular consideration, at this stage, are the sections 'Layout and Connectivity' and 'Quality Spaces'. Detail design considerations will form later, detailed, applications.



Above – diagram explaining possible hierarchy of connections through the development

8.7. Public Transport

Public transport provision is at the heart of the proposals, with the circulation designed to accommodate buses. The looped boulevard arrangement will enable buses to divert into the site (thereby creating a 'bus loop') in a manner that minimises additional journey time for existing passengers.

The majority of residents within the site will be within a 400 metres walking distance of the bus loop. Those residents who are in excess of 400 metres are situated at the northern extremity of the site and would therefore have the more convenient alternative of utilising the new pedestrian link to access bus services via Tregwilym Road. This ensures that all residents will be within 400 metres walking distance of a bus service.

The bus loop will incorporate bus stops at regular intervals, influenced by side road junctions, frontage access and on-street parking bays and will therefore be determined at detailed stage.

8.8. Pedestrian and Cycle Movement

The masterplan proposes a well connected and legible network of primary roads and spaces. The scheme makes connections with Tregwilym Road by creating corridors for pedestrians and cyclists at regular intervals to allow movement and permeability across the site. Similar strong connectivity is provided between the Ebbw River and the existing built-up area, whilst achieving good levels of accessibility to the site.

At the northern end of the site an entirely new point of access for pedestrians/cyclists will be created as part of creating a direct linkage between Tregwilym Road and the existing footbridge across the Ebbw River.

It is proposed to capitalise on the attractiveness of the Ebbw River corridor by providing a riverside walkway/cycleway alongside the entire length of the site. Accessibility to this area will be maximised through the provision of access points from the new built-up area at regular intervals.

Individual areas of new housing plots will incorporate networks of secondary roads that have the capability to form part of the wider pedestrian/cycle network. This level of permeability will assist in creating route choice and affording convenience to walking and cycling as forms of travel but will need to be determined at reserved matters stage.



Above – examples of linkages through suburban spaces employing strong legible edges and good quality materials to define public open space from private

9. LANDSCAPING

9.1. Preface to Chapter

This chapter summarises the landscaping scheme of the development, as known at this outline stage.

Landscape Architects undertook a comprehensive 'Landscape and Visual Impact Assessment' (LVIA) of the site and proposed development in accordance with 'best practice guidelines'. The landscape assessment has provided key recommendations for the development of the site which have been incorporated into the scheme.

9.2. Landscape Policy Context

The site is not subject to any national or local landscape designations, such as a National Park, AONB or Special Landscape Area. However, the site lies adjacent to two environmental spaces. These include a recreation ground to the north and a parcel of land south of the Ebbw River, including Garth Woods. Development of the site would not affect these areas directly but will enhance the connection between them, enhancing their wildlife and amenity value.

No Public Rights of Way (PROW) will be directly affected by the proposals. However, the Sirhowy Valley Walk, a promoted, long distance trail, lies immediately outside the northern boundary of the site. This trail will enjoy significant beneficial visual effects in the long term as a result of the development. Other local PROW routes which have visibility over the site will also see beneficial effects in the long term, the significance of which will depend on the distance from the site and the amount of development visible.

9.3. Site Character

The site lies in the Ebbw Valley within the settlement boundary of Rogerstone, approximately 4km north west of Newport city. It is in an undesignated landscape and forms part of a large expanse of existing urban development extending north-east along the Ebbw valley. It was formerly occupied by the Novelis/Alcan Works, however, the large-scale industrial buildings have recently been demolished, and the site now comprises derelict, unused brownfield land. It contains many detractors including large expanses of hard standing, concrete and crushed hardcore. Scrub has encroached into parts of the site and it feels desolate and neglected, detracts from the character of its surroundings and does not contribute to the local economy.

The character of the site is also influenced by adjacent land uses. From rising ground to the east, the existing settlements of Rogerstone and High Cross overlook the site. The Ebbw River runs along the western and southern boundaries of the site. Beyond the river, Garth Woods and the settlements of Bassaleg and Rhiwderin, and, further north, open fields overlook the site, again from rising ground. An area of woodland and recreation ground (the Welfare Ground) borders the site to the north whilst Tregwilym Industrial Estate borders the site to the south.

9.4. Landscape Fabric

There are a number of trees within the site, these include parcels of secondary woodland as well as formal ornamental/specimen tree planting associated with the former aluminium works. These trees are unevenly distributed across the site, due to the large footprint of the former works.

On the whole the tree stock is not considered to be of particular note, with only one Category A tree of high quality and value present. The remaining trees are of moderate to low quality and value. At present, none of the trees are subject to Tree Preservation Orders.

The proposals require the removal of a number of individual trees, groups of trees and woodlands as well as the reduction in size of two woodlands. Although the proposals require the removal of a number of trees, attention has been paid to retain the Category A tree, with a suitable buffer, as well as other areas of planting considered to be worthy of retention around the pond and castle.

The proposals include the provision of significant levels of tree planting throughout the site therefore subject to the recommendations contained in the accompanying arboricultural report, prepared by EDP, there is potential for the proposals to deliver meaningful opportunities to enhance the tree stock and landscape fabric throughout the site.

9.5. Visual Amenity

Views towards the site from the surrounding countryside and settlements are frequently restricted due to mature hedgerows, trees and woodland vegetation, the local topography and existing built form. Within the LVIA eight photoviewpoints were selected to represent the range of publicly accessible locations and types of receptors (pedestrians, cyclists, drivers, residents) with views towards the site. Of these, only close quarter views from public highways and public rights of way, were assessed to experience significant effects. These include views from Tregwilym Road, the Sirhowy Valley Walk to the immediate north west of the site and from the public footpath above the river bank to the west of the site. Effects on the visual amenity of receptors at these locations have been assessed to be entirely beneficial in nature and represent a significant improvement to the long term views from these locations.

The LVIA has been carried out in accordance with best practice guidance and has assessed views from publicly accessible locations. However, there are also views from a number of existing residential properties. Views from private properties are not protected by planning policy but good masterplanning dictates that the amenity of these views should be considered. Many houses along Tregwilym Road and the more elevated parts of Bassaleg to the south currently have open views over large parts of the site, in its derelict state. These views will be enhanced as a result of these proposals and redevelopment of the site represents a long term improvement over the present position. Feedback provided by residents at the public consultation event held in August was overwhelmingly welcoming of the positive visual effect which the sites redevelopment would achieve.

In respect of landscape and visual effects, the redevelopment of the site provides an opportunity to significantly enhance this derelict area which will result in beneficial effects in the landscape character and visual amenity of the site. In the long term, redevelopment of the site will also result in some close at hand visual receptors experiencing significant beneficial effects.

9.6. Landscape Strategy

The Jubilee Park masterplan has been prepared by Chris Waterworth Architects working in conjunction with Chartered Landscape Architects from the Environmental Dimension Partnership from the outset and guided by Walter's wider consultant team. As such, a consideration of landscape character, visual effects and proposed landscape treatments has been at the forefront of the design process throughout the evolution of the scheme.

EDP's ecologists have also had extensive input into the masterplanning process which was informed from the outset, and through its iterations, by the phase 1 and protected species surveys undertaken at the site.

As a result, while the fine detail of the landscape design will be the subject of future reserved matters applications (or planning conditions) a number of key principles are established at this stage.

The site seeks to provide extensive amounts of public open space and incidental landscape areas, spread throughout the scheme to aid accessibility and break up the built form in views from the wider landscape. This allows for the creation of a coherent network of open space and associated pedestrian footways, producing a variety of safe routes and walking/cycling circuits within and around the site.

The quantum of public open space (POS) provision is broadly in line with that required by NCC's 'Outdoor Play Space Provision' supplementary planning document. This is in line with current 'Fields in Trust' guidance which requires six acres (2.4ha) of open space provision per 1000 population.

In the context of this outline application, the landscape masterplan has been developed using an assumption of a 1000 unit scheme and a broad average population of 2.6 persons/dwelling (based on Newport City Council figures). As such the strategy provides more than the required level of POS offering circa 6.7ha. Within this, the FIT guidance suggests breaking down POS into three separate types play of space: Childrens Equipped, Informal/Casual and Formal. The ratio of these spaces is suggested to be 0.3:0.5:1.6ha (of the 2.4 ha per 1000 population) respectively or, in respect of the 6.7ha total, approximately:

- 0.85 Ha of children's equipped play;
- 1.4 Ha of informal play; and
- 4.45 Ha of formal play (pitches).



However, this is a large, riverside, brownfield site with significant contamination (detailed elsewhere) and a number of notable development constraints including existing and improved flood defence measures and underground mains sewers which require significant easements. As such, given the proximity to the welfare ground which lies immediately to the north of the site (and which provides extensive formal play provision) and given the opportunity presented by the redevelopment of the site – to reconnect Rogerstone to its riverside environment – the design team has concluded that in these circumstances the appropriate landscape response is to focus on provision of informal play and reinforced ecological habitats rather than extensive amounts of further sports pitch provision.

The landscape strategy for the site is therefore driven by the creation of a strong riverside 'ribbon' park which provides a sequence of character areas and 'experience nodes' along its length. The park will generally be between 20 and 30 metres wide (averaging 25m) with more expansive areas in key locations. Despite its flood control function, it will have a varying topography and contain a wealth of planting, features and furniture to create variety and interest along its entire length. Connecting to the park are a number of strong, green, east-west pedestrian/cycle linkages which provide safe and attractive access between the housing areas, the park, the school and the community facilities area.

Local Equipped Areas for Play (LEAP's) are incorporated within the scheme at the heart of the northern housing area and closer to the riverside to the south, thus ensuring such facilities are provided within 400m linear distance of all proposed dwellings on site. Though defined on the plans as 'LEAP's' at this stage, it is envisaged that these areas will offer segregated play areas for a range of ages with equipment being selected from appropriately robust commercial ranges and with a wide variety of activities/challenges being offered.

Though the site is not well blessed with mature tree cover at its core, every effort will be made (subject to contamination issues) to protect the better elements of the existing stock at its heart and around its perimeter. Given the quantum of new open space to be created however, extensive opportunities exist for additional planting of trees as well as hedgerows and other habitats. All plants selected for use within POS's should be of generally native species, locally sourced and appropriate to their location and function. Street tree selections should be of smaller species and non-native species or variants will be considered here.

Hedgerows should be included within the scheme wherever possible and appropriate to mitigate areas of removal and provide enhanced connections within and across the site. Hedgerows should be maintained at a low level to aid security and should be of single native species, such as Beech, where formality is desired or mixed native species where a more naturalised effect is desirable.

Hard landscape features should also be included to provide structure, functionality, character and visual cues to the soft landscape nodes. The use of the local Pennant Sandstone will be encouraged to reinforce local character and add warmth and quality to the finished environment. Re-use of reclaimed concrete from the industrial site will also be considered in appropriate locations providing a link to the extensive history of the site's use for such purposes.

Next Page – Proposed landscaping scheme

- ① Tregwilym Road Junction / Site Gateway
- ② The central pond and community garden
- ③ Central Loop Road
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- ⑤ Northern Woodland and open space
- ⑥ Northern Channel
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- ⑨ Riverside Green
- ⑩ Ecology Zone
- ⑪ Riverbank Meadow
- ⑫ Southern Play Zone

Beyond the general principles, the illustrative landscape strategy depicts a number of key areas around the proposals and the ways in which it is envisaged these may be delivered. These are briefly described as follows:

Tregwilym Road Junction/Site Gateway

The realignment of the Tregwilym Road access and the implementation of the new route into the Jubilee Park site allows for the creation of a green, leafy gateway area which frames views across the broad valley bottom recently revealed by the demolition of the Novelis works structures. Mandrake house is retained within its existing curtilage.

The central pond and community green

The existing pond, a long time feature of the industrial site, will be retained, revitalised and incorporated into a central area of POS which encompasses this and a number of the site's better mature trees. With close connections to the community facilities area this will act as both an attractive entrance into the housing areas and a pleasant, functional amenity space. The perimeter of the retained pond will largely be managed for ecological benefit but some small areas will be cleared to allow for close interaction between public and the water's edge.



Tregwilym Castle Park

As detailed elsewhere in this document and within the application pack, the archaeological assessment work undertaken in the development of the proposals re-discovered the standing remains of Tregwilym Castle, previously considered lost. Given the obvious historic importance of this feature, the landscape scheme seeks to establish an enhanced setting in its immediate vicinity and to recreate visual and physical connections between it and the riverside. As such, a 'cordon sanitaire' is created around the feature with tree removal to its western face and the creation of sweeping meadows over the knoll on which it sits. Though it is envisaged that this area, including the castle itself, be accessible to the public, future consultation with CADW in respect of the long term management of this feature will no doubt inform the fine detail of this approach.

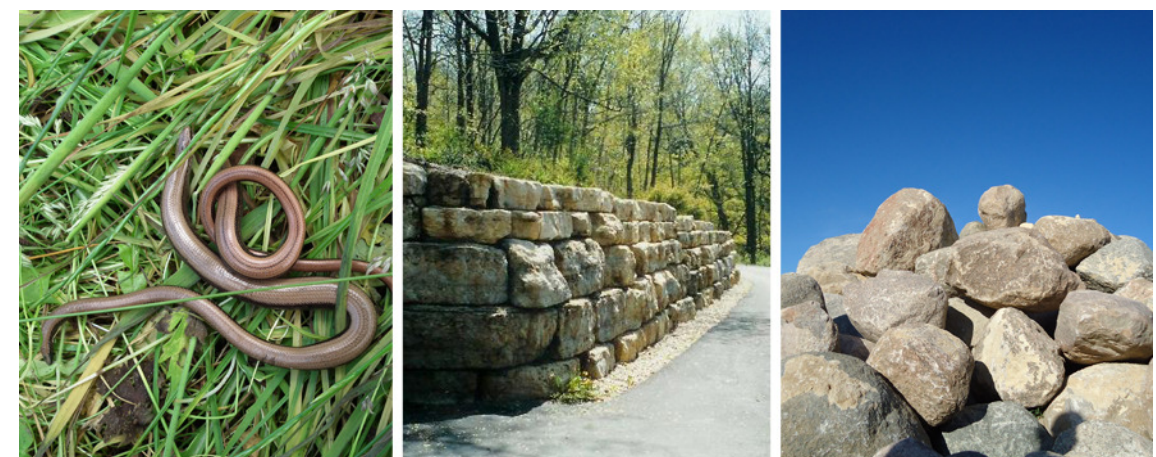
Central Loop Road

The main vehicular access mechanism for the site is provided by the central loop, a broad boulevard style street of around 15-20m in width with broad landscape areas to either side creating a strong, visually attractive environment from which the housing areas can be accessed. The treatment of landscape areas to either side of the carriageway will respond to future detailed housing proposals and seek to provide a variety of sub-character areas along the loop, though all areas will feature street trees and significant shrub planting. Mature trees will be retained where possible and appropriate.



Northern Channel

In order to accommodate level changes between the site and the adjacent welfare ground and to direct peak flood flows away from housing areas, the southern edge of the northern woodland area requires the engineering of a reasonably substantial channel in this part of the site, connecting to the channel formed by the riverside park. Though the detail of this feature will be a product of future detailed undertaking by engineers and landscape architects working together, the scheme illustrates a solution which utilises recycled concrete 'boulders' from the reclamation of the site to create an artificial stepped cliff environment which offers a multitude of habitat opportunities for a variety of species but most notably the resident reptile population which was identified during survey work. The bank and other aspects of the channel will be seeded with a native wild flower meadow mix and managed for biodiversity value as a priority.



Outdoor Forum

In providing a stepped access to the existing footbridge link over the Ebbw it should be possible to redesign the flood defence walls in this location to allow for the creation of a space for meeting and socialising as well as general play and recreation. The space will be seeded with amenity grass and will be bisected by the riverside walkway which runs the length of the site. Tree and shrub planting around the feature, along with built interventions, will frame key views and provide an enhanced sense of enclosure and atmosphere.

Woodland Walk

Between the key 'nodes' identified here, the riverside park will generally take the form of a meandering woodland edge, linking to existing riverbank vegetation, with a more open meadow area to its housing side. Within these areas a broad cycle/footway will be provided which sweeps between the edge of the housing areas and the edge of the site, maximising opportunities for people to see and hear the adjacent river by capitalising on existing weak points in the tree cover and the creation of a new internal topography to the site. Throughout these areas it may be possible to incorporate 'trim trail' or 'outdoor gym' equipment, creating an almost 1km long opportunity for fresh-air exercise and recreation.

Riverside Green

The riverside green will have more of an urban park character, providing a calming area of open space in the transition between the riverside and the housing areas. Benches will be provided for those wishing to rest or meet and informal play opportunities will exist within the central area. Parkland trees will define the outer edge of the space and anchor the green between the riverside and loop.



Ecology Zone

Deliberately positioned between the school and the most attractive and natural part of the adjacent river corridor, the ecology zone provides a wealth of opportunities to study and interact with the sites existing and future flora and fauna. Incorporating features such as recycled concrete hibernacular/refugia (here illustrated in the form of giant snakes to provide greater visual interest) as well as a diversity of micro-habitats such as woodland, woodland edge, scrub and grassland the ecology zone will be a valuable resource for the school and wider community, as well as its intended inhabitants.



Riverbank Meadow

Extending from the ecology zone, the Riverbank Meadows offers further variety of habitats for wildlife and environments for people. It's more open character, dominated by managed wild flower meadows with occasional parkland trees will create an area of escape from the more enclosed and intimate spaces elsewhere in the park.



Southern Play Zone

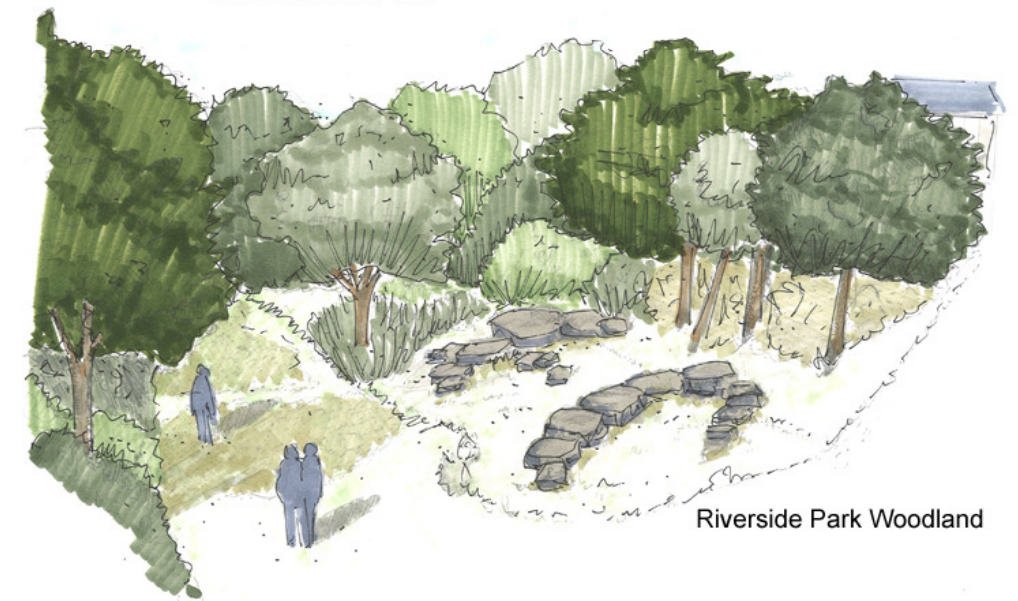
The southern play zone will comprise a series of equipped play areas, subdivided to segregate ages, and offering a range of equipment and challenges. These play areas will be set within a wider space, left deliberately open with limited tree planting and incorporated 'natural play' features such as logs, boulders, mounds, dips and tunnels. Such an area will stimulate imaginative play for children of all ages and act as a introductory space between the formal play and the full extent of the riverside park.

Overall, the vision for the landscape of Jubilee Park is one of a safe, tranquil, naturalised environment which seeks to connect both the existing and new population with its neglected river corridor and heritage features. Safety and permeability is at the heart of the concept as well as a desire to create an attractive development with a strong sense of place where community can flourish.



Northern Woodland and Open Space

Sadly, the level of contamination present within the existing northern woodland requires its removal. In its place, the proposals seek to balance the loss of woodland with replacement tree planting as well as to provide a degree of formal sports pitch facilities to augment the adjacent provision at the welfare ground. The balance between these two uses will be agreed during future detailed design stages and in consultation between the developer, council and community council (who presently manage the adjacent welfare ground site).



Right – Concept sketches for individual landscape stratagem

10. COMMUNITY SAFETY

10.1. Preface to Chapter

Community safety is an increasingly important consideration, even more important when planning the comprehensive development of a large site and there is the ability to encourage positive planning from the outset. Schemes should be designed to maximise opportunities for 'built in' community safety, adopting good urban design principles such as natural surveillance and defensible space.

The following sections explore how community safety has been taken into consideration through the scheme. It should be remembered that much more detailed consideration will be made at reserved matter stage.

10.2. Delivering Community Safety

The physical arrangement of the site has a strong bearing on the behaviour of its users and occupiers. In this instance the masterplan of the site has been arranged in order to deliver a safe environment that promotes and encourages community safety. It should, however, be noted that much of the detailed matters relating to design safety will be further addressed at any subsequent reserved matters applications.

The scheme proposes a high quality public realm that will knit social fabric together and affect how users will interact with each other and the environment. The open spaces have a legible layout and distinct goals making them physically safe and encourage people to use them. In the main they are overlooked to provide passive, natural surveillance.

The two LAP/LEAP areas are in nodal positions, easy to reach and designed in a way that they will be overlooked from occupied buildings in the future.

Although more detailed road layouts are to follow during reserved matters applications, dead ends are 'designed' out and the circulation will 'loop' through the centre of the site encourages use and activity. The loop road layout with the estate roads serving off it is a definite street hierarchy and will encourage low road speeds through its curving nature. Crossing points will be clearly identified and where public footways cross roads, they do so in legible positions easily read by both drivers and pedestrians.

Secured by Design

The layout allows detailed designers to embrace principles of 'Secured by Design'. The detailed arrangements of which will be agreed at detailed stage.



Sketch of how houses could aspect the pond with parking behind

Typical 'in plot' (zonal) holding arrangement

11. ENVIRONMENTAL SUSTAINABILITY

11.1. Preface to Chapter

With regards to the existing site conditions, the application represents an EIA development, with an ES and NTS accompanying this application. Details relating to the existing physical features and the impacts have therefore been assessed in detail under this process and should be referred to in detail.

At a high level the outline layout of the site will address these key issues. The site will embrace the principles of TAN 22 'Planning for Sustainable Buildings' in seeking to deliver an environmentally sustainable development.

11.2. Environmental Sustainability

A Sustainable Location

The site is located within the settlement boundary of Newport. The location is considered highly accessible, as discussed in the following paragraphs. The site favourably represents an extensive brownfield regeneration opportunity which is supported by planning policy at both national and local levels. The regeneration of brownfield sites within Newport remove a degree of pressure from greenfield sites to deliver needed development, such as housing.

Sustainable Transport

The connectivity of the site is excellent given the proximity to public transport nodes, including being sited in close proximity to existing bus routes (with the potential for expansion through the loop road of the site) and Rogerstone train station. Both are within walking distance from footpath connections in and around the site.

The loop road is designed to serve as a bus route with northern and southern bound bus stops located within a 400m walking distance of all houses accessed via a series of connections via green spaces and nodes.

The site is also accessible to pedestrians and cyclists. The proposals improve the provisions for pedestrians and cyclists by providing permeability across the site and into the wider area.

Road Access

The major trunk road network and M4 motorway connects nationally to close by centres of employment and local shopping and leisure facilities reducing need for excessive car borne journeys. Newport and Cardiff as key centres are within 15 minutes journey time of the site and are served by public transport links, which are currently up to the site boundary, and will extend into the site by the proposals.

Enhancing Biodiversity

As mentioned in previous sections, the site currently has a very limited ecological value, owing to its previous uses and brownfield nature. The proposals will deliver significantly enhanced biodiversity opportunities over and above the current conditions by retaining key areas, creating new ones, considering on site species and opportunities to broaden species base and retain indigenous inhabitants. Landscape types have been informed by on site investigations of flora and fauna and intend to broaden ecological horizons.

Industrial Pollution and Contamination

The former uses of the site have lead to a large amount of contamination over the site, especially ground contamination. However, the removal of industrial activity from the site can be seen as a potential improvement to air pollution.

The application advocates a comprehensive ground clearing process as detailed in the Site Investigation Report, prepared by Integral Geotechnique, which will return the ground to a 'neutral' state and remove many potential ground water contamination issues, along with the possibility of contamination migrating off-site, given the proximity of the watercourse.

Design for Change, Flexibility and Future Proofing

Dwellings will be Secure by Design, Code 3 compliant and embrace a Lifetime Homes ethos. Detailed designs of the zones will more fully address these issues in detail. The site advocates an appropriate density to allow orientation to be fully integrated into final design solutions to elementally form part of an energy use approach. It is envisaged all buildings will be DDA compliant and adaptable in terms of Lifetime Homes to create a 'home for life', which will accept future proofing from the outset.

Code for Sustainable Homes

All residential dwellings on site will be designed to reach Code for Sustainable Homes (CSH) level 3 as a minimum. Greater details relating to this will emerge during reserved matters planning applications, however, it is envisaged that the use of renewable energy sources will be employed to achieve the CSH level 3.

Reserved matters applications will be accompanied by CSH pre-assessment demonstrating that the sustainability can be delivered.

BREEAM

The commercial buildings will seek to attain strong standards of sustainability and will strive for the relevant BREEAM standards. Such standards will relate to the proposed primary school and proposals for the leisure and retail facilities. Tan 22 and the WAG Ministerial Interim Planning Policy Statement (MIPPS) 01/2009 state that non-residential buildings of over 1,000m² or built on a site with an area over 1 hectare shall be constructed to achieve a BREEAM rating of 'Very Good' and also achieve the mandatory credits for 'Excellent' under Ene1 (Reduction of CO₂ Emissions). Where buildings advocated by this Masterplan meet this requirement there will be a commitment to achieve this rating. For clarity all commercial buildings below will achieve at least BREEAM 'Very Good' and achieve the credits for 'Excellent' under Ene1, this will include:

1. Public House
2. Hotel
3. Retail and any B1 content and clinic surgery & pharmacy
4. Any community buildings on the site

Surface water disposal, hydrology and flooding

The designs incorporate the practical, physical and scientific needs of the flooding study and allow for the implementation of the findings, which will validate this brownfield site release, diluting the need for greenfield development to hit target housing needs in Newport.

The hydrological study already advocated by the Environment Agency will give an overall upside to the crisis behaviour of the River Ebbw in this area with a solution, which reaches outside the site boundary and provides local rather than just on site improvements.

Provision of green spaces

The design incorporates large areas of practically useable green public open space in a form, which will find favour for adoption by the Council. This will ensure a lasting civic dimension to the project and provide immediately accessible, strategically located leisure and amenity spaces on site, which will embrace increased bio-diversity, safety, movement and landscape needs. The spaces will be diverse in character to suit sedentary and dynamic enjoyment, whilst also providing a pedestrian movement matrix convenient and meaningful to site users.

The layout of these spaces also connect the development into the wider locality and open up the use of the river corridor to non-site residents.

Incorporating a school into the site will reduce off-site educational need provision and provide an education solution in walkable range for on-site houses.

Creating a sustainable place

Most often ignored is the fact that over and above energy use and energy type filtering down via the code process and sustainable location of the site, is the sustainability capital, which can be raised by

broad design decisions themselves at a strategic level. Vitality must be borne from a characterful and attractive place to live and work, a truly sustainable place.

It is here that the quality of spatial planning advocating good urban design principle bringing an intangible but important sustainability strand.

The layout considers and delivers the cornerstone of urban design, which strives to connect people with places

Here we use:-

- Structure
- Typology
- Accessibility
- Legibility
- Animation
- Function and fit
- Complementarity
- Character and meaning
- Order and Incident
- Continuity and change
- Civil placemaking

To create our sustainable place



12. CONCLUSIONS

12.1. Preface to Chapter

This section draws together the chapters of the DAS in providing the key conclusions of the scheme.

12.2. Proposed Development

This Design and Access Statement ('DAS') has been prepared on behalf of Walters Land (Rogerstone) Limited ('Walters') in support of an outline planning application for the comprehensive redevelopment of the former Novelis/Alcan factory site in Rogerstone, Newport ('the site').

The application seeks outline permission for the residential-led regeneration of this highly accessible and opportune brownfield site. All matters (use, amount, layout, scale and access) are reserved for subsequent determination under reserved matters applications. Walters' proposals will transform the site by delivering:

- Up to 1,200 new homes developed in four principal phases;
- A green grid of new and improved open space;
- A new single form primary school;
- Revised access and a network of internal roads and paths;
- A neighbourhood centre to include a small scale convenience store and other small scale uses and activities;
- The re-use of Mandrake House for housing use; and
- The re-use of the existing 'Drill Hall' for community uses.

12.3. Key Conclusions

This DAS sets out a clear vision of the established design objectives, which have remained central to this evolutionary process that reflects the specific site and context. A clear and concise assessment of the physical characteristics of the site, including matters such as access points, existing movement patterns, existing buildings and landscape features (including trees and water features) has been undertaken to establish the potential opportunities offered by the existing site.

The design parameters of the proposed development also capture the opportunities and constraints of the site to deliver a holistic approach to ensure that the most appropriate development is delivered. In doing so, the local context and existing facilities, and the local character have been considered together with the views of the community to deliver a conceptual vision of the development.

Community safety, movement and access, and environmental sustainability of the proposed development have also been set out to deliver a masterplan that delivers the most appropriate development for this highly accessible, brownfield site.

The DAS demonstrates that the design and access credentials of the site have been fully assessed prior to and during the evolution of the masterplan to deliver a scheme that is appropriate for the site and its context.



13. MASTERPLAN



* All areas quoted are approximate and subject to change
Figure 4.1 - Masterplan

 C. W. ARCHITECTS Ltd Grosvenor House, 8 Park Grove, Cardiff CF10 3BN Tel: +44 (0)2020 22123 Fax: +44 (0)2020 38367 E-Mail: office@cwarchitects.co.uk		
Project Name :	Jubilee Park, Rogerstone	
Project Ref :	G1280	
Drawing Title :	Proposed Masterplan	Scale :
Drawing Number :	G1280 - 4.1	1:1250 @ A0
Revision:	C	Drawn by: [initials] Date: July 2012