

Former Aldi Site, Rhymney

DESIGN AND ACCESS STATEMENT

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01 INTRODUCTION

PLACEMAKING WALES CHARTER:

When one of the 6 principles for a well-designed place is addressed throughout this Design and Access Statement (DAS) it is highlighted in a text box and an explanation of how it has been addressed is provided.

1.1 PROJECT BRIEF

The Urbanists have been commissioned to prepare an illustrative masterplan and Design and Access Statement to support an outline planning application for land at former Aldi Site in Rhymney (referred to in this document as 'the site'). The outline planning application is for a residential development of up to 23 dwellings with associated landscape, highways and drainage infrastructure. The site covers an area of approximately 1.03ha / 2.54 acres.

1.2 DOCUMENT AIMS & OBJECTIVES

This Design and Access Statement (DAS) forms part of the outline planning application material for land at former Aldi site in Rhymney (the site). The applicant is Caerphilly County Borough Council. This DAS describes the background to the project and summarises the extensive design process and contextual considerations that have been taken into account in developing the proposal ensuring a strong sense of character and place whilst also positively contributing towards community and nature.

This document has been informed by a number of reports which examine the site and its context with regard to highways and transportation, ecology, topography, flood risk and drainage and utilities.

Placemaking Wales Charter:

The scheme and the DAS has been prepared in accord with the Placemaking Wales Charter and the 6 Placemaking Principles. The charter was developed by the Welsh Government and the Design Commission for Wales along with the Placemaking Wales Partnership – a multi-disciplinary group representing professions and organisations working in the built and natural environment.

Signatories pledge to involve the local community in the development of proposals, to choose sustainable locations for new development and to prioritise walking, cycling and public transport.

The Placemaking Charter Wales sets out six principles:

- **People and Community:** The local community is involved in the development of proposals. The needs, aspirations, health and well-being of all people are considered at the outset. Proposals are shaped to help to meet these needs as well as creating, integrating, protecting and/or enhancing a sense of community and to promote equality.
- **Location:** Places should grow and develop in a way that uses land efficiently, supports and enhances existing places and is well connected. The location of housing, employment and leisure and other facilities are planned to help reduce the need to travel.
- **Identity:** The positive, distinctive qualities of existing places are valued and respected. The unique features and opportunities of a location including heritage, culture, language, built and natural physical attributes are identified and responded to.
- **Movement:** Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel network and public transport stations and stops are positively integrated.
- **Mix of Uses:** Places have a range of purposes which provide opportunities for community development, local business growth and

access to jobs, services and facilities via walking, cycling or public transport. Development density and a mix of uses and tenures helps to support a diverse community and vibrant public realm.

- **Public Realm:** Streets and public spaces are well defined, welcoming, safe and inclusive, with a distinct identity. They are designed to be robust and adaptable, with landscape, green infrastructure and sustainable drainage well integrated. They are well connected to existing places and promote opportunities for social interaction and a range of activities for all people.



**Creu Lleoedd Cymru
Placemaking Wales**

Placemaking Wales Charter

01 INTRODUCTION

1.3 DOCUMENT STRUCTURE

This Design and Access Statement adheres to guidance embodied in the Welsh Government publication, Design and Access Statements in Wales, published in June 2017. It includes the following Sections:

Section 1: Introduction - The Introduction explains the background information relevant to the project and sets out the overall vision for the development.

Section 2: Context Appraisal - The Context Appraisal illustrates the wider setting of the development in terms of transport and movement, access to amenities as well as the built form and urban fabric in the surrounding areas.

Section 3: Site Appraisal - The site appraisal gives an overview of the site's specific constraints and opportunities in relation to the proposed development.

Section 4: Design - This section explains the key considerations and guiding principles that have informed the development proposal whilst at the same time giving an indication of a potential development layout.



Gateway to Rhymney town

01 INTRODUCTION

1.4 PLANNING POLICY CONTEXT

This section identifies the relevant national and local planning policy in which the development proposals should be considered.

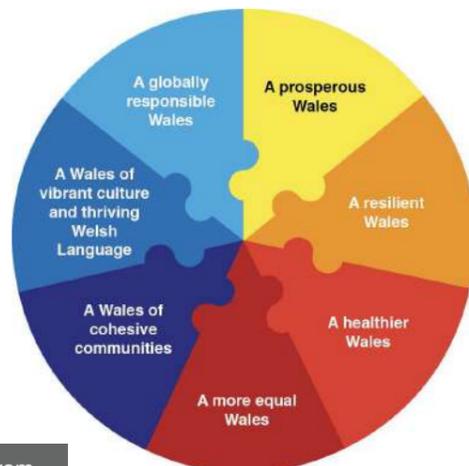
National Policy

- ***The Wellbeing of Future Generations Act (2015)***

The Wellbeing of Future Generations Act requires public bodies in Wales to consider the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change.

The Planning Act (Wales) 2015 states that Local Planning Authorities must exercise their function in relation to the determination of planning applications "...as part of carrying out sustainable development in accordance with the Well-being of Future Generations (Wales) Act 2015 (annex 2), for the purpose of ensuring that the development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales." (PA(W), Sec.2(2))

The Act puts in place seven well being goals. The Act makes it clear that the listed public bodies must work to achieve all of the goals, not just one or two. The goals are identified to the right.

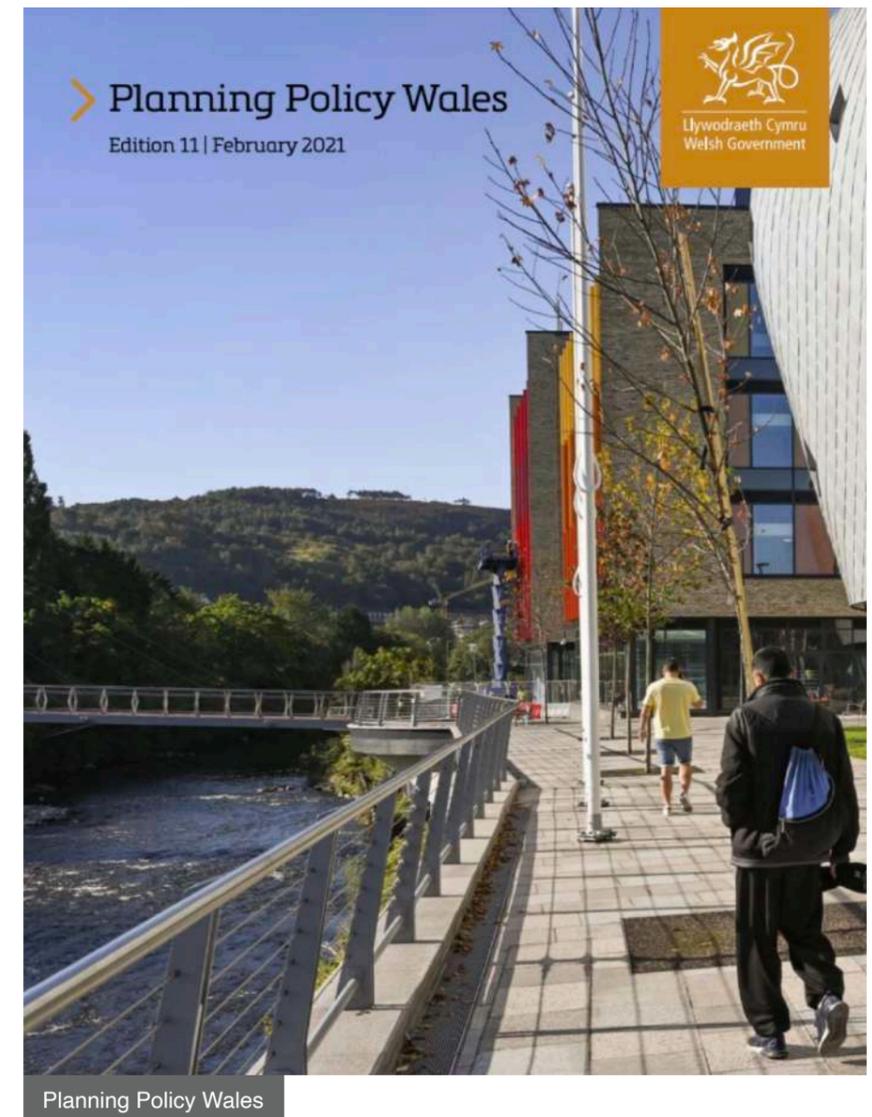


- ***Planning Policy Wales (2021) Ed. 11***

Planning Policy Wales (PPW) is the Welsh Government's land use planning policy for Wales. It replaces the 2018 edition of PPW. A strong focus on placemaking and sustainable development is retained as key elements to deliver the wellbeing goals and direct development plans and development management decisions.

It sets out the key planning principles of 'achieving the right development in the right place' by the principles of: growing our economy in a sustainable manner; making best use of resources; facilitating healthy and accessible environments; creating and sustaining communities; and maximising environmental protection and limiting environmental impact. These are then underpinned by National Sustainable Placemaking Outcomes in relation to each principle.

It sets out the four key themes which contribute to placemaking thus: strategic and spatial choices; active and social places; distinctive and natural places; and productive and enterprising places. Each theme contributes in different ways to the placemaking outcomes. Housing generally falls under the active and social places theme, which includes the key placemaking outcomes of: integrated green infrastructure; resilient to climate change; promotes physical and mental health and wellbeing; convenient access to goods and services; minimising the need to travel; appropriate development densities; makes best use of natural resources; feels safe and inclusive; provides equality of access; and embraces smart and innovative technology.



Wellbeing goals diagram

Planning Policy Wales

01 INTRODUCTION

- **Future Wales - The National Plan 2040**

Future Wales - The National Plan 2040 was adopted in February 2021 as the national development framework setting the direction of development in Wales to 2040. Future Wales provides a strategy to address key national priorities through the planning system, including developing a vibrant economy, developing strong ecosystems, achieving decarbonisation and climate-resilience and improving the health and wellbeing of communities. It sets out 11 outcomes of Future Wales comprising the vision for Wales in 2040.

Future Wales divides Wales into 4 regions with Caerphilly falling within the South-East Region. Future Wales also provides a series of national policies (ch.4, Strategic and Spatial Choices), including:

Policy 1 identifies that The Valleys are a key location for future growth and Policy 2 sets out the need to create spatial frameworks to achieve the placemaking aims of the Wales planning system. Policy 2 also sets out the key Strategic Placemaking Principles: mixtures of uses; a variety of housing; walkable scales; increased densities in towns and cities; integration with street networks; plot-based development; and green infrastructure.

Policy 9 explains the importance of identifying areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development; and also the importance of identifying opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being.

Policy 11 supports development that improves sustainable transport and improved national connectivity. It states that planning authorities should support developments associated with improvements to national connectivity (including bus routes, cycle routes, and strategic road connections) and,

where appropriate, maximise the opportunities that arise from them.

Policy 33 sets out the importance of Cardiff, Newport and the Valleys as a national growth area. It highlights the importance of the area as a focus for housing, employment, tourism, public transport and key services within their wider areas and supports their continued function as focal points for national growth.

- **Llwybr Newydd: the Wales Transport Strategy 2021**

Llwybr Newydd is the new Welsh Government transport strategy. It sets out our vision for how our transport system can help us deliver our priorities for Wales, helping to put us on a pathway to creating a more prosperous, green and equal society. The strategy sets out how we can make a modal shift from use of private vehicles to active travel and public transport.

As well as setting out our short-term priorities and long-term ambitions, it sets out nine “mini plans” explaining how Welsh Government will deliver them for different transport modes and sectors. Llwybr Newydd is also supported by a more detailed Mobility in Wales report, the Transport Data and Trends report and an Integrated Sustainability Appraisal.

It requires governments, local authorities, transport providers (both commercial and third sector) and our colleagues in other policy areas to work together to help ensure that transport contributes to the current and future well-being of Wales; to set us on a new path.



01 INTRODUCTION

- **Technical Advice Notes (TANs)**

A series of Technical Advice Notes also help to guide development proposals. Notes that are considered particularly relevant to the proposals are

TAN 2: Planning and Affordable Housing - Technical advice note 2: Planning and Affordable Housing (Welsh Government, September 2009) sets out the requirements for Local Development Plan around affordable housing. It sets out how to undertake a Local Housing Market Assessment and how affordable housing targets should be set. The guidance makes reference to financial viability and explains that site viability will be a critical factor to be considered in determining thresholds for affordable housing.

TAN 5: Nature Conservation and Planning - This Technical Advice Note provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. It brings together advice on sources of legislation relevant to various nature conservation topics which may be encountered by local planning authorities. The key principles of planning for nature conservation are set out followed by advice about the preparation and review of development plans, including the relevant statutory requirements.

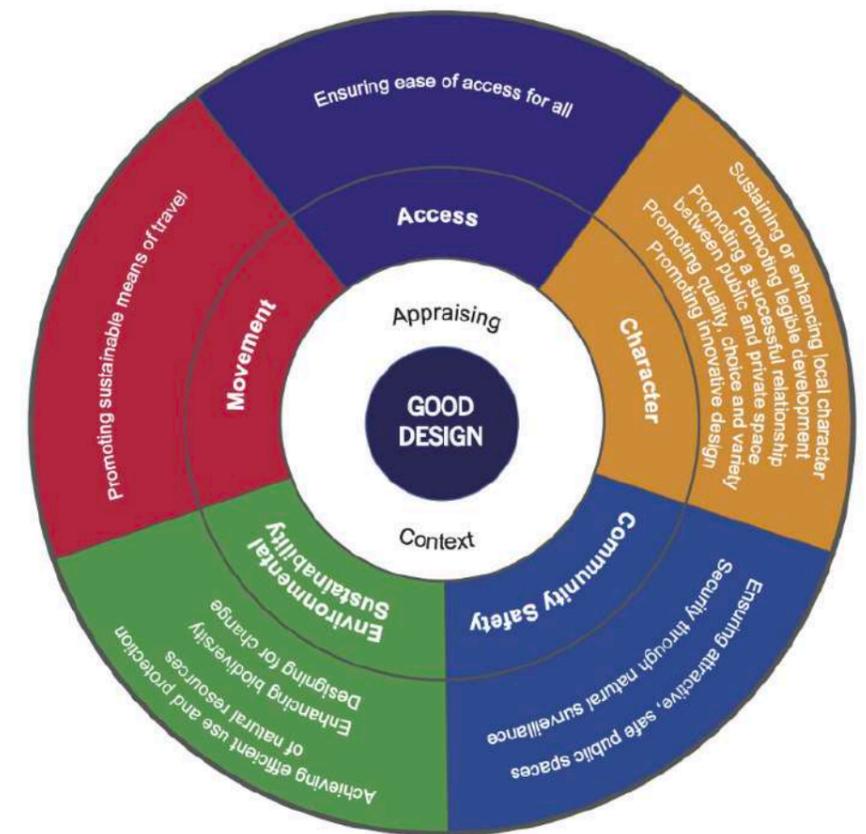
TAN 12, Design - The revised Technical Advice Notes (TAN) aims to equip all those that are involved in the design of development with advice on how sustainability, through good design, may be facilitated through the planning system. It sets out the core design principles that any development proposal must follow to help create a sustainable environment and exhibit a high level of design quality. These are structured via the five following key objectives of good design:

- Access - Ensuring ease of access for all;
- Character - Sustaining of enhancing local character; promoting legible development; promoting a successful relationship between public and private space; promoting quality, choice and variety; and promoting

innovative design;

- Community Safety - Ensuring attractive, safe public spaces and security through natural surveillance;
- Environmental Sustainability - Achieving efficient use and protection of natural resources and enhancing biodiversity; and,
- Movement - Promoting sustainable means of travel.

TAN 15: Development and Flood Risk - The Technical Advice Note provides guidance on the management of flood risk and applies a precautionary framework to guide planning decisions. The precautionary approach is provide via three development advice zones. The Development Advice Map identifies the site as Zone A which is considered to be at little to no risk of flooding. A flood zone C2 is located west of the site, which is an area without significant flood infrastructure. In June 2023 the Development Advice Map will be replaced with the Flood Map for Planning, this identifies the site as not in a flood zone. Parts of the site are impacted by surface water flooding.



Objectives of Good Design

01 INTRODUCTION

LOCAL POLICY

• **Caerphilly Local Development Plan up to 2021**

The development plan for the site is the Caerphilly County Borough Local Development Plan up to 2021 (LDP), which was adopted in November 2010. The LDP provides the local policy on which decisions on development are to be made. The LDP vision is:

“The Development Strategy for the Local Development Plan will capitalise on the strategic location of Caerphilly County Borough at the Capital Network Region. It will ensure that the needs of all the County Borough’s residents and visitors are met and the regeneration of our towns, villages and employment centres and the surrounding countryside is delivered in a well-balanced and sustainable manner that reflects the specific role and function of individual settlements.” (p.19)

The adopted plan is currently under review and is due to be replaced by an LDP up to 2030. As set out in the Delivery Agreement report, the deposit plan is due to undergo statutory consultation for a 6 week period from August 2022 to May 2023, the replacement plan will then be submitted to Welsh Government in Summer 2023 and is due to be adopted in Spring 2024.

• **Supplementary Planning Guidance**

Supplementary Planning Guidance (SPG) documents provide further detail on the policies set out in the LDP. The SPGs relevant to the proposed development are:

- Affordable Housing Obligations (2020) - This SPG provides further guidance on Policy SP15 and CW11 to ensure the provision of affordable housing. The requirement to meet the need for affordable housing is a material consideration and will be taken into account in the determination of planning applications.*
- Car Parking Standards (2017) - This guidance identifies how the CSS

Wales - Wales Parking Standards 2014 will be applied across Caerphilly County Borough. The requirement for residential development in zones 2 - 6 is 1 space per bedroom (maximum requirement of 3 spaces) and 1 visitor space per 5 units.

- Building Better Places to Live (2017) - the purpose of this document is to improve the standard of design in residential development; it acts to serve as guidance for developers and planning officers. The guidance provides further detail to the LDP policies (SP6) and refers to the objectives of good design as set out in TAN 12. Objectives for residential development are set out in addition to an explanation of an effective design process.

*Note that discussion will be required as to how the outputs typically associated with planning obligations are addressed, since the Council would be the applicant for any future planning applications.

• **Replacement Local Development Plan**

The Local Development Plan is currently being reviewed to ensure that it is kept up to date. To date the first call for candidate sites has been undertaken and the Preferred Strategy has been published for consultation. The proposed site is proposed for allocation as a residential development.

• **Local Development Constraints and Proposal Plans**

The site is identified as white land on the proposals map. Adjacent to the site there is a designated cycle route and the Rhymney River is a Site of Importance for Nature Conservation. On the constraints map the site is part of a wider Secondary Coal Resource Area and is also part of a Coal Mining Development Referral Area. The western boundary of the site is abounded by a Flood Zone C2 designation. The Rhymney Conservation Area is located to the south east.

PLANNING HISTORY

5/5/85/0045: Residential - Land Comprising Former Rhymney Brewery Site: Permitted 22/04/85

5/5/87/0131: Proposed erection of retail and sheltered housing accommodation for the elderly- Former Brewery Site Rhymney: Permitted 02/06/87

5/5/89/0175: Erect residential development - Former Rhymney Brewery Site The Edwards Rhymney Gwent: Permitted 14/08/89

5/5/90/0885: Erect supermarket and associated car parking and service area - Kwik Save Tre Edwards Terrace Rhymney: Permitted 14/03/91

P/03/0398: Erect fascia signs and totem sign - Kwik Save Tre Edwards Terrace Rhymney: Permitted 19/03/03

06/0276/ADV: Erect four double post mounted signs and two single post mounted signs - Kwik Save Store Tre-Edwards Rhymney NP22 5HU: Permitted 9/10/06

P/06/0616: Alter and extend existing store to include new loading bay pod, new glazed canopy, new finish to external walls and piers - Kwik Save Group Plc Tre-Edwards Rhymney Tredegar NP22 5HU: Permitted 10/07/06

14/0257/NOTD - Demolish former retail food store - Aldi Tre-Edwards Rhymney Tredegar NP22 5HU: Prior approval granted 2/09/14

01 INTRODUCTION

1.5 SUMMARY OF PROPOSALS

The proposals are up to 23 new dwellings with associated landscape, highways and drainage infrastructure.

-  Development Parcel
-  Landmark Building
-  Existing/Proposed Trees
-  Existing Hedgerows
-  Shared Surface/Private Drives
-  Pedestrian/Cycle Path
-  Play Area
-  SUDs Feature
-  Rain Gardens
-  Buffer Areas
-  Key Boundary Treatments
-  Cycle Stand
-  Bin Storage



 Illustrative Masterplan

01 INTRODUCTION

In summary the illustrative masterplan provides the following:

- Up to 23 new homes of which approximate 57% will be affordable at an appropriate density that is reflective of the surrounding context;
- Provision of high quality housing with a range of house types, sizes and tenures, including affordable housing that responds to locally identified needs;
- Strong accessibility to the centre of Rhymeny and local public transport through pedestrian and cycle connections;
- A proposed urban form that responds to the local character through appropriate densities, architectural forms / details and public realm treatments;
- Retention, management and enhancement of existing hedgerows and trees through the site to promote biodiversity and ecology;
- Planting through the developed area of the site to soften the street scene;
- A green buffer towards western boundary that will help ensure that habitats are to be retained and enhanced within the proposal.



The site

02 CONTEXT APPRAISAL

2.1 SITE LOCATION

Wider Context

The site is located in the town and community of Rhymney which lies in Caerphilly County Borough, South Wales.

The site is well connected through road infrastructure with Merthyr Tydfil being 5.9 miles west of the site, and Abergavenny being 15.9 miles east. The site also lies 14.9 miles north of Caerphilly along the A470 and approximately 28.7 miles north of Cardiff.



Wider Context Plan

02 CONTEXT APPRAISAL

Local Context

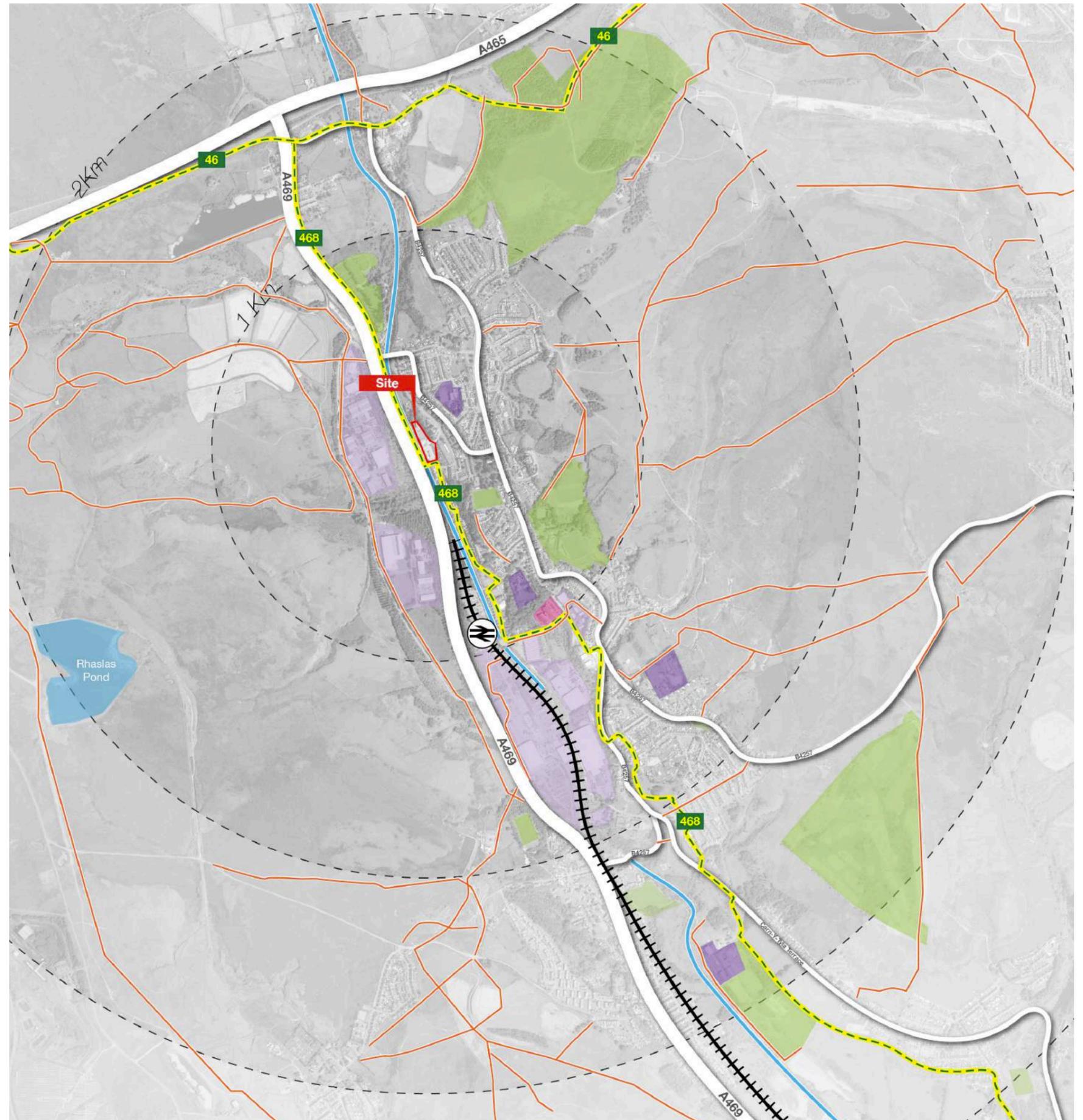
As shown by the immediate context plan, the site of circa 1Ha is located in the north of the Rhymney settlement. The site lies in Caerphilly County Borough south of the A465, 28 miles north of Cardiff.

The sites surroundings is mainly residential to east and industrial to the south-west. Its in an ideal location being in close proximity to Rhymney train station, educational facilities, green spaces and health care. The site lies adjacent to the A469 and Rhymney River allowing good access and accessibility to existing highway and blue/green infrastructure.

National cycle route (46 and 468) runs along A469 and A465 which connects to the nearby villages and towns, like New Tredegar to the south and Brynmawr to the east.

A number of public rights of way connect the site to existing green infrastructure and neighbouring residential towns such as Tredegar and Pontlottyn. The existing sustainable transport infrastructure already in place promotes Rhymney to be a more desirable place to live.

- Site Area
- Roads
- Industrial
- Education
- Health
- Green Space
- Water Body
- Public Rights of way
- Cycle route
- Railway



Immediate Context Plan

02 CONTEXT APPRAISAL

2.2 LOCAL AMENITIES AND FACILITIES

The adjacent plan shows that there are a number and range of facilities and services situated within comfortable walking and cycling distances which can be accessed via suitable active travel routes.

The site is situated in a highly sustainable location, as would be expected for a site in an existing and established residential area, with close proximity of the local centre, bus stops, rail stations and a school.

The site is well connected through several bus stops along the B4257 allowing regular journeys to the wider area, providing further local amenities and facilities. Some of these facilities include sports provision, community centre, library, churches, health services, schools, convenience store and allotments.

Education

Rhymney has two primary schools located to the north and southwest of the town. Upper Rhymney Primary School is located an 8 minute walk from the site and Bryn Awel Primary School is a 25 minute walk from the site.

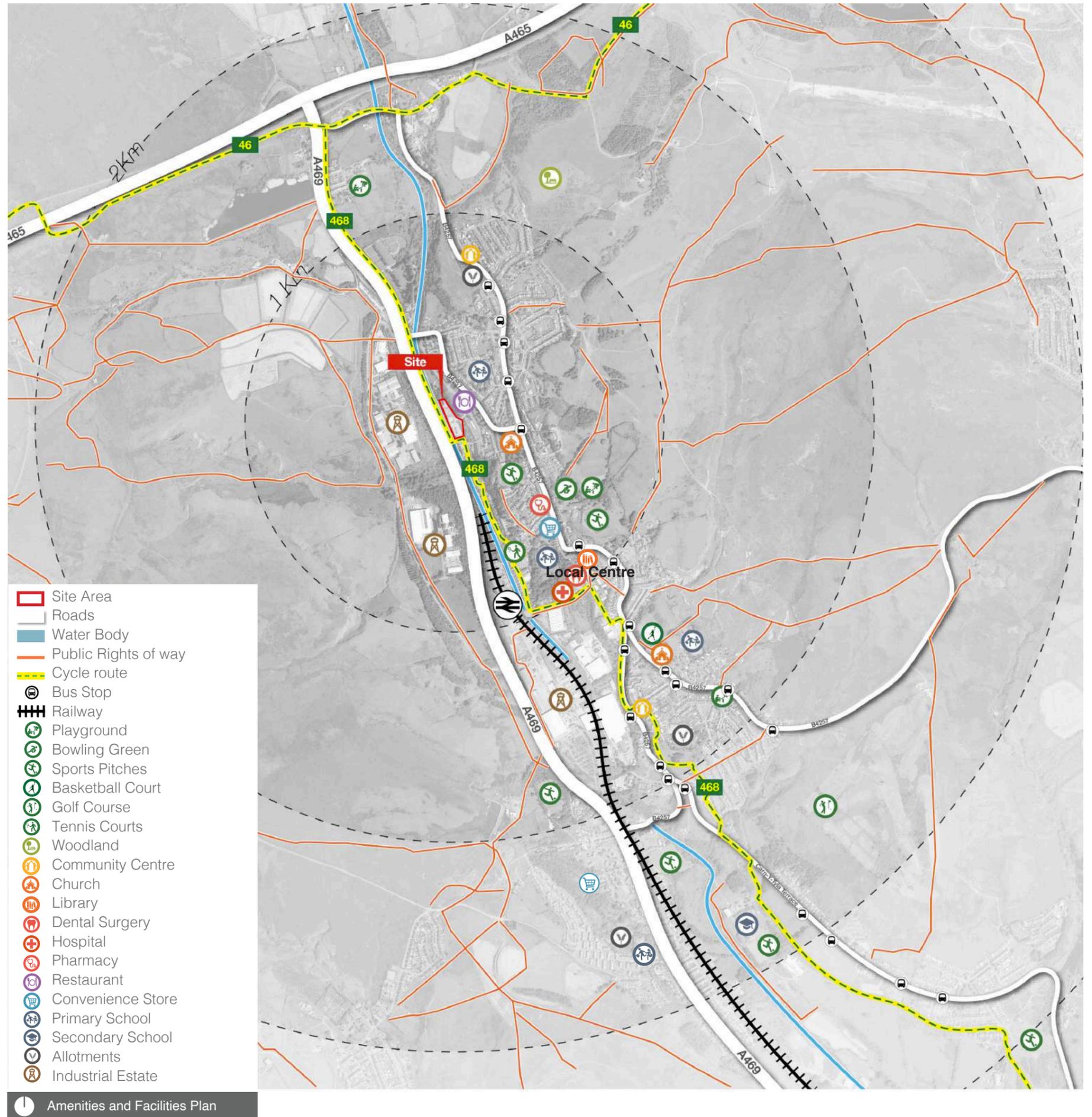
Idris Davies Secondary School is a 36 minute walk south of the site located in Pontlottyn. Pontlottyn Primary School runs parallel being a 39 minute walk from the site.

Health Care

Rhymney provides health care services off the B4257. The dental surgery and hospital is also a 7 minute walk from the main transport hub and 14 minute walk from the proposed site.

Employment and Retail

Rhymney is predominantly residential with a few employment uses along the A469 and B4257. The roads run immediately adjacent to the site which is home to a large industrial estate, convenience store, library, hairdressers and local pub/restaurant .



Amenities and Facilities Plan

02 CONTEXT APPRAISAL

- Site Area
- PROW
- National Cycle Route (46/468)

2.3 PROW AND CYCLE ROUTES

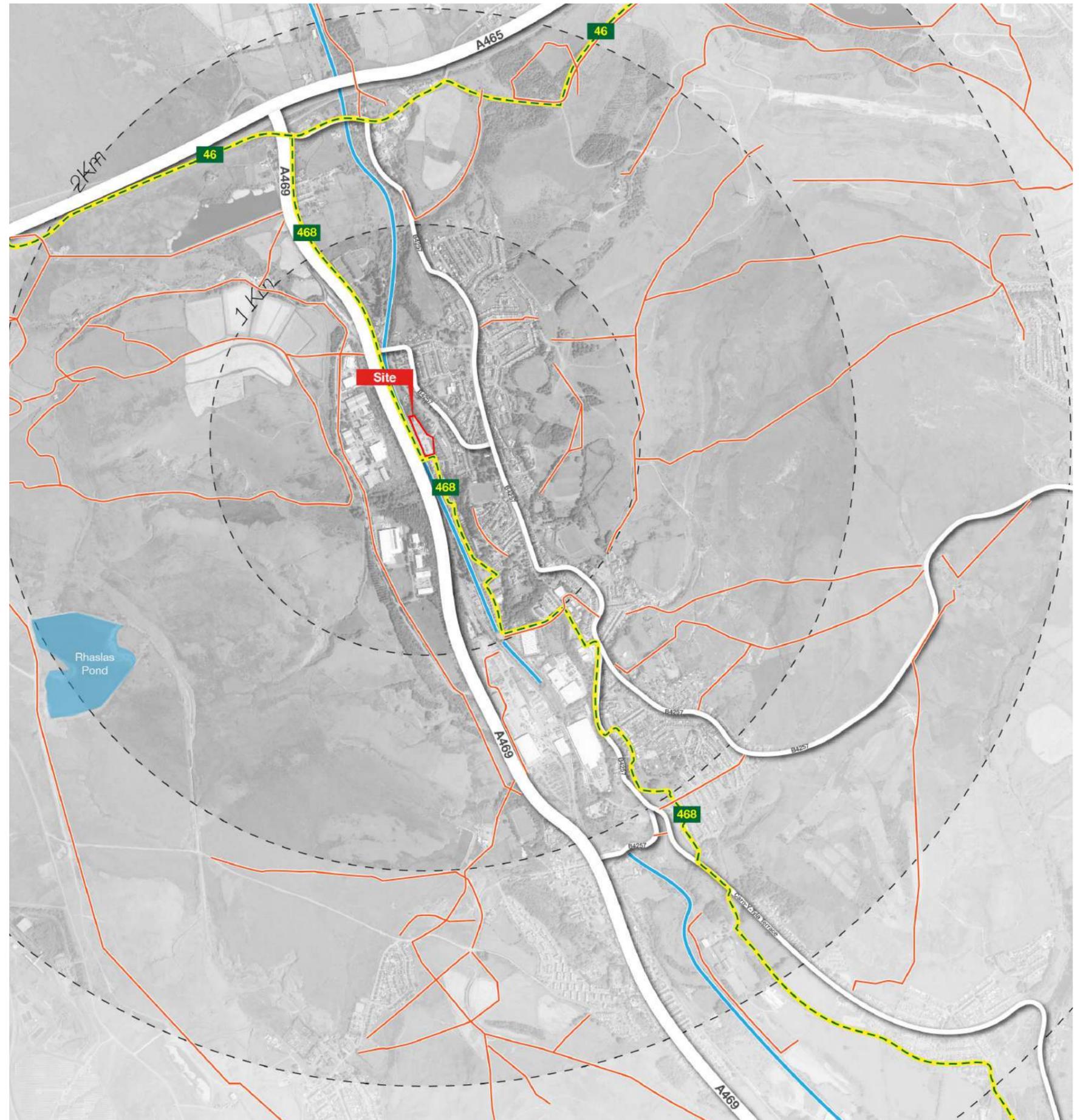
The site is located in proximity of the 468 National Cycle Route, which runs along the western edge of the site providing a direct route to NCR 46 along A469 north of the site. It also provides a direct route south of the site to further residential towns, like Pontlottyn and Tredegar.

The National Cycle Route (NCR) 468 runs from Pengam north towards New Tredegar, forming part of the developing network running the length of the Rhymney Valley. This route also connects to NCR 46 which is a high quality route connecting Bromsgrove to Neath.

The site is surrounded by Public Rights of Way (PROW). These run through the surrounding existing residential development which allows for local residents to be better connected to green space, sports/play provision and the towns facilities.



Signage to Cycle Route 46 (north of the site)



PROW and Cycle Routes Plan

02 CONTEXT APPRAISAL

2.4 HISTORICAL CONTEXT

Historical Town Evolution and Development

The adjacent plans show the evolution of Rhymney town between the 1885 and the 2022 from available historic mappings. The core of the town was built prior the 1885 and it is mainly focused around the High Street and Hill Street, forming the spine of Rhymney. The adjacent maps also show a slow growth of the town during the years, mainly located to north and south of the town.

The town was founded prior the 1885, with the establishment of the Union ironworks in 1801. The Ironworks used local coking coal, iron ore and limestone. From the mid-19th century, steam coal pits were sunk to the south of the town. The ironworks closed in 1891 and by the early 20th century the town's collieries employed nearly the entire local population.

Industrial areas remain prominent in Rhymney, mainly situated to the south - west of the site, in proximity of the railway line. From the 1951 and the 2022 the industrial areas have grown along the west of the town.

The town was supported by the Rhymney Railway, founded to transport minerals and materials to and from collieries and ironworks in the Rhymney Valley of South Wales, and to docks in Cardiff. It opened a main line in 1858, and a limited passenger service was operated in addition. It declined in the 1970s, but the main line from Rhymney to Cardiff remains in heavy use as a local passenger line.

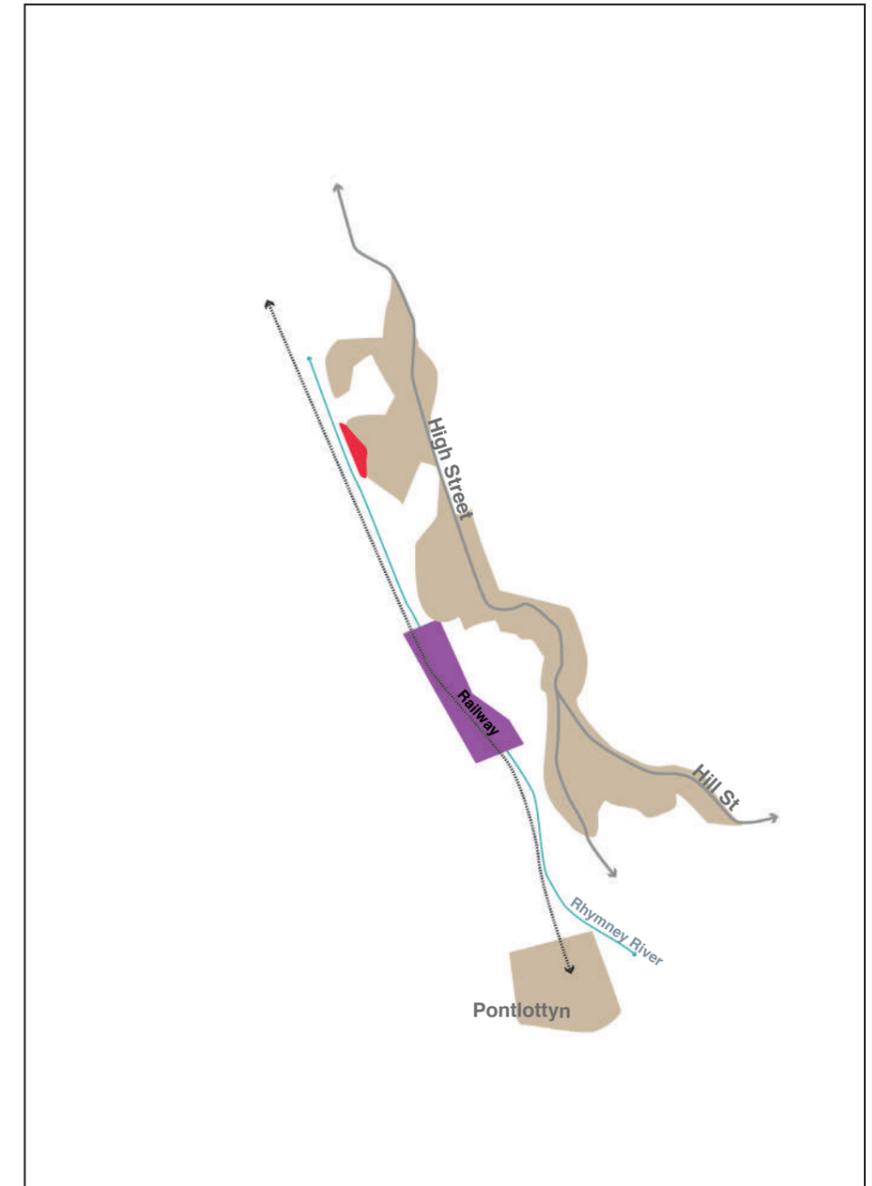
The site was developed as part of the Rhymney Brewery due to the establishment of the South Wales iron industry. The Rhymney Brewery began operating in 1839. Around the 1990 the site was developed as supermarket with associated car parking and service area to be demolished in 2014. Since then the site has been used for temporary solutions like Covid centre during the pandemic.

- Site Location
- Residential Developments
- Industrial Development

From 1885



Map 1 - 1885



Map 2 - 1901

02 CONTEXT APPRAISAL

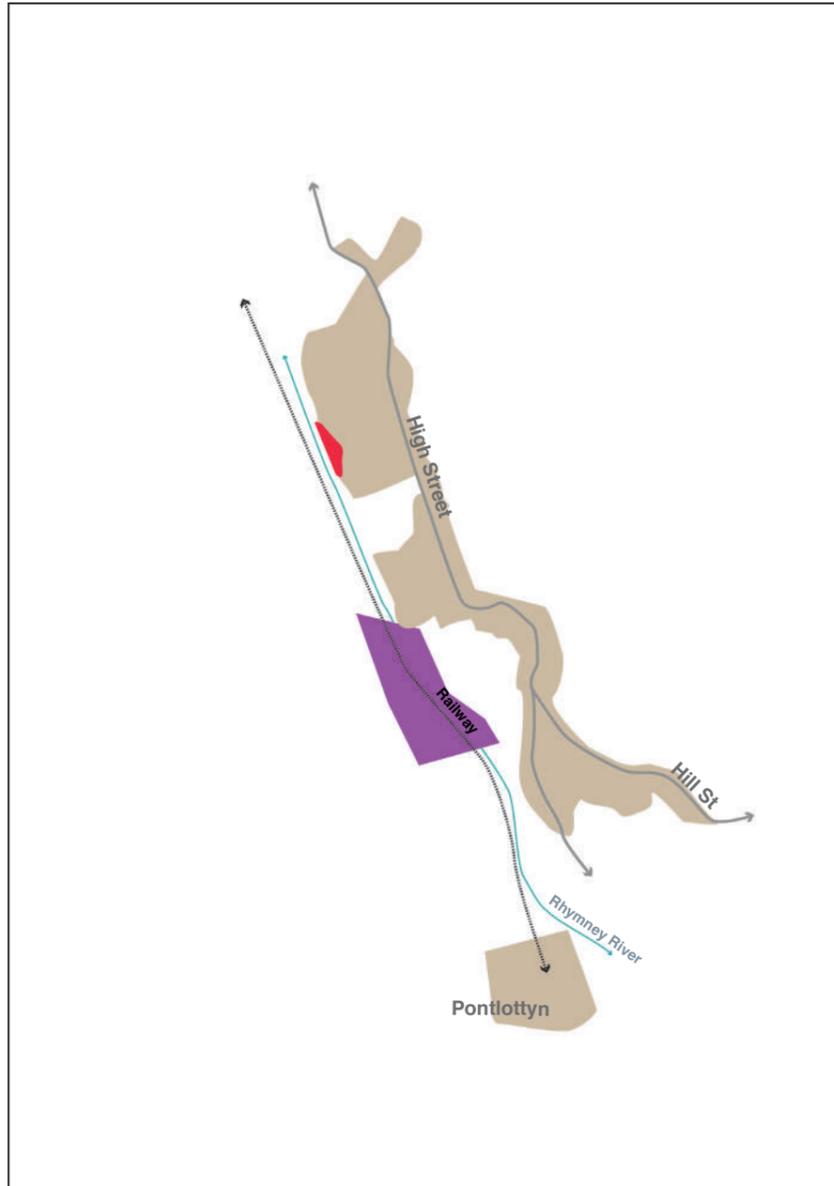
To 2022 →



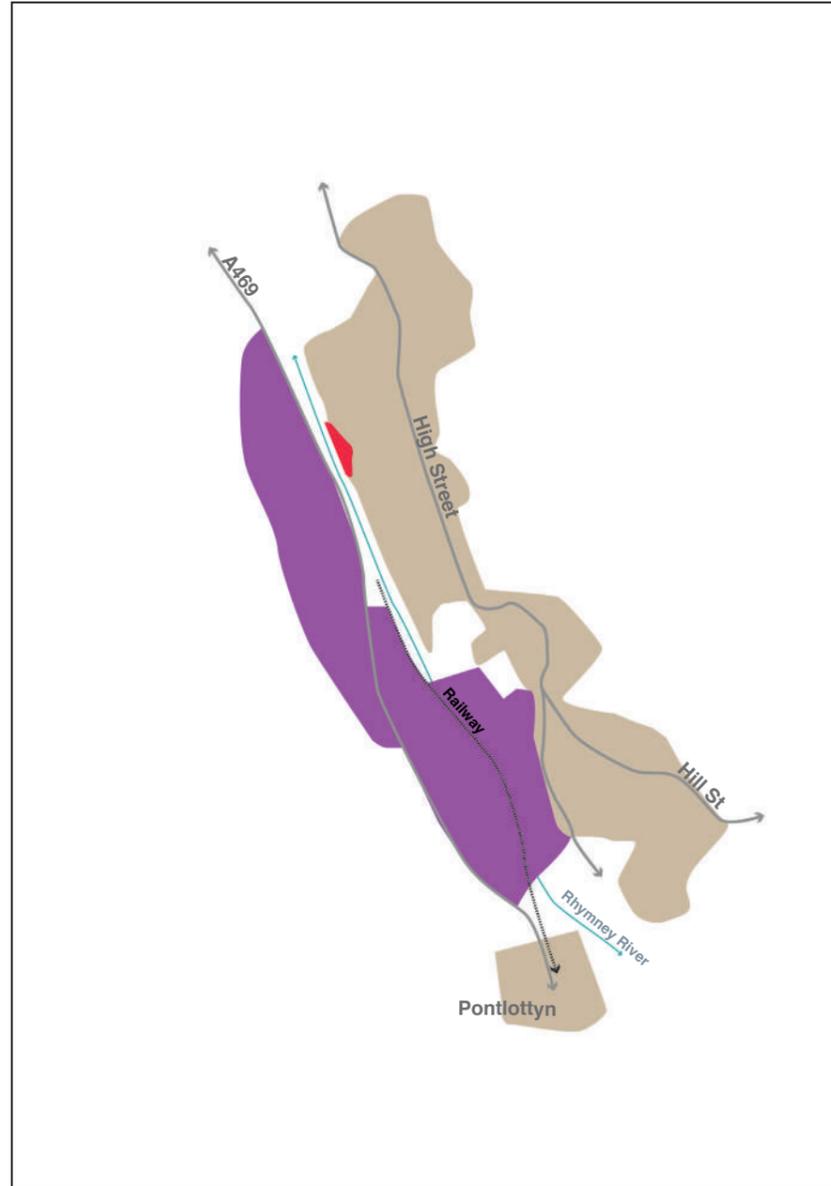
Food Store 2010



Rhymney Brewery in 1885



Map 3 - 1951



Map 4 - 2022



High Street today - built prior 1885



Buildings built after the 1951 to North of Rhymney

02 CONTEXT APPRAISAL

PLACEMAKING WALES CHARTER: IDENTITY

An analysis of the existing built environment of Rhymney has been conducted to provide inspiration and to help create a locally appropriate development. The analysis has helped ensure that the development integrates with and responds to the local context and responds to the grain of the locality.

2.5 LOCAL CHARACTER

The design of the development should be appropriate to the local character of Rhymney. It is therefore important to understand how the town's character has evolved. The analysis in this section is divided into the following areas:

- Settlement Pattern
- Urban Form
- Architectural Details
- Materials
- Car Parking
- Boundary Treatments

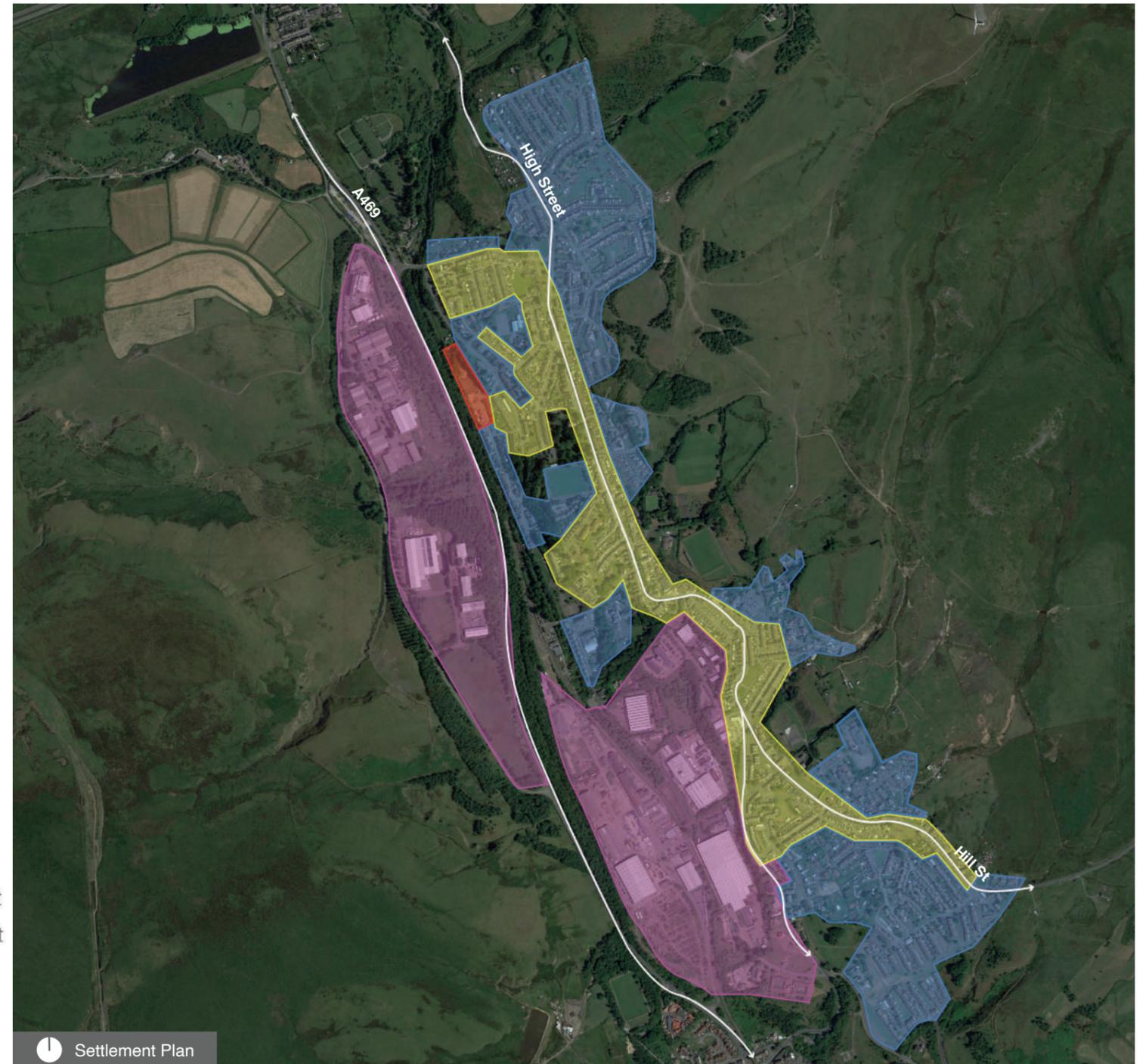
The plan to the right shows the historical development of Rhymney, which can be divided into two main character areas :

- Historic Settlement - part of the town built prior 1900 and influenced by the ironworks industry, mainly developed along the High Street and Hill Street
- Modern Settlement - part of the town built in between the 1900 and today and mainly located towards the edges of the town

The site is located in the north of the town settlement. Therefore it is a natural site to redevelop.

Ensuring a development that is of high quality and will reflect and enhance the identity of Rhymney requires consideration of the particular characteristics of the site, the local built and patterns of urban growth within the local area.

Matters of detail relating to the appearance of the proposed development are reserved for approval at a future date, however, the analysis provides pointers for how such details should be progressed.



02 CONTEXT APPRAISAL

Settlement Pattern

The settlement pattern reflects the industrial heritage of the town, with a linear pattern along the High Street and Hill Street mainly formed by runs of terraces.

The modern part of the town, built between the 1900 and today, has kept the linear pattern in line with character of Rhymney but formed mainly by semi-detached properties, with occasional runs of terraces and detached houses with private parking. The modern pattern is mainly located around the edges of the town.

Design Guidance:

- The site to be read as part of Rhymney, with linear pattern and medium density.
- The site should be mainly formed by semi-detached and detached houses to keep in line with the modern settlement. Occasional runs of terraces can be seen within the proposal.

Urban Form

The mix of semi-detached houses and runs of terrace housing result in an urban form that is of medium density. The housing is mainly 2 storeys although there is the occasional 3 storey property in key locations. Properties are typically set back from the street to provide front parking and wide gardens, where possible. Within the historic part of town the set back is very limited.

Design Guidance:

- A medium density urban form is more appropriate reflective of the town's urban form. The site is located at the edge of the town and therefore detached and semi-detached units are preferred.
- Building heights should be 2 storeys with 3 storeys at key locations.



Semi-detached houses at the edge of the town



Detached houses set back to accommodate front parking and wide gardens



Occasional 3 storeys at key location, mainly 2 storeys houses



Limited set back around the historic settlement



2 Storeys semi-detached houses around the edge of town



Linear pattern including run of terraces along the historic settlement

02 CONTEXT APPRAISAL

Architectural Details

Architectural detailing influence can be taken from both the historic core of Rhymney and the surrounding of the site. The historic settlement is mainly formed by runs of terrace housing typical of the Victorian age, built with the establishment of the Union Ironworks.

The modern settlement is mainly formed by semi-detached and detached dwellings with on plot parking.

Within Rhymney formal and symmetrical arrangement is prominent with a strong presence of render within the historic part and use of redbrick around the edges and for detailings. Use of chimneys can be seen throughout the street scene along with bay windows at key locations. Canopies and porches are present within the modern settlement and they should be considered within the design proposal.

Roofs are mainly gables with primary materials consist of slate and plain tiles

Design Guidance:

- Architectural details found in Rhymney should be used sensitively to enhance the sense of place, without seeking to create a pastiche.
- Subtle feature that adorn the existing windows and doors and form part of the street scene must be respected with traditional proportions.
- Canopies, porches and bay windows to be incorporated where appropriate.



Run of terraces around the historic settlement



Chimneys and bay windows at key locations



Gable roof around the town



Detached house with bay windows



Detached house with porch

02 CONTEXT APPRAISAL

PLACEMAKING WALES CHARTER: IDENTITY

Analysis of the local context and identified the key characteristics of the local urban pattern, grain and scale of buildings and spaces in different situations, which have been used to inform the layout; proposing a new development that fit well into the surrounding context.

Materials

Different tones of renders are the most prominent building material across the town, especially around the historic settlement, where blue, white, cream and many more types of renders can be found within the elevations.

Less common building materials include different tones of bricks which are present mainly within chimneys and boundary treatments. Around the edges of the town bricks can be found within elevations and detailings.

Roofscape materials consist primarily of slate and plain tiles which like the render provides a unifying element for the town.

Boundary wall treatments typically consist of red brick, hedgerows and railings.

Design Guidance:

- *Slate or plain tiles should be used for roofing purposes.*
- *Different types of render must be the predominant building material for all property elevations.*
- *The occasional brick building material can be used at key locations or for detailing, as well as around the edge of town.*



02 CONTEXT APPRAISAL

Car Parking

In the historic settlement parking is mostly on-street, where terraces houses are predominantly located, with occasional parking at the back or within detached runs of garages.

Towards the edges of the town, around the modern settlement car parking is mainly located on-plot and to the front of properties.

Less common are the side parking and courtyards, although they can be considered in key locations or where permitted by the design.

Design Guidance:

- Car parking should be on-plot and mainly to front of the properties, side parking can be considered, where appropriate, into the design proposal.
- On-street parking is present particularly around the historic settlement, despite that it would be acceptable for visitors parking only and should be mitigated with landscaping features.



On-street parking around the historic settlement



On-street parking around the historic settlement



Runs of garages



On-street parking around the historic settlement



Parking in front of properties



Parking in front of properties



Parking in front of properties

02 CONTEXT APPRAISAL

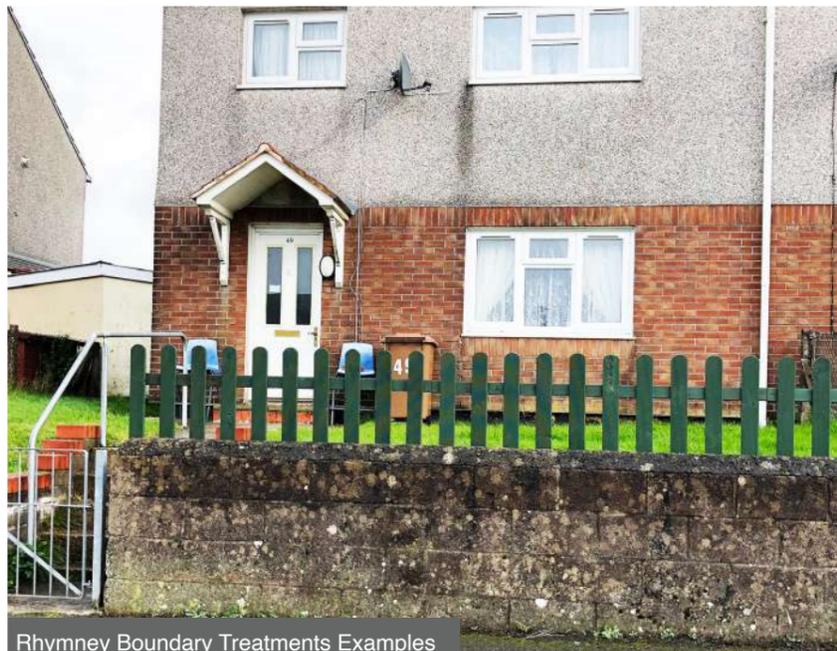
Boundary Treatments

The most common front boundary treatment is low red brick walls; in some cases railings are used on top of the wall, or hedgerows are located to the rear.

Less common are low stone walls which can be found at key locations. Different tones of brick can also be found within the town.

Design Guidance:

- *Front garden boundaries should be mainly low walls, which can be integrated with railings and hedgerows at key locations.*
- *Red brick to be the main materials for the low walls.*



Rhymney Boundary Treatments Examples



03 SITE APPRAISAL



01

View east along southern site boundary



02

View north into site along existing car park

3.1 SITE DESCRIPTION

The site is situated at the western edge of Rhymney, adjacent to the Rhymney River, which runs north to south, approximately 10m from the site boundary. The site is located off Glan-Yr-Afon and Old Brewery Lane and is situated approximately 800m north-west of Rhymney local centre.

The site comprises of approximately 1.03 hectares of land. It is considered brownfield / previously developed land due to previous use of food supermarket with associated car parking and service area. The supermarket has been demolished in the 2014 and only the car park is still present on site. Prior the food store the site was developed as part of the Rhymney Brewery.

The site consists of hardstanding within the centre of the site and established trees around the west, north, and, north-eastern boundaries of the site. To the south-west the development area is bounded by existing properties along Old Brewery Lane.

The site comprises a car park at the south extent of the site, bounded by trees, overgrown amenity grass verges and shrubs. At the north part of the site is an area of broken hard standing and loose gravel / rubble, which has become colonised by ruderal and perennial species. The site is bounded by a treeline to the north-east and dense area of scrub to the north and north-west.

The topography of the site is generally flat, sloping gently from north to south, however it is lower in level than the existing vegetation which bounds the site to the north and north-east .



03

View east towards existing access



04

View north along western site boundary



05

View north along the centre of the site



06

View east towards existing vegetation

03 SITE APPRAISAL

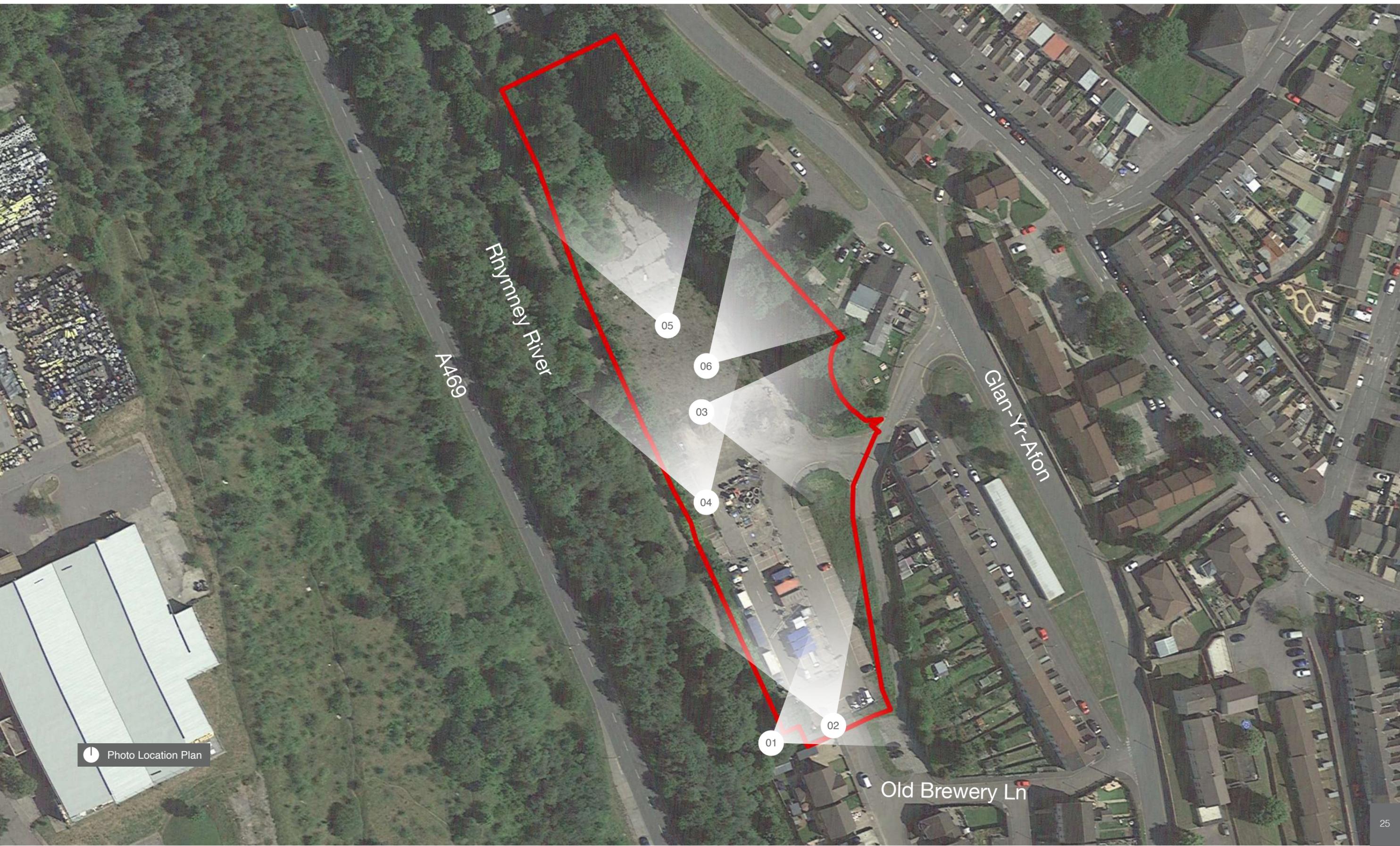


Photo Location Plan

03 SITE APPRAISAL

PLACEMAKING WALES CHARTER: LOCATION

Identification of existing cycle and pedestrian routes (National Cycle Route 468) has informed the design proposals ensuring that the site is tie into the existing network helping to reinforce and enhance the existing movement; creating good connections to the wider surrounding and promoting active travel.

3.2 SITE ACCESS AND MOVEMENT

Vehicle Access and Movement

The site has two points of vehicle access, off Glan-Yr-Afon (access 01 on adjacent map) and Old Brewery Lane (access 02 on adjacent map).

The main vehicular access (access 01 on adjacent map) could be obtained from the existing priority junction onto Glan-Yr-Afon, which historically served the Former Food Store on the site. This has suitable width and geometry to accommodate HGV movements and is appropriate to accommodate a residential development which would mainly generate light vehicle movements.

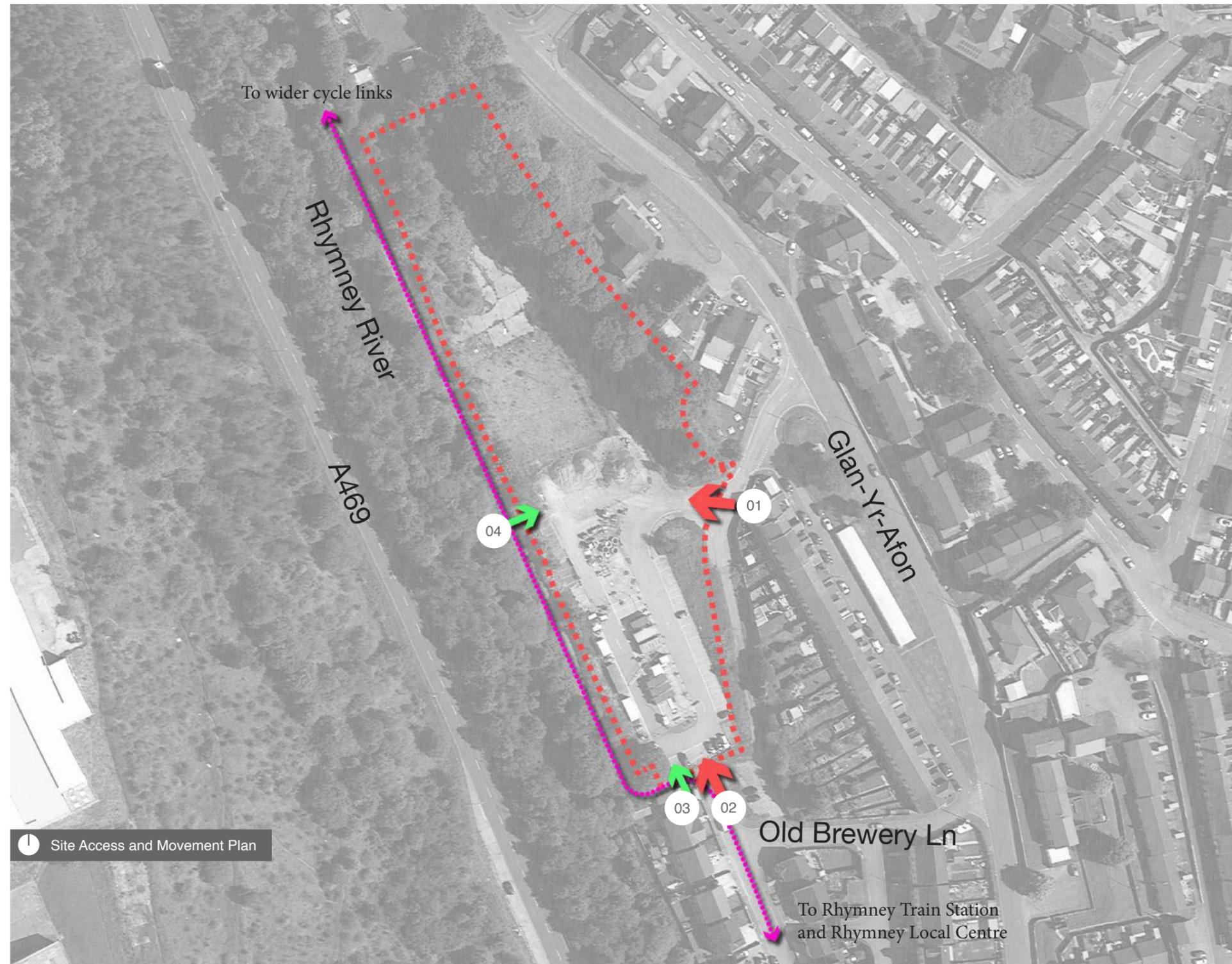
At the southern end of the site a secondary vehicular access (access 02 on adjacent map) will also be provided through an extension to the spur from Old Brewery Lane. This will extend the carriageway into the site. Old Brewery Lane provides a carriageway width of 6.0m which will continue into the site. The access would also include a footway on the west side.



01

Existing access from former Food Store

- Site Location
- ➔ Vehicular Access
- ➔ Pedestrian/Cycle Access
- National Cycle Route 468



Site Access and Movement Plan

To Rhymney Train Station and Rhymney Local Centre

To wider cycle links

Rhymney River

A469

Glan-Yr-Afon

Old Brewery Ln

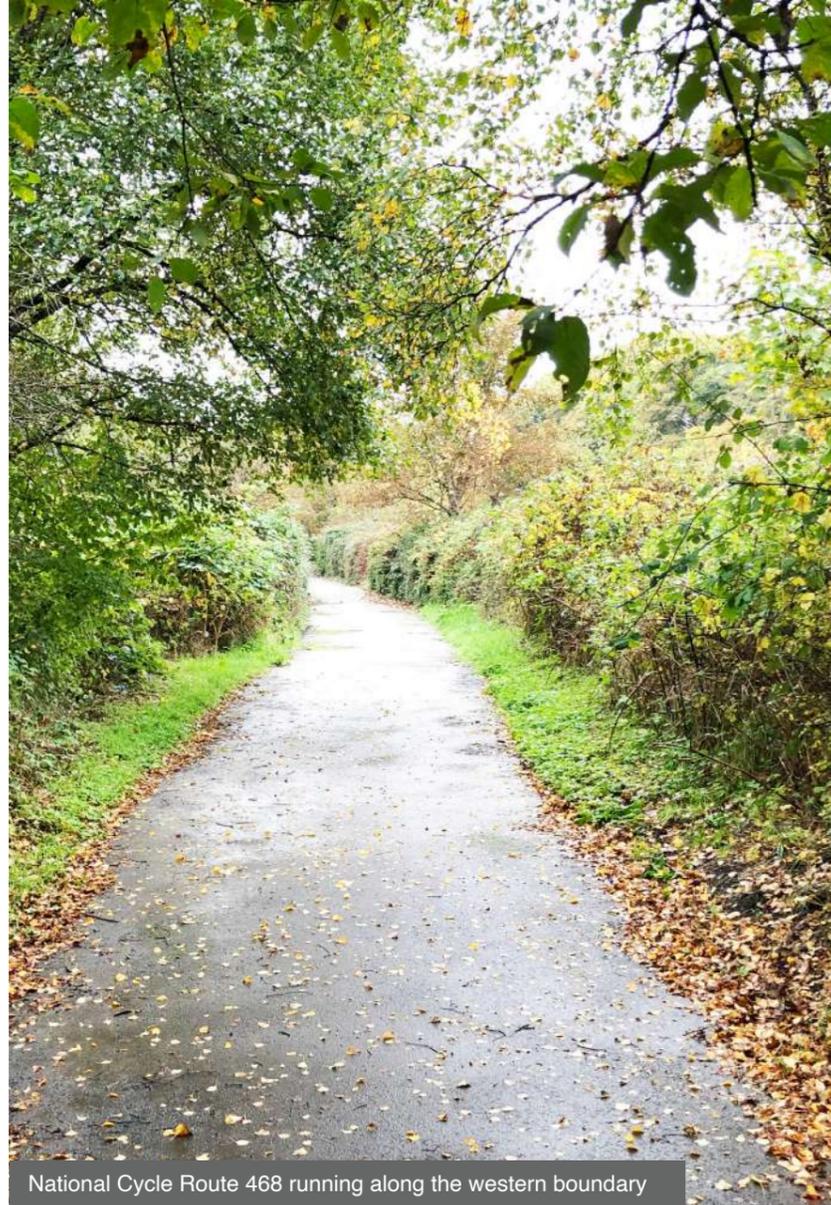
03 SITE APPRAISAL

Pedestrian and Cyclists Access and Movement

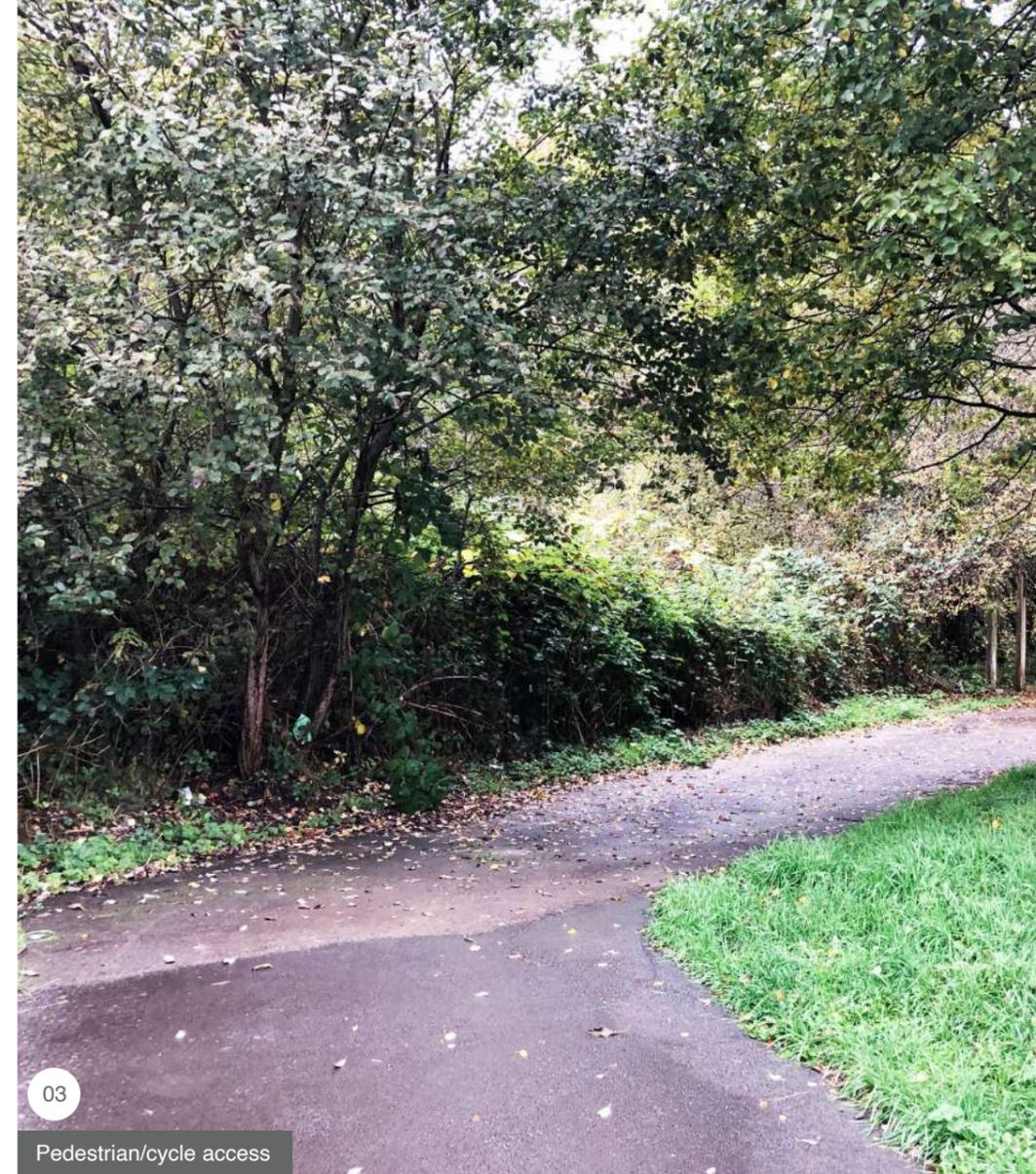
The site is situated in a highly sustainable and well connected location for active travel and for most everyday needs journey purposes.

The site is well situated to benefit from existing walking and cycling routes. Suitable footways and crossings are provided throughout the local area, as would be expected within an existing and established urban area and for a site which has accommodated a historic retail use. The majority of streets within the vicinity of the site have footways on one or both sides of the carriageway, providing links between the site and the surrounding facilities.

The NCN Route 468 borders the site to the west and extends in a north to south alignment in relation to Rhymney. The route comprises a mixture of traffic-free and on-carriageway routes, which provide a connection to the north for NCN Route 46 and to the south for NCN Route 47.



National Cycle Route 468 running along the western boundary



03

Pedestrian/cycle access



02

Access from the south of the site, off Old Brewery Lane



04

Pedestrian access along the western boundary



National Cycle Route 468

03 SITE APPRAISAL

3.3 TOPOGRAPHY

The existing site topography falls in a southward direction with a highpoint of 281.05 m AOD In the north of the site and a low point of 274.01m AOD in the south which has been confirmed by means of a topographical survey. The site, formally Food Store, is predominantly flat, with change in levels towards the north part the site.

Around the existing vegetation to the north the site becomes steep with a 1:1.5 slop along the northern boundary. Behind the western boundary, towards the river the topography slopes down to the Rhymney river..



Relatively flat levels across the site

■ ■ ■ Site Location
- - - Existing Contours



03 SITE APPRAISAL

PLACEMAKING WALES CHARTER: PUBLIC REALM

By understanding the status of the existing landscape character, the design proposals are able to effectively work with the existing landscape; retaining existing natural features, supporting quality of place and enhance the landscape character.

3.4 SITE LANDSCAPE

The site is bounded by mature trees to the north east and by hedgerows to the western boundary, along with scattered trees. The value of the boundary trees themselves is a significant material consideration.

A tree survey has been undertaken and identifies that the tree groups on site vary from category C to A. As a general principle all trees of value (individual and groups) are to be retained as part of the proposed development.

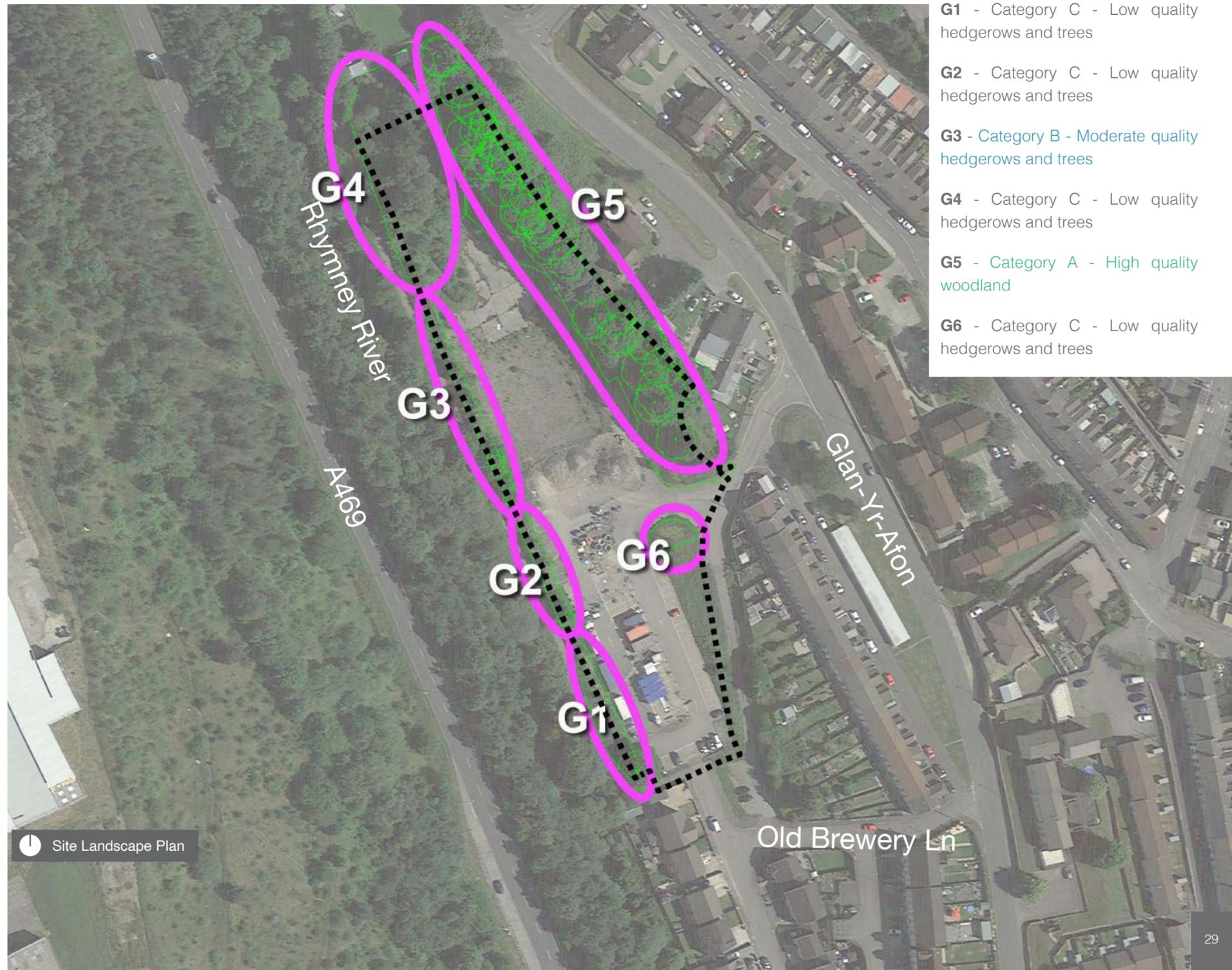


G5 high quality woodland



G2 Low quality hedgerows and trees

- ■ ■ Site Location
- Existing Vegetation
- Group of Trees



- G1** - Category C - Low quality hedgerows and trees
- G2** - Category C - Low quality hedgerows and trees
- G3** - Category B - Moderate quality hedgerows and trees
- G4** - Category C - Low quality hedgerows and trees
- G5** - Category A - High quality woodland
- G6** - Category C - Low quality hedgerows and trees

Site Landscape Plan

03 SITE APPRAISAL

3.5 ECOLOGY

A Preliminary Ecological Appraisal has been carried out to ascertain the ecological features and character affecting the site. The site visit identified no requirement for further protected species surveys, as the key habitat on the site is being retained.

Designated Sites

The majority of designated sites in the vicinity of the site is sufficiently well separated so that no impacts on their designated features are anticipated as a result of the proposed development.

Habitats

The majority of the habitats on-site is of negligible or site ecology importance. Where possible, the proposed redevelopment should be concentrated in these areas.

Trees and hedgerows of up to local ecological importance are to be retained. It is recommended that, where possible, these habitats are to be retained and enhanced with suitable buffers from development.

There is an opportunity for an enhancement to the biodiversity and ecological importance of the site as a result of the proposed redevelopment. Where possible, new habitats should be created in suitable buffers from development, including native species of trees and flowering plants (UK-propagated and grown) or species of known benefits to wildlife which should be incorporated into the soft landscaping design.

- Site Location
- Hedge with trees, species-poor
- Broad-leaved woodland, semi-r
- Scrub, dense/continuous
- Improved grassland
- Ephemeral/short perennial
- Hard standing



Ecology Plan

03 SITE APPRAISAL

PLACEMAKING WALES CHARTER: PUBLIC REALM

Through analysing the site and understanding the features of the site, including its topography and areas at risk of flooding, the design proposal is able to effectively integrate a well-design 'green' sustainable drainage systems to manage surface water, flood risk and significant changes in rainfall providing strong natural flood resilience for the scheme.

3.6 FLOOD RISK AND DRAINAGE

The site lies adjacent to the Rhymney River, but outside within a low-risk flood zone. The Development Advice Map identifies areas of surface water flooding on the site, possibly due to water flow from the higher ground to the east and north east of the site.

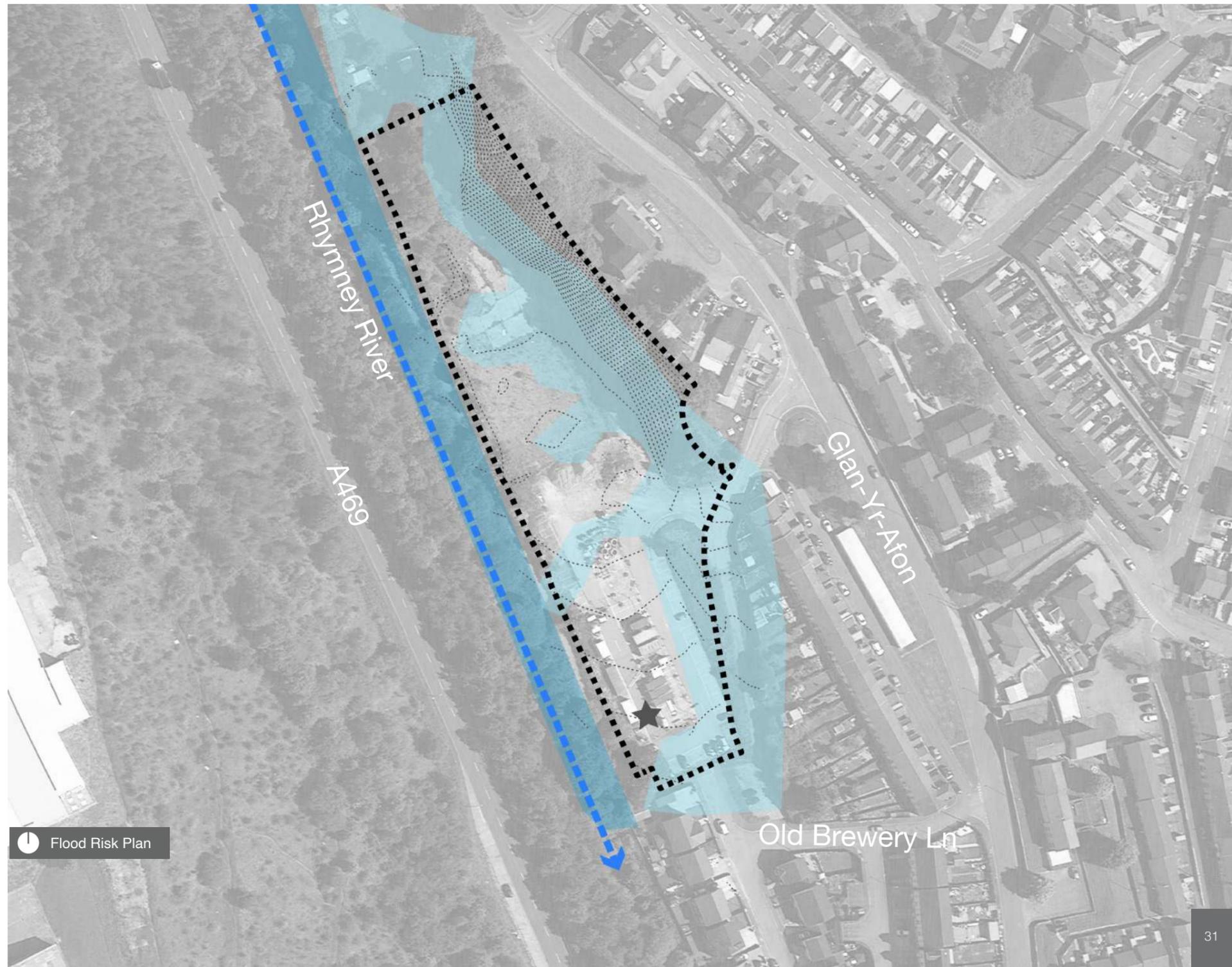
NRW development advice mapping indicates the development parcel is within a Flood Zone A – At little or no risk of fluvial or coastal / tidal flooding and adjacent and outside C2 flood zone. The site levels will be greater than the levels used to define Flood Zone C to the south of the site, so the only outstanding requirement is to consider surface water.

The proposed development will need to include a robust sustainable surface water and SUDS drainage strategy. SUDS feature should be mainly located at the lower point of the site, towards the south boundary.



Rhymney River

- ■ ■ Site Location
- C2 Flood Zone Adjacent to Site
- Surface Water
- Rhymney River
- Contours
- ★ Low Point



Flood Risk Plan

03 SITE APPRAISAL

3.7 UTILITIES

The adjacent plan shows the utilities running within and outside the site. Welsh Water Asset plans show several 225mm surface water sewers /spurs to the east and south of the site, along with an existing Special Purpose Chamber and 225mm combined sewer in the south of the site.

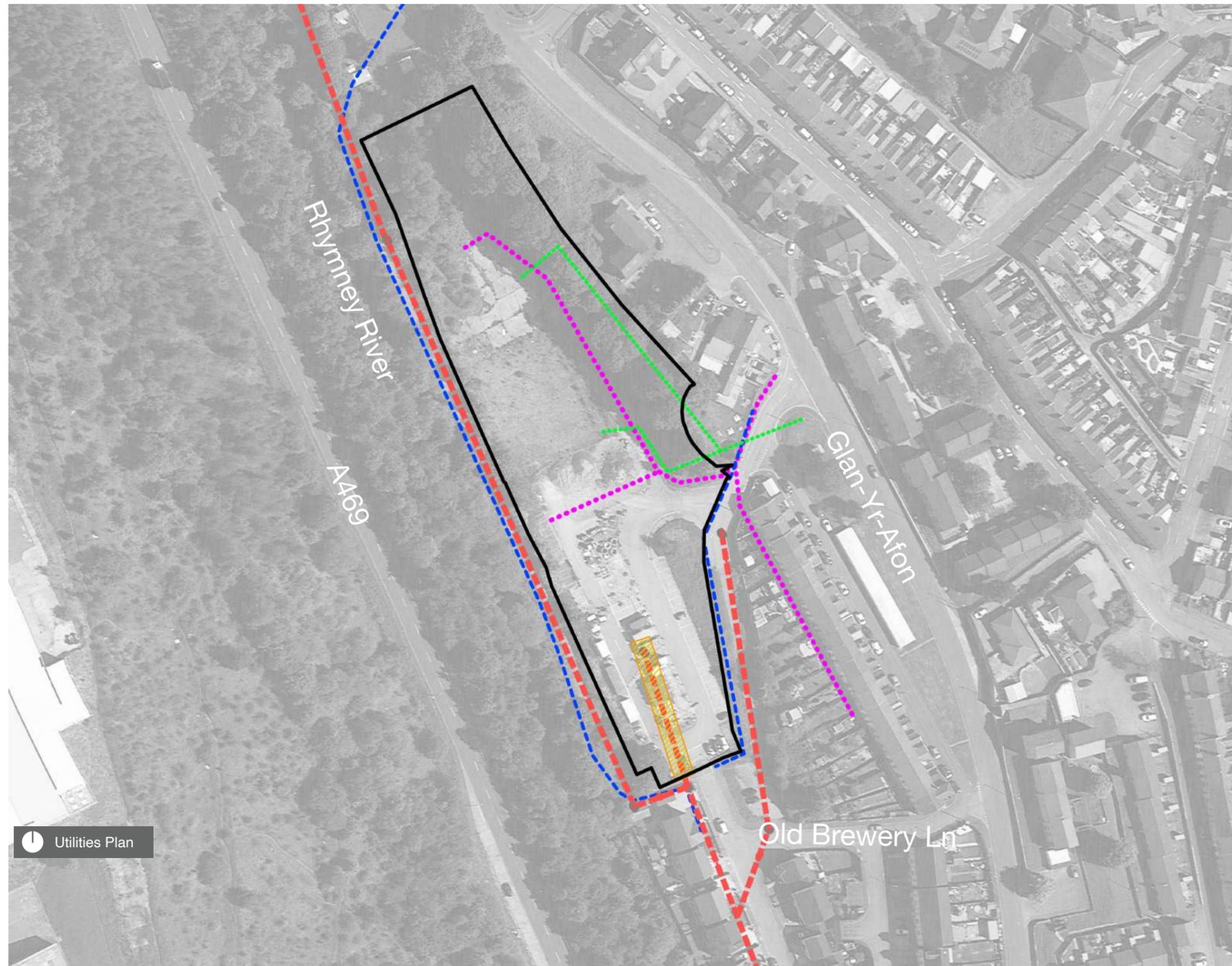
This includes existing infrastructure within the existing offsite footpath along the Western boundary of the development and within Old Brewery Lane along the south-east Boundary. The easement will need to be incorporate into the design proposal.

The plan shows two underground LV service cables supplying the former food store, located in the southern part of the proposed site. The Openreach network plans of the area shows an underground duct and a chamber at the entrance to former food store. A further line of underground cable and chambers is located at the eastern part of the site, supplying the former food store.

Utilities can possibly be redundant following demolition of the former food store.

- Site Location
- - - Existing Welsh Water Combined Sewer
- ▨ Welsh Water Easement
- - - Existing Welsh Water Main
- WPD Low Voltage Cable (Buried)*
- Existing Telecom Cable (Buried)*

*Utilities possibly redundant following demolition of former store



Utilities Plan

03 SITE APPRAISAL



Arrow indicating the approximate location of the Walsh Water Sewer

03 SITE APPRAISAL

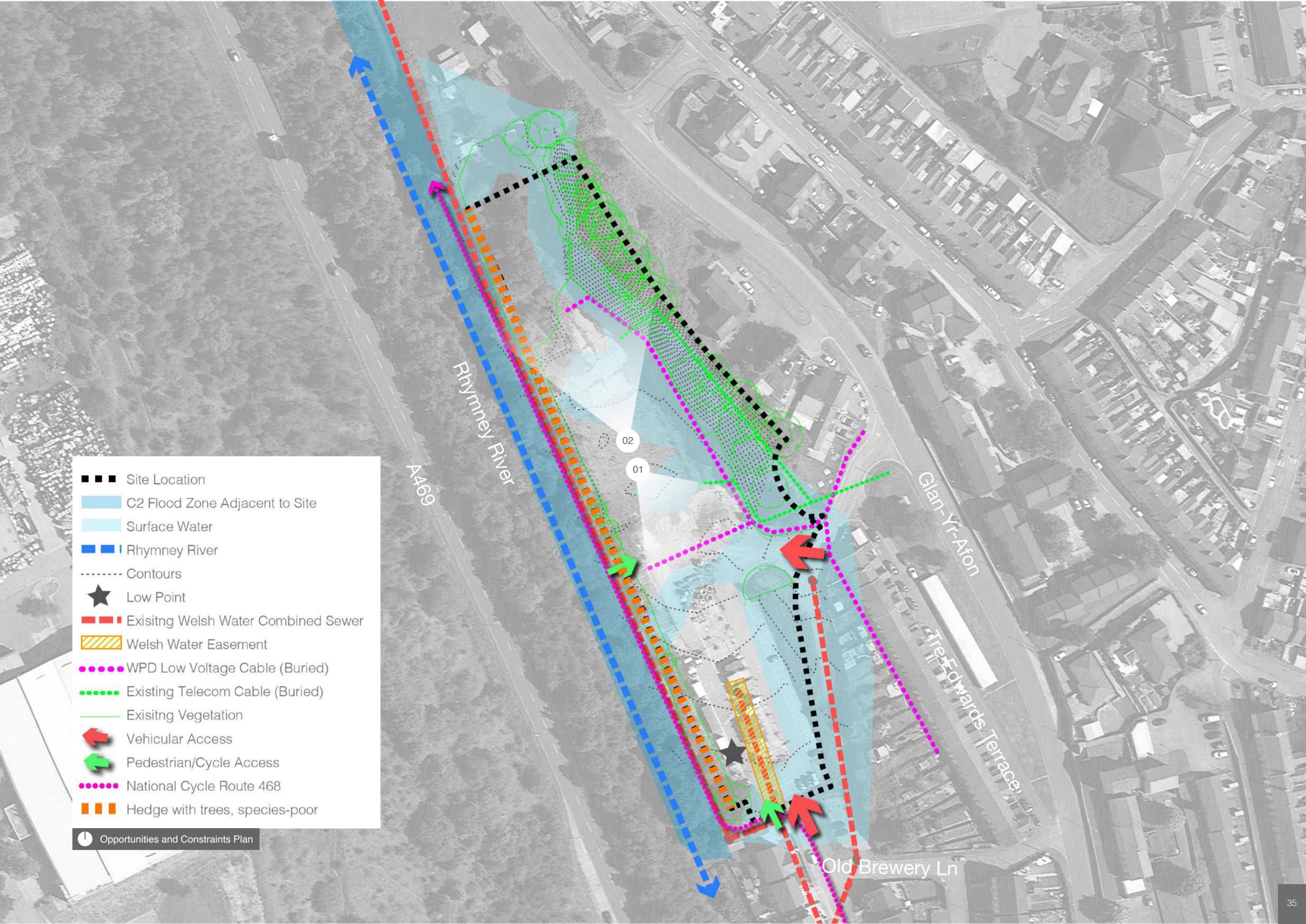
3.9 OPPORTUNITIES AND CONSTRAINTS

The following points are the main constraints and opportunities that have been identified, based on the assessment of the site and its context:

- Opportunity for site access to be taken from existing access off Glan-Yr-Afon.
- A secondary access can be taken from the south of the site off Old Brewery Lane.
- Opportunity to link into National Cycle Route 468 and wider path network with new pedestrian access points along the western edge of the site.
- Opportunity to link the site to the local amenities and Rhymney train station through pedestrian connections.
- SuDs features to be located in the lower part of the site in response to the sites topography and to be incorporated into the landscape strategy
- Retention and enhancement of existing trees and vegetation to be incorporated into any new development design.
- Habitats are to be retained and enhanced with suitable buffers from development.
- Enhancement of western hedgerows and trees which are currently species-poor and low quality in order to create new habitats in suitable buffers from development, including native species of trees and flowering plants.



- ■ ■ Site Location
 - C2 Flood Zone Adjacent to Site
 - Surface Water
 - Rhymney River
 - Contours
 - ★ Low Point
 - Existing Welsh Water Combined Sewer
 - ▨ Welsh Water Easement
 - ● ● WPD Low Voltage Cable (Buried)
 - ● ● Existing Telecom Cable (Buried)
 - Existing Vegetation
 - ➔ Vehicular Access
 - ➔ Pedestrian/Cycle Access
 - ● ● National Cycle Route 468
 - ▨ Hedge with trees, species-poor
- 🕒 Opportunities and Constraints Plan



04 DESIGN PROPOSALS

4.1 ILLUSTRATIVE MASTERPLAN

The context and site appraisals have shaped the design proposal; providing the basis for creating a responsive development that compliments the local character of the area and responds sensitively to the surrounding context.

The illustrative masterplan opposite shows the proposed development of the site. The plan achieves up to 23 homes, including one, two, three and four beds houses, with approximately 0.49ha of public open space.

Existing tree and vegetation around the perimeter, providing natural buffers (in particular to western boundary where improvement is required) have been retained and enhanced as part of the development.

The proposal includes a variety of house types to respond to the local character in terms of material, architecture, boundary treatments and density, creating different character areas within the development to inform an urban hierarchy that reflect the surrounding character.

Internal movements have been design to link the development with the surrounding context throughout a clear hierarchy of streets and pedestrian and cycle paths, in particular to connect the site to existing pedestrian path and cycle routes (National Cycle Route 468).

- | | | | |
|---|-------------------------------|---|-------------------------|
|  | Development Parcel |  | Play Area |
|  | Landmark Building |  | SUDs Feature |
|  | Existing/Proposed Trees |  | Rain Gardens |
|  | Existing Hedgerows |  | Buffer Areas |
|  | Shared Surface/Private Drives |  | Key Boundary Treatments |
|  | Pedestrian/Cycle Path |  | Cycle Stand |
| | |  | Bin Storage |



 Illustrative Masterplan

Old Brewery Ln

04 DESIGN PROPOSALS

PLACEMAKING WALES CHARTER: PEOPLE AND COMMUNITY

The design proposal offers a wide range of well designed places sustain their beauty over long term, enhancing a good sense of community which results in well-manage and maintained public and private spaces. Public spaces are designed to be inclusive to all while private spaces are designed to be flexible to adapt to the changing needs of their users over time.

PLACEMAKING WALES CHARTER: MIX OF USES

The design proposal offers a quality housing range which are promoting quality of life for the occupants, including security, privacy, accessibility and adaptability, as well as be designed to incorporate features that encourage sustainable lifestyle.

- ① Main access from Glan-Yr-Afon to the East of the site, through the existing access for the Former Food Store.
- ② Secondary access from Old brewery Lane to the south of the site.
- ③ National Cycle Route 468, forming part of the developing network running the length of the Rhymney Valley. This is linking with Rhymney railway station and close amenities.
- ④ Pedestrian and cycle connections between the site and National Cycle Route 468.
- ⑤ Existing woodland to the North East of the site to be enhanced and retained as part of the proposal.
- ⑥ Formal Play area as part of Public Open Space provision requirement.
- ⑦ Attenuation Basin at the lowest point of the site.
- ⑧ Western boundary and existing trees to be enhanced and retained as part of the proposal. New native species of trees to be planted to enhance the ecological value of the western boundary.
- ⑨ Ecological buffer from western edge to be kept as part of the proposal.
- ⑩ Pedestrian internal connections.

In summary the masterplan development provides the following:

- Up to 23 new homes of which approximate 40% will be affordable at an appropriate density that is reflective of the surrounding context.
- Provision of high quality housing with a range of house types, sizes and tenures, including affordable housing that responds to locally identified needs.
- Strong accessibility to the centre of Rhymney and local public transport through pedestrian and cycle connections.
- Architectural detailing and material palette that responds to the surrounding character drawing upon the positives attribute of the area. This is to be agreed through future reserved matters applications.
- A proposed urban form that responses to the local character through appropriate densities, architectural forms / details and public realm treatments.
- Retention, management and enhancement of existing hedgerows and trees through the site to promote biodiversity and ecology.
- Planting through the developed area of the site to soften the street scene.
- A green buffer towards western boundary that will help ensure that habitats are to be retained and enhanced within the proposal.

LAND BUDGET TABLE	
Gross Developable Area	0.55 ha
Public Open Space (including formal play and woodland)	0.48 ha
Total Site Area	1.03 ha

04 DESIGN PROPOSALS

-  Site Location
-  Vehicular Access
-  Pedestrian/Cycle Access
-  National Cycle Route 468
-  Primary Route
-  Secondary Route
-  Private Drives
-  Shared Surface
-  Proposed Pedestrian/Cycle Links
-  Play Area
-  Proposed Street Trees
-  Street Landscape

4.2 ACCESS AND MOVEMENT

Vehicle Access and Movement

The Site Access and Movement Plan shows a clear and well defined street hierarchy through the development.

The development is served by two vehicle access. The main vehicular access would be obtained from the existing site access onto Glan-Yr-Afon on the eastern boundary of the site, a secondary access being provided from the southern end of the site via an extension to the existing spur on Old Brewery Lane.

The development also has good public transport links, which provide a suitable, attractive and realistic alternative to travelling by car. This will assist in constraining vehicle generation and reduce the need for residents to own a car. It will also benefit and attract residents that would prefer to travel by public transport.

The primary route runs through the east of the site and includes street trees and soft landscape to soften the public realm and the impact of car parking, as well as a pedestrian lane that connects the development with the existing cycle and pedestrian network, in particular with National Cycle Route 468.

The secondary route to the south and the private drives are serving the edges of the development providing less vehicle dominant environments in order to promote activity and social interaction in the public realm, contributing to health, well-being, accessibility and inclusion.

Vehicle permeability is second to pedestrian and cyclist movement limiting the impacts of car use; prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality. Shared surfaced along with street landscaping are ideal to limit the presence of the cars around the internal streets.



 Site Access and Movement Plan

04 DESIGN PROPOSALS

10 CHARACTERISTICS RESPONSE: MOVEMENT

A pedestrian and cyclist orientated environment is achieved through this design proposal. The movement pattern provides a network of paths capable of facilitating both pedestrian and cyclist movement throughout the site and the surrounding.

Pedestrians and Cyclists

Pedestrian and cycle links are proposed throughout the development, around the primary route and through the public open space to secure a strong connectivity within the site and its spaces.

Pedestrian and cycle routes are connected with the existing public right of way network which links the site with the town of Rhymney and its facilities, including the railway station, facilitating active travel movement.

The site is also linked to the national cycle route 468 connecting the site with the wider cycle links.



Pedestrian/cycle link to Rhymney train station



National Cycle Route 468 to the west of the site



Link to the town centre of Rhymney



Existing access from former Food Store

04 DESIGN PROPOSALS

4.3 LANDSCAPE AND GREEN INFRASTRUCTURE

The illustrative masterplan provides approximately 0.48ha of open space which includes a mixture of natural and designed high quality public open spaces which integrates existing natural features into a multifunctional network that supports quality of place, biodiversity, water management, and addresses climate change mitigation and resilience.

The public space includes the retention of existing trees and hedgerows, enhancements for wildlife, play area facilities and SuDS features.



Western Boundary to be retained and enhance

- Site Location
- Existing/Proposed Trees and Hedgerows
- Green Corridors
- Wildflower/Perennial Meadow Species
- Proposed Street Trees
- Area of Wetland/Marginal Planting
- Hedgerows Boundary
- ⊗ Attenuation Basin
- ⊗ Play Area



04 DESIGN PROPOSALS

PLACEMAKING WALES CHARTER: PUBLIC REALM

Proposed open spaces provision incorporate natural and designed landscapes, high quality public open spaces, street trees and additional planting. Strong provision of new accessible green infrastructure spaces in close proximity to proposed homes will contribute towards well-being for the area providing value space for social interaction.

Landscape Strategy

- 1 Existing tree and hedgerow species retained and enhanced through native understorey woodland planting and gapping up of existing hedgerow where required. Gaps to be filled with similar native hedgerow species to ensure existing green infrastructure corridors are retained.
- 2 Periphery wildflower/perennial meadow species providing a feathered edge to the development, embedding it within its local context organically. The inclusion of periphery wildflower and grass species throughout the development and to the periphery, will create a generous network of habitat and biodiversity that form part of the street scene and development fabric. Rain gardens to be present within those areas to enhance the SuDS features.
- 3 Proposed native, non-native and fruit bearing species of trees planted throughout the street scene to provide a mix of disease/pest resilient trees, whilst also creating a green and leafy street scene throughout the proposal, ensuring variable scales of green infrastructure are included throughout the development.
- 4 Area of wetland/marginal planting associated with attenuation feature - providing habitat and uplift in site biodiversity, whilst also providing aesthetic quality to a functional space.
- 5 Hedgerows will be used as a primary boundary treatment to the front of dwellings and to the street scene. Hedgerows are to be formed of native and edible species throughout the development, enhancing the biodiverse and ecological value of the proposal, whilst also providing foraging options for people and animals alike.

Existing Vegetation

The landscape and green infrastructure plan to the left illustrates the green infrastructure retained on site.

The proposal aims to retain and enhance all the trees and hedgerows on site. The existing hedgerows and trees located along the perimeter of the site are to be retained and enhance as part of the proposal.

New habitats will be created in suitable buffers from development, including native species of trees and flowering plants.



Wild flower meadow



Existing Vegetation to be retained

04 DESIGN PROPOSALS

4.4 TOWNSCAPE PLAN

The townscape plan illustrates the two-dimensional pattern / arrangement of the proposed development blocks, streets buildings and open spaces. These have been arranged to ensure these elements compliment one another to create an attractive place to live with a strong sense of place. Consideration towards movement desire lines through the site, green infrastructure requirements and landscape character have also informed the development structure.

The development pattern provides a coherent framework that identifies key views and vistas and addresses them with key structures aiding legibility and way-finding through the development.

Gateway spaces are located off Glan-Yr-Afon and Old Brewery Lane and will provide an attractive entrance into the proposed development and enhances its overall legibility.

Primary frontages are critical to the impact and appearance of the development, starting from the entrances to the public realm. Strong frontage is prioritised along key spaces to ensure that these prominent spaces have a building frontage which helps create a distinctive quality and character.

Secondary frontages are important to shape the core of the scheme and to tie together the overall character of the development providing a coherent framework that identifies key views and vistas and addresses them with landmark structures aiding legibility and way-finding through the development.

Key spaces and a clear hierarchy of routes and intersections have been proposed to increase the legibility of development. Building and layout design, planting and views are utilised to form visual focal points and create legible routes. Focal buildings are located at the termination of vistas, development entrances or within key spaces.

Buildings at key corner locations will also act as focal points and provide animation and surveillance to both sides of the building facing the public realm.

- Site Location
- Primary Gateway Space
- Secondary Gateway Space
- Key Nodes
- Key Buildings
- Primary Key Frontages
- Secondary Key Frontages
- Key Views
- Public Open Space/Ecological



Townscape Plan

04 DESIGN PROPOSALS

PLACEMAKING WALES CHARTER: PEOPLE AND COMMUNITY

The urban pattern accommodates environments providing destinations and opportunities for community cohesion. The spaces are accessible to all and allow for existing and future residents to meet, share experiences and come together as a community.

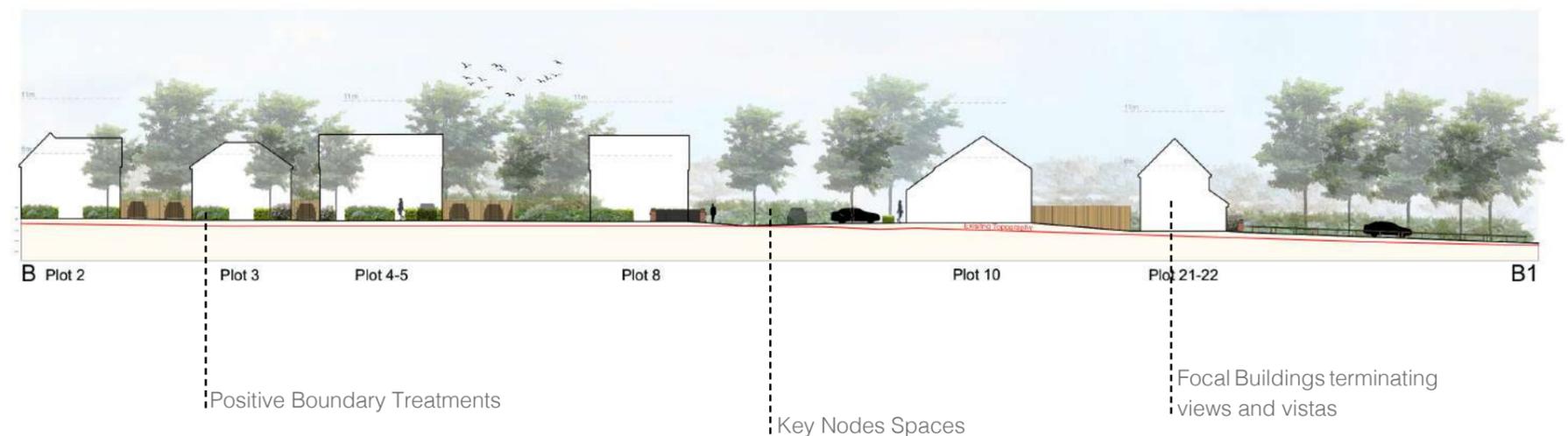
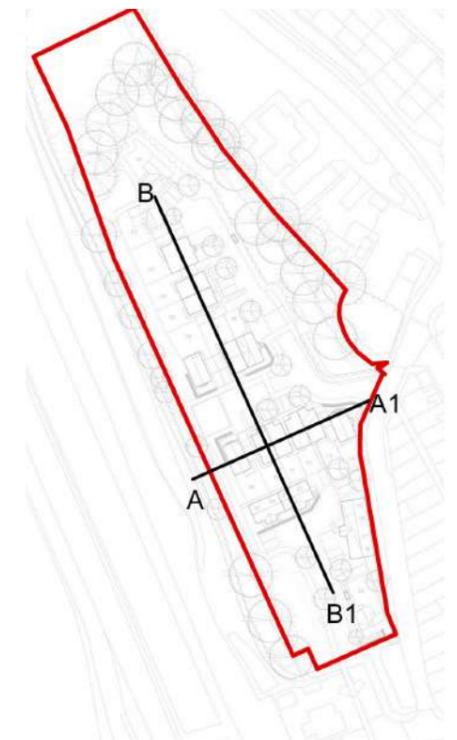
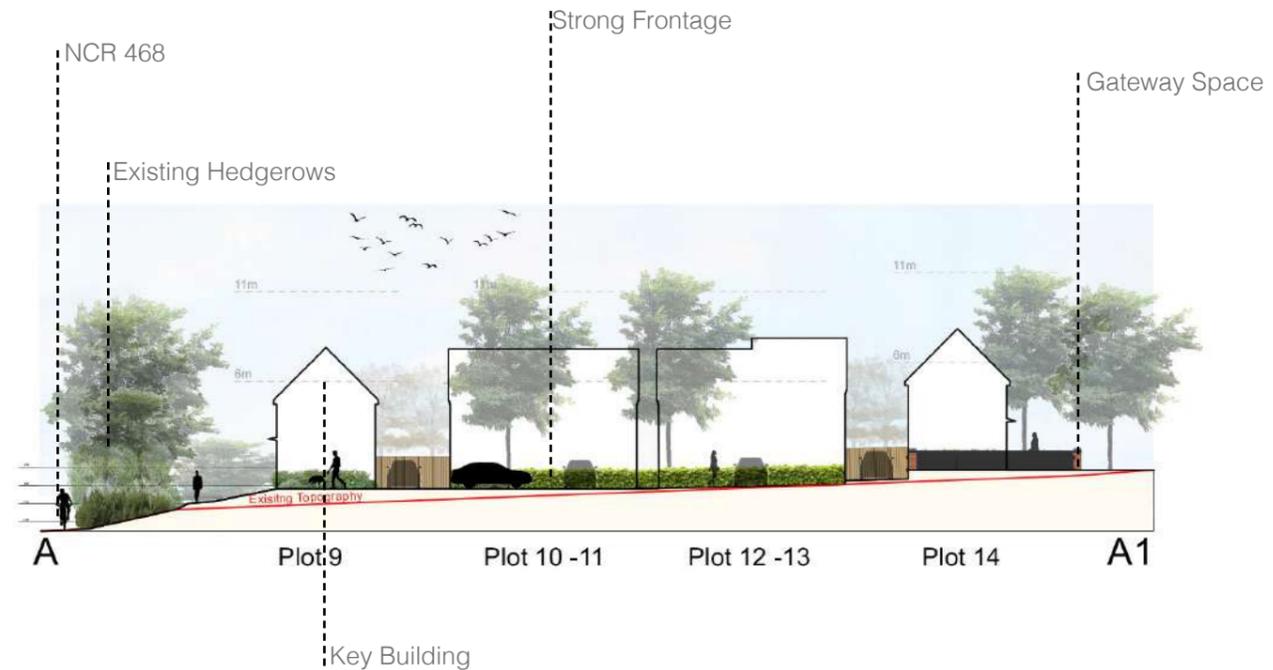
The primary gateway space is located towards the existing access of the former food store, it provides an attractive entrance into the proposed development and enhances overall legibility. The gateway space will consist of groupings of key buildings and of memorable soft and hard landscape design, to create a strong sense of place.

The secondary gateway space is located to the south of the site, towards the open space provision. As the primary gateway it provides an attractive entrance into the proposed development and enhances overall legibility with groupings of landmark buildings and significant landscaping.

The two secondary nodal spaces work in a similar way to support legibility and adding variety to the built form. These spaces are predominately more hard landscaped spaces forming focal points for the new community creating visual interest.

Perimeter block principles strongly inform the design of the development providing a strong frontage to the public realm whilst protecting the amenity of existing residents. This continuity assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment.

To avoid forming physical barriers to movement whilst protecting the amenity of both existing and proposed residents new homes form back-to-back relationship with each other in order to minimise overlooking. The new development will provide frontage over the proposed areas of public open space and capitalise on views towards existing mature green infrastructure.



04 DESIGN PROPOSALS

4.5 CHARACTER AREAS PLAN

In order to ensure the proposal creates a strong sense of place two character areas have been defined:

- Former Food Store Character Area: located to the north of the site, where the Former Food Store was situated;
- Old Brewery Character Area: located to the south of the site. This Character Area can be considered the extension of Old Brewery Lane.

The character areas plan to the right indicates the areas that have been identified as part of this design proposal and are largely led by the intended property typologies to be utilised in these areas.

To ensure the design proposals enhances and responds to the existing local character the proposed development utilises and incorporates the distinctive and positive street typologies, spaces, materials and architectural details that have been identified through the review of Rhymney.

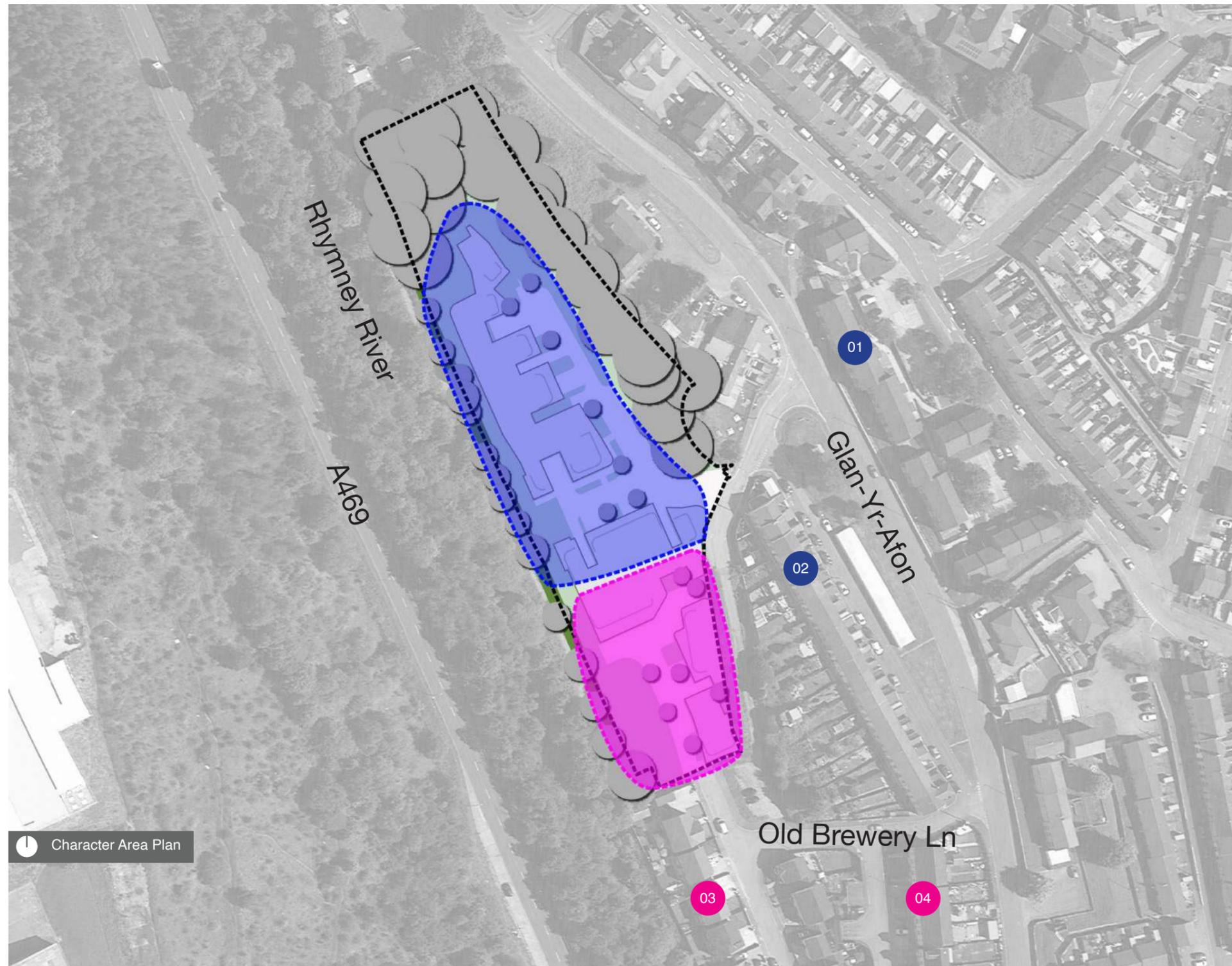
The character areas have their own set of individual design rules, creating distinct areas of the site including:

- Built form principles;
- Changes in height;
- Set backs;
- Landscape treatments;
- Colour and use of materials.

The aim is to help create an external built form of high quality design that will complement and respond to the setting whilst creating a sense of place

This section provides a guide on what is considered to be suitable for the development. Detailed design proposals will be agreed through future reserved matters applications.

Character Areas:
Former Food Store
Old Brewery



04 DESIGN PROPOSALS

PLACEMAKING WALES CHARTER: MIX OF USES

This proposal enables provision of a variety and choices of homes to suit all needs and ages. This includes people who require affordable housing or other rental homes. The proposal is also able to deliver a tenure neutral scheme where there is no segregation or difference in quality between tenures by siting, accessibility, environmental conditions, external facade or materials.



01

Development at north of Glan-Yr-Afon

Former Food Store Character Area

The Former Food Store Character Area is located off Glan-Yr-Afon, where the Former Food Store used to sit.

This Character Area is influenced by character of Glan-Yr-Afon and it appears with a strong built line mainly formed by semi-detached and detached houses, predominantly 2 storeys with occasional 3 storeys at key location.

Materials are mainly render with occasional red brick for detailing or at key location with wide set back to accommodate front parking.

Street trees planting, vegetation, low bricks walls will help to soft the street scene and they will be used to help define private front amenity areas.

Old Brewery Character Area

The Old Brewery Character Area is located to the south of the site and can be read as an extension of the Old Brewery development.

The Character Area includes mix of terraces, semi-detached and detached dwellings which change in scale, going from 2 to 3 storeys depending on location.

Set backs can vary depending on location, being tighter around key spaces, street trees will play an important role to soft the street scene.

Boundary treatments are mainly low walls, which can be integrated with railings and hedgerows at key locations.

Materials are set to be mainly red brick with occasional cream render to keep in character with the adjacent development.



02

Development at south of Glan-Yr-Afon



03

Development to the south of the site, off Brewery Lane



04

Development between Brewery Lane and Glan-Yr-Afon

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Building Heights

The proposed development height and massing responds to the sites context and key spaces consisting of a mixture of 2 storeys houses with occasional 3 storeys at key location..

Housing Mix

The proposals will deliver up to 23 high quality dwellings at an appropriate mix, including terraces, detached, semi-detached homes. Flats will also be considered within the development. A proportion of the proposed dwellings will be provided as affordable.

Car Parking

Residential Parking is to be located conveniently close to dwellings and in accordance with local planning policy requirements guidance contained within Manual for Streets. Proposed parking is primarily of on-plot parking appropriate to the category of street, with visitor parking distributed efficiently over the site.

On-plot parking will generally be located to the front of the properties. On side parking will be considered around the site when appropriate.

Wherever possible parking will be provided in accordance with the current standards established within the adopted Planning Policy.



Proposed development to be mainly 2 storeys



Appropriate mix to use with the proposal



Parking manly on plot and in front of properties



Occasional 3 Storeys at key location

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Sustainability

The masterplan supports and promotes a sustainable lifestyle and health and well-being through providing for sustainable travel via pleasant and direct pedestrian and cycle routes and new outdoor amenity space. The proposed development aims to create an accessible and permeable environment that aids way-finding and encourages physical activity.

The proposed layout facilitates a close connection between the development and the site's natural assets, providing attractive spaces integrated with the green and blue infrastructure of the site. Public open spaces are well-connected and easily accessible throughout the development, catering for a range of uses including recreation, relaxation and play. The green environment therefore aims to offer social and community benefits for residents but also enhances biodiversity and ecology

Biodiversity and green infrastructure have been a key consideration for the proposals and have been retained and enhanced where possible with the development to promote the concept of community identity.

The masterplan facilitates the development of a variety of house types, tenures and densities to reflect local needs and create a diverse community. The streets and spaces aim to encourage social interaction and community identity and pride through a shared sense of ownership.

It is anticipated that the development will provide high quality homes with the potential for a range of low and zero carbon design solutions that will stand the test of time.

COMMUNITY SAFETY

Community safety and security are essential ingredients to the creation of a successful and sustainable development. Clear urban design principles have been adopted based on a dialogue with a selection of key stakeholders prior to the application, resulting in a robust and legible layout with sustainable community principles at its heart and responding to the need to reduce crime and enhance community safety.

Some of the key benefits of the masterplan vision which will assist in enhancing community safety are:

- Improving links with the wider community and using effective engagement and participation by local people, groups and businesses in the planning, design and long-term stewardship of the development;
- Creating inclusive, well designed, high quality public open spaces whilst maximising active frontages and natural surveillance through development orientation;
- Creating a clear distinction between public and private spaces with appropriate boundary treatments; these can take the form of physical barriers such as dwarf walls, fences or hedges, or more subtle psychological barriers such as change in paving and materiality or landscaping.

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4.6 APPEARANCE

The surrounding context provides a clear understanding of the local character of Rhymney, which is implemented within the design proposal and the two character areas.

The tables to the right provides an overview of the recommendations around appearance for the site for the character areas.

This section provides a guide on what is considered to be suitable for the development. Detailed design proposals will be agreed through future reserved matters applications.

Former Food Store Character Area	
Density	Medium Low Density (25-35 dph)
Building Height	Predominantly 2 storeys with some 3 storeys at focal points.
Layout Structure	Medium density detached and semi-detached houses with wide frontages to accommodate front parking
Streetscape / Public Realm	Uniform built line onto the site to work as gateway space. Predominantly Tarmac for main carriageways with potentially paving at key nodal points. Resin bound gravel for private drives.
Landscape	Urban environment with potential for landscaping, tree planting and rain gardens
Illustrative Materials	Walls: predominantly Render with some red brick detailing or at key location Roofs: Slate or plain tiles
Boundary Treatments	Mixture of hedge, shrubs and low brick walls

Old Brewery Character Area	
Density	Medium Low Density (25-35 dph)
Building Height	Predominantly 2 storeys with some 3 storeys at focal points
Layout Structure	Mix of terrace, semi-detached and detached dwellings with strong frontage and enclosure secondary spaces/ nodal points.
Streetscape / Public Realm	Relatively uniform built line along linear streets to be broken up with different set backs. Paving to be the main material for shared streets.
Landscape	Urban environment with potential for landscaping, tree planting and rain gardens
Illustrative Materials	Walls: predominantly red brick with some white/ off-white render detailing. Occasional white or cream render at key location. Roofs: Slate or plain tiles.
Boundary Treatments	Mixture of hedge, shrubs and low brick walls

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Sketch to be updated

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4.7 PLANNING APPRAISAL

The planning policy that is relevant to the proposed development is introduced in Section 1 of the DAS. This section provides an assessment of the scheme against the policy context.

Environmental Considerations

A series of technical reports have been prepared to determine the appropriateness of the development. A summary of the findings of these is provided below:

Ecology - The preliminary Ecological Appraisal identifies that the majority of the site has negligible ecological value. The exception is the natural vegetation and woodland around the boundaries of the site, and which abuts the Rhymney River. The woodland and associated scrub habitat is to be retained and benefit from a suitable buffer, and is to be enhanced as part of the proposed development. Subject to a sensitive lighting design there would be no unacceptable ecological impacts from the proposed use. A lighting strategy is provided to evidence how suitable lighting can be delivered.

Trees - A Tree Survey has been carried out and identifies that there are trees of value (category A-C) in the existing woodland. As part of the development proposals all the existing woodland will be retained and managed as recommended by the survey.

Highways - The Transport Statement prepared identifies that the existing access routes into the site would be suitable for the proposed development; it also provides tracking evidence that the illustrative layout would be suitable for private vehicles and refuse lorries. A sustainability calculation is included to justify a reduction on the maximum parking standards of the SPG based on the Active Travel infrastructure supporting the site.

Coal Mining Risk Assessment - Although the site has previously been utilised as a food store, it is in Coal Mining Development Referral Area; a Coal Mining Risk Assessment has therefore been undertaken. This demonstrates that the site can be suitably used for residential use.

Drainage - A drainage strategy for the site has been prepared and provides a foul drainage solution via a connection to a combined DCWW sewer, and surface water solution that utilises SuDS (rain gardens and attenuation pond) before discharging to the River Rhymney. The boundary of the site is located in Flood Zone C2, but no residential development is proposed in these areas. Surface water flood risk is to be managed through the SuDS design.

Proposed Design and Placemaking Response

Although the DAS has been prepared to support an outline application for the development, where all matters are reserved, the illustrative layout and design approach is considered to deliver a strong placemaking response on a brownfield site. The illustrative layout retains the natural corridors on the site and proposes to enhance and protect them with a natural buffer; it also allows an opportunity to connect through to the national cycle route, facilitating health and wellbeing opportunities. A LAP and attenuation basin are integrated into the landscape response to the site. The layout includes a diverse mix of properties, integrating affordable and private together and working with the existing urban form to create strong gateways into the site where a bespoke architectural response can be used to create high quality entrance points. The layout also includes a suitable number of parking spaces to cater for need but at a reduced level to reflect the sustainable site location and encourage Active Travel. The layout is considered to provide the foundations from which a high-quality detailed layout and architectural response can be delivered through future reserved matters applications.

Compliance with Planning Policy

The proposed development would deliver upto 23 residential dwellings, of which approximately 57% would be affordable. The mix proposed has been carefully selected to meet local housing needs and provide greater choice for local people. In light of the considered placemaking response and acceptable environmental outcomes, it is considered that the scheme is fully in accord with the relevant planning policy. A summary is below.

National Policy - The proposals to deliver upto 23 homes that respond directly to local need while employing a high-quality design approach that responds sensitively to the site's natural resources and the character of the existing settlement is considered to provide the basis to satisfy the wellbeing goals of the Wellbeing of Future Generations Act; the spatial growth goals of Future Wales for the south-east region and The Valleys; and the requirement of Planning Policy Wales to practice placemaking. The approach taken to reduce parking provision in line with the sustainable credentials of the site and promoting Active Travel is considered to comply with the approach of the Wales Transport Strategy. Finally, the design response highlighted in the DAS demonstrates compliance with design guidance of TAN 12 which can continue to shape the detailed design of the proposals, while TAN 15 is compiled with as the development would not be located in an area of flood risk.

Local Policy - The proposals would transform a brownfield site that is located within the settlement boundary into a new high quality neighbourhood that improves the visual appearance of the site and helps to strengthen the vitality of the local area. It is therefore considered that it meets the vision of the LDP and ambition to deliver growth and investment in the north of the County Borough. The analysis presented above demonstrates how the proposals would satisfy the key local policies, including placemaking (SP6); housing requirements (SP14); affordable housing (SP15); parking standards (SP21); sustainable transport (CW1); amenity of residents (CW2); highways (CW3); natural heritage (CW4); water resources (CW5); trees, woodland and hedgerow protection (CW6); and, open space provision (CW10).

Conclusion

In light of the above it is considered that the proposed development complies with relevant planning policy and it is respectfully requested that planning permission be granted.

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-  Development Parcel
-  Landmark Building
-  Existing/Proposed Trees
-  Existing Hedgerows
-  Shared Surface/Private Drives
-  Pedestrian/Cycle Path
-  Play Area
-  SUDs Feature
-  Rain Gardens
-  Buffer Areas
-  Key Boundary Treatments
-  Cycle Stand
-  Bin Storage



Illustrative Masterplan



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