

Consultation Draft Development Brief



**Land to the North
of the Railway Line**
Rhose, Vale of Glamorgan



**The Vale of Glamorgan Council,
Directorate of Environmental & Economic Regeneration**

July 2006

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1. INTRODUCTION

Purpose of the Draft Development Brief

- 1.1 This draft development brief has been prepared by the Council. However, it should be noted that the Department of Enterprise, Innovation and Networks (DEIN), Bellway Homes plc and Westbury Homes plc own or control the 26 hectares of land known as "Land to the North of the Railway Line, Rhoose". The location of the site is illustrated at Appendix 1.
- 1.2 The Vale of Glamorgan Adopted Unitary Development Plan 1996 - 2011 requires a comprehensive approach to the development of the land to the north of the railway line Rhoose and as a consequence a development brief for the site must be prepared.
- 1.3 This draft development brief describes the site's constraints together with the planning, design and transport requirements for the site and as such sets out a framework for the development.
- 1.4 This development brief once finalised will form the basis to guide the future development of the site and will be a significant material consideration in the determination of any future planning application.
- 1.5 The Council's Cabinet has considered the contents of the draft development brief and has recommended that comments be invited from interested parties. All comments received will be reported back to the Council's Cabinet together with recommendations on any actions or changes required. A final development brief will then be published.
- 1.6 Comments on this draft development brief are therefore invited. All comments should be sent in writing to:

The Operational Manager
Planning and Transportation Policy
Docks Office
Barry Docks
Barry
CF63 4RT

or by email to: planning&transport@valeofglamorgan.gov.uk
by the 8th September 2006.
- 1.7 As part of the consultation process on this brief, the Council will hold a public exhibition, which will illustrate the proposals for the site.

2.0 BACKGROUND

National Policy Guidance

2.1 Welsh Assembly Government National Planning and Land Use Policy is set out in the Wales Spatial Plan (WSP) (2004) and Planning Policy Wales (PPW), March 2002).

2.2 The Assembly Government's objectives with regard to housing, as set out in paragraph 9.1.1. of PPW, are to provide:

- *"homes that are in good condition, in safe neighbourhoods and sustainable communities";*
and
- *"greater choice for people over the type of housing and the location they live in, recognising the needs of all, including those in need of affordable or special needs housing in both urban and rural areas."*

In addition, the Assembly will seek to ensure that:

- *new housing and residential environments are well designed, environmentally sound (especially energy efficient) and make a significant contribution to promoting community regeneration and improving the quality of life and that*
- *the overall result of new housing development in villages, towns or edge of settlement is a mix of social and market housing that retains and where practical enhances important landscape and wildlife features in the development.*

2.3 Paragraph 9.1.2 of PPW goes on to state that:

Local planning authorities should promote sustainable residential environments, avoid large housing areas of monotonous character and make appropriate provision for affordable housing. They should promote:

- *Mixed tenure communities;*
- *Development that is easily accessible by public transport, cycling and walking;*
- *Mixed use development so communities have good access to employment and services;*
- *Attractive landscapes around dwellings, with usable open space and regard for biodiversity and nature conservation;*
- *Greater emphasis on quality and designing places for people;*
- *The most efficient use of land;*
- *Well designed living environments, where appropriate at increased densities;*
- *Construction of housing with low environmental impact that especially maximises energy efficiency and minimises the use of energy from fossil fuel sources, using renewable energy technology where appropriate; and*

- 'Barrier free' housing developments, for example built to Lifetime Homes standards.
- 2.4 The Guidance contains useful policy in respect of planning for sustainability including promoting sustainability through good design (p. 25, paragraph 29 refers).
- 2.5 PPW also includes guidance on a wide range of issues relating to environmental, housing, recreation, transportation and infrastructure chapters 8, 11, 12 and 13 are of particular relevance.
- 2.6 The full contents of both the Wales Spatial Plan 2004 and Planning Policy Wales (2002) can be obtained from the Welsh Assembly Government (see Contacts Section).
- 2.7 PPW is supplemented by a series of *Technical Advice Notes* (TANs), of which, the following are relevant to this site:
- TAN(W) 2 *Planning and Affordable Housing* (1996)
 - TAN (W) 5 *Nature Conservation and Planning* (1996)
 - TAN (W) 6 *Agricultural and Rural Development* (2000)
 - TAN (W) 12 *Design* (2002).
 - TAN (W) 15 *Development and Flood Risk* (2004)
 - TAN (W) 18 *Transport* (1998).

Local Policy Guidance

The Vale of Glamorgan Adopted Unitary Development Plan 1996 - 2011

- 2.8 Land to the north of the railway line, Rhose has been allocated for residential development in the Vale of Glamorgan Adopted Unitary Development Plan 1996 - 2011 (the Adopted UDP).
- 2.9 The Adopted UDP allocates the site for residential development at Policy HOUS 1 (22). Policy HOUS 1 states:

POLICY HOUS 1 - RESIDENTIAL ALLOCATIONS

THE FOLLOWING SITES ARE ALLOCATED FOR RESIDENTIAL DEVELOPMENT DURING THE PLAN PERIOD:

- 1 BARRY WATERFRONT
- 2 HARBOUR ROAD, BARRY
- 3 PENCOEDTRE NORTH EAST BARRY
- 4 LAND TO THE R/O DANIEL STREET, BARRY

- 5 CWM BARRI, BARRY
- 6 WINSTON SQUARE, BARRY
- 7 PENARTH HAVEN, PENARTH
- 8 COGAN HALL FARM, PENARTH
- 9 COGAN PILL ROAD, LLANDOUGH
- 10 REDWOOD CLOSE, BOVERTON
- 11 THE COAL YARD, LLANTWIT MAJOR
- 12 COWBRIDGE ROAD AND THE SAW MILL, YSTRADOWEN
- 13 RHOOSE POINT
- 14 MAYFLOWER SITE, RHOOSE
- 15 MARINE DRIVE, OGMORE BY SEA
- 16 ADJACENT ST MICHAELS CHURCH, COLWINSTON
- 17 THE LIMES, COWBRIDGE
- 18 RIVER WALK, COWBRIDGE
- 19 WHITE FARM, BARRY
- 20 LLANDOUGH FIELDS, PENARTH
- 21 PALMERSVALE BUSINESS CENTRE, BARRY
- 22 LAND AT THE NORTH OF THE RAILWAY LINE, RHOOSE

2.10 The accompanying text to the Policy states:

“The site comprises 26 hectares of greenfield land located between the existing settlement of Rhoose and the Rhoose Point development. It is anticipated that the site will yield approximately 400 units during the Plan period (1996 – 2011) and 200 units during the next Plan period (2011 – 2026). The Council is keen to ensure that anticipated development rates at the Rhoose Point site are achieved and that sufficient land at this location is available throughout this Plan period and the next. Therefore planning permission for the development of this site will not be granted until 80% beneficial occupation of the residential units on the Rhoose Point site has been achieved.

The Council will through discussions with the site owners/developers seek to secure affordable housing, Public Open Space, children’s play areas, appropriate landscaping and contribution/provision for educational, recreational, community and public transportation provision. The development of the site will be guided by a Development Brief, which will be produced in partnership with the Council, the purpose of the brief will be to ensure a comprehensive approach to the development of the site. It is essential that the development of this significant site makes an effective and positive contribution to the social, economic and environmental wellbeing of the local community. In addition to a Development Brief, the Council will require a Traffic Impact Assessment of the site to be undertaken in

order to assess the potential impact of the development on the existing highway network and to identify appropriate transportation solutions.

Glamorgan Gwent Archaeological Trust have indicated that the site may be of archaeological value and that a desk top survey of the site should be submitted as part of any planning application. Dwr Cymru Welsh Water's Capital Investment to enable this site to proceed is considered to be long term. Development of this site in advance of the planned improvements would need to be subject to an appropriate planning agreement, to be agreed prior to the granting of planning permission. This approach would, therefore, ensure that essential water and sewerage facilities are in place. The Environment Agency has indicated that the site is located on a major aquifer of high vulnerability. Therefore, no discharge of foul or contaminated run-off must be made to ground. The Agency will need to be consulted prior to any works being undertaken at the site to discuss the necessary measures required to protect the aquifer."

2.11 The Adopted UDP includes a range of general policies relating to the environment, housing, transportation, sport and recreation. The UDP policies that are directly relevant to the proposed development include:

- Policy HOUS 1 Residential allocations
- Policy HOUS 2 Additional Residential Development
- Policy HOUS 8 Residential Development Criteria – Policy Hous 2 settlements
- Policy HOUS 12 Affordable housing
- Policy ENV 6 East Vale Coast
- Policy ENV 7 Water Resources
- Policy ENV 11 Protection of landscape features
- Policy ENV 12 Woodland management
- Policy ENV 27 Design of New Developments
- Policy ENV 16 Protected Species
- Policy TRAN 9 Cycling Development
- Policy TRAN 10 Parking
- Policy REC 3 Provision of open space within new residential developments
- Policy REC 12 Public rights of way and recreation routes.

2.12 Copies of these policies are contained at Appendix 2.

Supplementary Planning Guidance and Topic Papers

2.13 The Vale of Glamorgan Council has produced a number of documents that provide non-statutory supplementary planning guidance (SPG) on a variety of issues. Approved SPGs that are relevant to this site include:

- *Amenity Standards*
- *Trees and Development*
- *Affordable Housing*

It should be noted that the Council has recently adopted the document entitled “A model design guide for Wales – residential development” (March 2005) as SPG. This document was prepared by LDA Design for the Planning Officers Society for Wales with the support of the Welsh Assembly Government.

2.14 The following Draft background paper is also relevant:

- Planning obligations

2.15 Any planning application must take account of the above background paper and SPGs (and any additional SPGs which may be adopted prior to granting of the relevant consents for the site) and ensure that any proposals comply with them.

2.16 In addition, the Coastal Zone topic paper produced to accompany the adopted UDP is relevant as it gives advice on development in coastal zone areas including land to the north of the railway line, Rhoose.

Other Guidance

2.17 There are several other policy documents which should be considered and taken account of in any future planning application submission. These include:

- The South Wales Parking Guidelines (as amended).
- The Vale of Glamorgan Local Transport Plan (2000) and subsequent annual progress reports.
- The Vale of Glamorgan Cycling Strategy (1997).

2.18 Access to all of the local policy and other guidance can be obtained by contacting the Planning and Transportation Policy team as outlined in the contacts section.

3.0 THE SITE AND ITS EXISTING SURROUNDINGS

Location and Context

- 3.1 The site comprises 25.6 hectares (63.3 acres) of gently sloping pasture land. It adjoins the south-eastern boundary of the village of Rhoose, 3.5 km to the west of the town of Barry. The site is bounded in the north and west by existing residential development. The railway line forms the southern boundary, beyond which lies the nearly completed Rhoose Point development. When complete, Rhoose Point will comprise a development of approximately 500 dwellings together with an employment site and recreational facilities. Pentir y De, the main access road that leads to Rhoose Point, forms the eastern boundary of the site. Countryside extends eastwards from Pentir y De and a public right of way runs north-south through the site.
- 3.2 The site is located a short distance from the centre of Rhoose, which includes a limited number of facilities including a primary school, a dentist, doctors' surgeries, post office, two convenience stores, newsagents, hairdressers, estate agents' and butcher. The centre of the village has been designated as a Conservation Area to reflect its historic character. Cardiff International Airport lies immediately to the north east of Rhoose and the airport perimeter is bounded by Porthkerry Road to the east of the site. The urban context of the site is illustrated in Appendix 3.

Ground Conditions and Topography

- 3.3 Land within the site slopes gently to the south from the 60 m above Ordnance Datum (AOD) contour to around 40 m AOD. The site does not lie within the Environment Agency's indicative floodplain map or the Development Advice Map for the area published with *TAN15: Development and Flood Risk*.
- 3.4 Preliminary site investigations by the developers indicate that shallow bedrock underlies the site at depths of 0.3-1.6 m and is typically 0.6 m below existing ground level. The bedrock is overlain by cobbly clay and topsoil. An area of ash tipping has been identified and was associated with a small wartime military camp that formerly adjoined the northern boundary of the site. The material has been found to be contaminated only by zinc, which affects plant growth only. However, as part of the site preparation works, the veneer of made ground should be removed and encapsulated elsewhere on site below hard finished areas. A shallow lime pit that has been partly back-filled with local clay and limestone was also identified in the south-western part of the site, but the material was found to be uncontaminated. A further small area of re-worked ground was also found to be uncontaminated. Anecdotal evidence and historical maps suggest that a cesspit may be located on the site and this will need to be removed during site works.
- 3.5 As a result of the former presence of an asbestos cement works located 250m to the south-west of the site, a series of samples was taken by the developers and were found to be free of asbestos. Further site investigation and geophysical surveys should be undertaken by the developers prior to development to confirm that no solution features are present in the limestone strata beneath the site. Given the

soluble nature of the strata below the site, soakaways would not be recommended for draining the site.

- 3.6 As the Environment Agency has indicated that the site is located on a major aquifer of high vulnerability, no discharge of foul or contaminated run-off must be made to ground. The Environment Agency must, therefore be consulted prior to any works being undertaken at the site to discuss the measures required to protect the aquifer.

Landscape

- 3.7 The site's landscape context is illustrated at Appendix 4. The site is not located within a national, regional or local landscape designation. There is a Conservation Area within the village centre of Rhoose. However, the site does not impinge on the Conservation Area and it is considered that the proposed development would have no impact on the Conservation Area or its setting. The site is, however, classified as 'Developed Coastal Zone' and as such any new proposal should be designed with respect to its local context and be sensitive to its coastal setting.
- 3.8 A detailed landscape appraisal of the site has been undertaken by the developers and this is also illustrated in Appendix 4 and in photographs of the site (Appendix 5 refers). The site has a pleasant south-facing aspect with excellent views to the Bristol Channel. The boundary of the site is well defined, with the edge of the settlement of Rhoose to the north and west, a recently constructed road to the east and a railway line to the south. Potential views to the west, north and east are obscured by these boundary features, which increases the importance of views across and from the Bristol Channel to the south. The site is divided in two by the access track that enters the site from Porthkerry Road. A public footpath follows this track, as it heads south through the site, before crossing the railway line into the Rhoose Point development. This track and the hedgerows along each side, which include significant trees, are a dominant feature within the site. These must be maintained wherever possible and integrated into the development. The continuous vegetation along the track clearly splits the site into two parts, obscuring views from one side to the other.
- 3.9 East of the access track, the site has a fairly open character due to the lack of vegetation along the northern and eastern site boundaries and the field boundary hedgerows which are sparse with frequent gaps. Vegetation along the railway line is also intermittent in this part of the site, which allows views of houses within the Rhoose Point development. Land to the west of the access track is more enclosed due to dense, almost continuous tall hedgerows defining field boundaries. Many of the trees within the hedgerows are mature native species, predominantly ash and oak, although there are some beech and elm trees also. It should be noted that some of the elm trees have Dutch Elm disease and it is likely that most of them will die over the next 5 years or so. It is therefore recommended that a phased programme of felling is adopted for the elm trees identifying the worst trees for removal and subsequent re-planting with native species and retaining better trees until such time they succumb. In the southern part of the site, the vegetation along the railway generally forms a continuous screen with the exception of a couple of

sections where there are views of the Rhoose Point development. The development must again maintain and integrate the dominant trees and landscape features.

- 3.10 The features of the site and the surrounding area will enable the site to accommodate the proposed development. However, care will need to be taken to retain significant trees and hedgerows. Existing vegetation on site should also be retained (Appendix 6 refers) wherever practicable. Existing vegetation may be supplemented by planting in key locations. Any new planting, including its location and type, will need to take account of operational constraints that will be imposed by Network Rail and Cardiff International Airport. A detailed landform and landscape strategy plan will need to be approved by the local planning authority as part of any planning application. This plan must indicate areas of existing and proposed landscaping.

Ecology

- 3.11 The site does not contain or form part of any area that has been designated for its nature conservation interest.
- 3.12 An initial Ecological Assessment (July 2004) of the site has been undertaken by Capita Symonds and reference should be made to this document for comprehensive details of the constraints ideas. (See reference section) The developers are undertaking a comprehensive ecology survey of the site, the full report of which will be submitted as part of an environmental statement to accompany the outline planning application. An extended phase 1 survey was undertaken and reported in 2004, followed by protected species and other surveys in 2004 and 2005, some of which have also been reported already. Outlined below are some of the main findings and potential constraints revealed to date.
- 3.13 The main ecological features of the extended Phase 1 survey are illustrated in drawing no. 7550/ECO-001 of the above document. The Phase I survey identified the following habitats on site: hedgerows, dense scrub, improved grassland, semi-improved grassland and ruderal communities. Hedgerows are the most ecologically valuable habitat on the site, providing food and shelter to nesting birds, reptiles, invertebrates and small mammals. Based on ecological criteria only, there are six hedgerows within the site that qualify as "important hedgerows" under the *Hedgerow Regulations 1997*. Ancient and/or species rich hedgerows are a UK BAP and Vale of Glamorgan LBAP habitat. The grassland was assessed not to be of high ecological value, although a small area of semi-improved grassland does support an abundance of invertebrates. Only incidental invertebrate species were recorded.
- 3.14 A badger survey has been undertaken. No badger signs were found on site but many mammal runs were identified and it was considered likely that badgers use the improved grassland site for foraging, so this survey cannot rule out the possibility that badgers use the site. A further badger survey is underway.

- 3.15 A dormouse survey was conducted. No dormouse signs were found but the timing of the survey was sub-optimal and restricted the survey method used. Given the sub-optimal timing and methodology of survey and the presence of hazel in the hedgerows, a further survey is currently underway.
- 3.16 Only incidental bird species were recorded. Skylarks were heard over the site and these are a UK BAP and a Vale of Glamorgan LBAP species. A breeding bird survey is underway to assess the importance of the site for breeding birds
- 3.17 Slow worms were found in part of the improved grassland field and are protected under the Wildlife and Countryside Act 1981. There are many areas on the site that are suitable for reptiles, including short and long grass, scrub and man-made refugia such as piles of rubble and stone walls. The Ecological Assessment recommends mitigation measures to avoid injury during construction phase including survey and translocation and mitigation measures to provide habitat for reptiles as part of the development scheme. The Ecological Assessment identified mature trees on site e.g. mature elms with ivy cover at target note 8 and trees within hedgerows which may offer potential roost sites for bats.
- 3.18 A bat survey was carried out at the site in September 2004. No bats flew out of or into the potential roost areas at the site and no other habitat features likely to host roosting bats were found. No preferential tree roosting bat species were recorded on site. No bat roost related development constraints were identified although the hedgerows on site offer a feeding resource for bats.
- 3.19 Further ecological work is required which the developers have advised is underway. Direct reference should be made to the Ecological Assessment for recommendations for further survey work, mitigation and compensatory measures which are not included here.
- 3.20 In addition to the recommendations made in the Ecological Assessment any planning application must be accompanied by :
- Details of mitigation measures for reptiles to avoid injury during construction phase and to provide habitat for reptiles as part of the development scheme to be drawn up in consultation with the Countryside Council for Wales.
 - In addition to recommendations made relating to hedgerows and scrub, if loss of sections of hedgerow is unavoidable, compensatory planting of hedgerow tree and scrub species appropriate to the local ecology and of local provenance be undertaken to achieve "no net loss" of hedgerow habitat overall.
 - Additional surveys are recommended under section 7 of the Ecological Assessment (July 2004) including surveys for dormouse (underway), badger (underway), reptiles and breeding birds (underway) Appropriate mitigation measures as informed by the results of all surveys will need to be incorporated into the development by the developers. In the event that surveys reveal the presence of any protected species, further advice will need to be sought from the Countryside Council for Wales (CCW).

- If any mature trees are to be disturbed/removed through the development scheme it is recommended that a bat survey of these trees be conducted by a licensed surveyor prior to the granting of planning permission to ascertain presence or absence of bats/bat roosts.
- The breeding bird survey (currently underway) must be extended to include the whole site, not just the hedgerows, which will ensure that any ground nesting species such as skylark and lapwing are also detected.
- An invertebrate survey (currently underway) must be conducted of the area of semi-improved grassland which was identified to support an abundance of invertebrates. Survey findings should inform mitigation measures for habitat loss including species to be used for compensatory planting and appropriate management regimes for grasslands post-development.

Agricultural Land Quality

- 3.21 An agricultural land classification survey of the site by the developers and independently validated by the Council has identified the land as falling within sub-grade 3b. This classification has been endorsed by the Welsh Assembly Government who confirm that the findings of the field survey work are entirely consistent with field survey work carried out by them in the locality including some land within the site. None of the land therefore comprises ‘*best and most versatile agricultural land*’ as defined in *Planning Policy Wales* and *TAN 6: Agricultural and Rural Development*. As such, little weight should be given to its loss. The site is occupied by three farming businesses. Although part of the site represents an important part of one farming business, it is held on a short-term arrangement only and therefore little weight can be given to its loss. The effects of land loss on the other two businesses will be minimal. In summary, there are no significant constraints to the non-agricultural development of the site.

Archaeology and Cultural Heritage

- 3.22 The site does not contain any scheduled ancient monuments, listed buildings or other features that have been designated for their archaeological or historic interest.
- 3.23 A desktop archaeology and cultural heritage assessment (including a walkover survey) has revealed that a medieval and post-medieval settlement at Rhoose was located to the north-west of the site. However, there is no evidence from either historical maps or the location of known sites and findspots to suggest that this settlement encroached into the site. Where hedgerows survive, along boundaries marked on the Porthkerry Tithe Map of 1839, they may be considered to be of some cultural heritage, but do not have statutory protection under the archaeology and history criteria of the *Hedgerow Regulations 1997*. Historical maps and field observations suggest that the site was traversed by tracks or paths and one survives as a green lane running through the site. Some disturbance has taken place to the south of the site of a former army camp due to the construction of a sewage

treatment system and ploughing has taken place in some areas. No evidence of an undated earthwork that is recorded on the Glamorgan-Gwent Archaeological Trust's *Sites and Monument Record* could be seen during a site visit.

- 3.24 Work has recently been undertaken on the Roman/Iron Age periods in this area by the Glamorgan Gwent Archaeological Trust (GGAT). The work has shown that there is a relatively dense pattern of Iron Age and Roman settlement in this part of the Vale of Glamorgan, with most of the sites being located by field walking ploughed arable land as few earthworks survive and the geology prevents detection by aerial photography.
- 3.25 GGAT have advised the site (which is currently under pasture) has not been subject to any known field walking programme. Consequently given the large size of the site, it is possible that archaeological sites possibly of some importance could be located in the area. Therefore, a further archaeological investigation of the site will need to be undertaken and its results must accompany any future planning applications. First, a geophysical survey will need to be undertaken. Second, depending on the results of the geophysical survey, a more intrusive archaeological investigation (including a trial evaluation) may need to be undertaken before the exact nature of the archaeological resource (if any) can be determined. This work must be undertaken by the developers and agreed in advance with the Council.

Access and infrastructure

- 3.26 The main access to the site is via Pentir y De, with an agricultural access off Pentir y De currently leading into the site. Porthkerry Road links the site to the village of Rhoose and also leads to Cardiff International Airport and the A4226 in the north. An access track and public right of way runs southwards through the site from Porthkerry Road in the north and crosses the railway line into the Rhoose Point development to the south.
- 3.27 Rhoose village is served by public transport facilities with bus links to Cardiff and Barry in the east and to Llantwit Major and Bridgend in the west. There is also a limited facility to Cowbridge. Bus stops are located along Porthkerry Road and Fontygary Road but currently there are no bus services that operate to Rhoose Point itself apart from some school buses. The new development would necessitate some bus service penetration, which would most probably run via this site and the existing Rhoose Point development to the new railway station.
- 3.28 The Vale of Glamorgan Railway Line opened in June 2005 includes a new railway station at Rhoose to the south of the Station Road/Torbay Terrace junction. This will provide an hourly service to both Cardiff via Barry in one direction and to Bridgend and Llantwit Major in the other. The eastern periphery of the proposed site, however, is at a distance from both the railway station and existing bus facilities.

4.0 PROPOSED PLANNING AND TRANSPORT REQUIREMENTS FOR THE DEVELOPMENT OF THE SITE

Proposed Site Layout

- 4.1 The development framework drawing (Appendix 7 refers) shows the design of an indicative layout and phasing for the site. An illustrative layout for the site (including street scenes) will be provided as part of the Design Statement which will accompany a future detailed planning application. The track, which divides the site into two areas of almost equal size, is a major feature and is therefore retained. Adjoining it is a large area of open space, which incorporates playing facilities. The main open space provision should be centrally located and this is reflected in the design of the site. The residential development is located to the west and east of the track. A series of individual residential development areas are formed by the layout of the road and the retention of existing hedgerows.
- 4.2 The road network within the site is laid out to provide a loop system, linking the western part of the site to the eastern side in two locations. The number of points where the track and other existing mature hedgerows are crossed have been minimised and existing openings/breaks have been utilised where possible. The loop road changes direction frequently in order to help slow traffic; other traffic management measures may also be appropriate. The design, surface material selection and landscape treatment of this road will need to clearly identify that it is the main route around the site, in order to assist with the orientation of drivers, cyclists and pedestrians. A secondary, emergency road access is also required (see below Access and Movement). Buildings should be front-on or side-on to this main loop road to help define its overall importance and character. Where houses are side on careful consideration will need to be given to boundary treatments. Pedestrian and cycle routes will need to be provided through the site to link with the surrounding community facilities, the railway station and bus stops.
- 4.3 The indicative layout aims to provide a new and appropriate landscape structure for the development, retaining existing landscape features where practicable. It incorporates a hierarchy of landscape character for the road network and associated cycle and pedestrian ways to provide a “sense of place” and legibility. It also consolidates the main public open space for ease of management and maintenance and is located so that it is readily accessible to the wider community.
- 4.4 A landscape buffer, approximately 10 m wide, is proposed along the railway line. The extent of this buffer is subject to detailed agreement with Network Rail and the Council (see appendix 8 for the list of approved species). This will provide a service corridor for sewerage systems, accommodate the cycle and pedestrian links, and allow houses to be set back from the railway line. In addition, a buffer has been introduced along the edge of Pentir y De to allow for level changes and service runs. The future management of these buffers will need to be agreed with the local planning authority.
- 4.5 In addition, a substantial amount of new landscaping will be required on the northern perimeter of the site, where it adjoins existing established housing.

Notwithstanding the potential for landscaping, the Council's amenity standards will be imposed for all new development where it abuts existing established residential areas. In particular, the Amenity Standards SPG states that new developments located in existing residential areas should not be dependent upon the large garden curtilages of existing dwellings to accommodate the necessary distance. This practice is unacceptable and developers should aim to ensure that new dwelling houses have a minimum rear garden length of 10 metres, not accounting for any landscaping buffer that may also be required.

Access and Movement

- 4.6 Access into the development site for up to 600 houses can be achieved via a new roundabout on the existing unadopted link road, Pentir y De (currently the subject of a Section 38 agreement with Messers. Coftons Ltd.) which serves the Rhoose Point development. However, once the development reaches the completion of 300 houses, an additional access for emergency purposes will need to be made available. Developers will need to agree the access to the site and the means of satisfying the requirements for an emergency access. This emergency access will be restricted solely to emergency vehicles, and will not be used as a general vehicular access to the site.
- 4.7 The detailed design of the roundabout will require further investigation following highway data collection and analysis. From this new roundabout, there will be a requirement for a length of 7.3m wide carriageway, which will not have any direct frontage access. This section of road, leading to another roundabout, will be approximately 125m in length and will be capable of accommodating bus services. A hierarchy of road layouts, where direct frontage access will be permitted, will then lead from the second roundabout.
- 4.8 Arrangements for car parking can have a profound effect on the overall character of the development. Cars should not be allowed to dominate the street scene, although careful consideration needs to be given to the security of car parking areas.
- 4.9 The Vale of Glamorgan Council has adopted the *Standing Conference on Regional Policy in South Wales Parking Guidelines (Revised Edition 1993)* and Policy TRAN 10 of the *Vale of Glamorgan UDP* requires that parking facilities should be provided in accordance with the approved guidelines.
- 4.10 Off-site highway improvements may be required as a result of the development, although the extent of these works is currently undetermined. A movement appraisal (currently underway) will be required and this will provide an appropriate context for the consideration of what off-site measures may be needed.
- 4.11 The existing public footpath, which follows the track through the centre of the site, will form the focus of the pedestrian circulation network and will provide access to the public transport services that currently run along Porthkerry Road. It will also connect with the cycle route along the southern site boundary. This will become an

increasingly well-used route between Rhoose and Pentir Y De. The existing cycle route along Pentir y De connects with the Coastal Footpath to the south and the route of the proposed Sustrans National Route 88 that will follow Porthkerry Road to the north. A financial payment to meet the construction of the relevant section of this route will be required. The developers will also be required to investigate and, if appropriate, fund a footpath link from the site over or under the railway linking with the Rhoose Point development.

- 4.12 The pedestrian and cycle network within the development will need to be acceptable for adoption and lit and will be integrated with existing pedestrian and cycle routes beyond the site boundary. These routes (which will be designed to be safe, secure and usable) will provide access to community facilities, local amenities and to the new railway station off Torbay Terrace. There will need to be new public transport infrastructure works, namely shelter provision together with raised kerbs and associated road markings. Funding will be required to provide either dedicated new public transport services and/ or extension of existing bus services to serve the area. In respect of this, contact will need to be made by the developers with the Council's public transport team to decide the most appropriate solution.

Land Uses and Phasing

- 4.13 The site will comprise a residential development of approximately 600 units, in accordance with the housing allocation in the UDP. The development will be phased and a condition attached to the planning permission to ensure that a maximum of 400 units are provided to 2011 and 200 units to 2011 plus. The development will also include the provision of at least 3.4 hectares of open space that will be offered to the Council for adoption. The open space will incorporate fully equipped sports pitches, a permanent changing facility and vehicular access suitable to service the sports pitches, a multi use games area, skateboard facility, Local Equipped Area for Play (LEAP) and a Neighbourhood Equipped Area for Play (NEAP). Any open spaces footpaths will be illuminated to adoptable highways standards. Paragraphs 4.17 to 4.20 provide more detail on open space provision. Two Local Areas for Play (LAPs) will also be integrated into the residential development. The "green lane" and public right of way that runs north-south through the site will be retained and enhanced with additional landscape planting.
- 4.14 The density of residential development (including affordable housing) will vary across the site to create variety in the character and reflect the topography of the various parts of the development. An overall density of approximately 30-35 residential units per hectare is proposed, which would equate to approximately 600 new homes.

Landscape and Open Space

- 4.15 The site benefits from existing landscape features, which will be retained as "green assets" for the proposed development including the areas of trees and tall hedgerows along the track through the middle part of the site and screen planting

along some sections of the site boundary. The proposed development does not include proposals for large areas of structure planting as there are significant areas of existing vegetation, trees and hedgerows retained as part of the proposals. Some of this vegetation will require management to improve its appearance and longevity and, in some cases, the safety of the vegetation. Much of the existing vegetation has become damaged by livestock and has not been sufficiently maintained for some time.

- 4.16 There are hedgerows on site that qualify as “Important Hedgerows” under the *Hedgerow Regulations 1997*. These are the hedgerows following the public footpath through the centre of the site. A tree condition survey has identified that there are trees to be retained or pruned within these hedgerows and diseased Elm trees to be felled (Appendix 6 refers). Other hedgerows on site are either to be retained with some management or removed, depending upon the quality of the existing hedges. The planting proposals for the development include predominantly formal planting in selected locations to complement the retained vegetation.
- 4.17 The main access road to the site is the link road from Pentir Y De to the east of the site. This is the primary road and, therefore, its landscape treatment should create an attractive through route and an attractive entrance to the development. Any large scale planting, where deemed appropriate, will need to complement the existing landscape scheme along Pentir y De. These “Gateways” will also require the inclusion of public art as required by the Council’s adopted Public Art policy. Within the residential areas of the development, the development framework provides a number of interlinked streets that will be clearly legible as the main road network and the route into and out of the development. This legibility could be enhanced through a combination of landscape treatment, surface material selection and the relationship of development to these streets. This will be important in defining the overall character and legibility of the development. Buildings should front or side on to the road, with access to individual houses being from the highway.
- 4.18 The “off-road” movement framework is a key feature of the proposed development. A system of paths for cyclists and pedestrians is included to link the individual parts of the development, conveniently and safely, with the amenities available within the development, the main part of the village and to the Vale of Glamorgan Coastal Footpath. The footpaths will also be amenities in their own right and will contribute to active recreation provision.

Public Open Space and Play Facilities

- 4.19 An area of strategic open space will be provided as part of the proposed development and is illustrated on the development framework (Appendix 7 refers). The size of this new facility has been calculated in accordance with the standards advocated by the National Playing Fields Association (NPFA), which recommends a minimum of 2.43 hectares of open space per 1000 people. The NPFA advises that

the total standard should be subdivided into outdoor sport and children's play space, as follows:

- outdoor sport: 1.6 hectares per 1000 people, within which there should be a specific allocation for pitch sports of 1.2 hectares (3 acres) per 1000 population; and
- children's playing space: 0.8 hectares per 1000 people.

4.20 The proposed development which will comprise a maximum of 600 dwellings, equates to a projected population of 1410 people (assuming a household size of 2.35). Based on the NPFA standard, this would require 3.4 hectares of open space, comprising 2.27 hectares for outdoor sport (to include 1.7 hectares for sports pitches) and 1.13 hectares for children's playing space.

4.21 For the children's playing space, three categories of provision are recommended by the NPFA for different age groups:

- A local area for play (LAP) is a small area of unsupervised open space specifically designated for young children (4-6 years) for play activities close to where they live. LAPs comprise an activity zone of 100m² with a 5m wide buffer zone around. It should be located within a walking time of 1 minute from home, which equates to a straight line distance of 60m (a pedestrian route of 100m).
- A local equipped area for play (LEAP) is an unsupervised play area for children of early school age (4-8 years mainly) containing at least five types of play equipment. LEAPs comprise an activity zone of 400 m² with a surrounding 10m wide buffer zone and, if adjoined by housing on all sides, would be 0.36 hectare (0.9 acre) in extent. It should be located within a walking time of 5 minutes from home, which equates to a straight line distance of 240m (a pedestrian route of 400m).
- A neighbourhood equipped area for play (NEAP) is an unsupervised site serving a substantial housing area and intended mainly for older children (8-14 years) containing at least eight types of play equipment. NEAPs comprise an activity zone of 1000 m² with a 30m wide surrounding buffer zone. If adjoined by housing on all sides, a NEAP would be 0.84 hectare in extent. It should be located within a walking time of 15 minutes from home, which equates to a straight line distance of 600m (a pedestrian route of 1000m).

4.22 The development framework (Appendix 7 refers) shows that the main area of open space has been located adjacent to the existing public footpath and cycleway in the central part of the site. It incorporates fully equipped sports pitches, a permanent changing facility and vehicular access suitable to service the sports pitches, a multi use games area, skateboard facility, a NEAP and a LEAP. The NEAP and LEAP will be designed to ensure that they are fully overlooked by development. The main area of open space is consolidated in one area for ease of maintenance and is located so that it is readily accessible to the wider community as well as to future

residents of the site. Adjacent mature trees and hedgerows provide a landscape setting for the public open space that does not rely on the establishment of new planting. The retained vegetation will provide an attractive setting for informal recreation, such as jogging and cycling. It will also contribute significantly to the biodiversity of the area as a whole. Two LAPs will also be provided, one in the eastern part of the development and one in the western part of the development. In addition, a youth shelter installed on a macadam surface with adequate access paths to the facility will be provided by the developers in the public open space area. This shelter must be overlooked by surrounding residential properties. A schedule of proposed play/sport equipment is attached at Appendix 9.

Affordable Housing

- 4.23 This will be provided in accordance with the adopted Affordable Housing SPG 2005. The affordable housing will be spread out and contained within several phases of the development with a minimum of 20% of the total number of dwellings approved being for affordable housing. The exact type and tenure mix will be agreed with the developers in accordance with the approved SPG.

Education Provision

- 4.24 The proposed development is projected to yield approximately 59 pre school age children, 167 primary pupils and 125 secondary pupils. It should be noted that there is a statutory requirement for authorities to provide a part time nursery place for all 3 and 4 year olds.

Primary and Nursery School Implications

- 4.25 The existing primary school at Rhoose is a two-form entry (Standard Admissions Number 58). At September 2005, the number on roll was 399 against a capacity of 411. The existing development is expected to be completed by Spring 2006 with further pupils generated as a result. Approximately 50 primary age children living at Rhoose Point have yet to transfer from their previous schools to Rhoose Primary. If these pupils wished to attend Rhoose Primary School, the school would be oversubscribed by 38 pupils compared to the current number on roll. Pupil projections to the year 2010 indicate that the school will be operating to full capacity and above up to this date. The projections do not incorporate the new proposed housing development and any associated pupil yield. The existing primary school in Rhoose will, therefore not be able to accommodate additional pupils arising from this development without extended provision.
- 4.26 The current preferred option is to extend the existing school. As a consequence, an additional six classrooms for statutory school age pupils would be required. In addition, there would be a requirement for an extension to the existing catering facilities and the school hall together with the purchase of land to increase the school site. A further two classrooms for nursery aged pupils will also be required. Both the additional classrooms, catering/hall facilities and other associated costs will be paid for by the developer.

- 4.27 A feasibility study to address a number of site constraints at the present Rhoose school site is nearing completion, which indicates the suitability of the site for expansion. Should the current site not be found to be suitable, alternative options will need to be assessed alongside the consideration of development proposals for the site.

Secondary School Implications

- 4.28 Pupils from Rhoose normally attend Llantwit Major Comprehensive or Barry Comprehensive. The admission arrangements allow 70% of pupils to attend Llantwit Major Comprehensive and 30% to attend the Barry secondary schools. At September 2005, there were surplus places at both Barry Secondary Schools. Pupil projections to the year 2010 would indicate overall capacity at the Barry secondary schools to accommodate 30% of the projected total of 125, created by the new proposed development. However, individual pupil projections for Barry Comprehensive School reveal that the school is close to operating to full capacity thus causing accommodation pressures on certain year groups and at the school overall. As at September 2005, Llantwit Major School had surplus capacity of 79 pupils. This would be short of the 70% of 125 pupils generated and the school would be operating over capacity. Pupil projections to the year 2010 would indicate capacity to accommodate 70% of the projected total of 125, created by the new proposed development, however as the school is served by a large military base, numbers are inevitably volatile. Detailed MOD movements are currently not available. The School Organisation Plan, and good practice, requires a "buffer" of surplus places at schools to allow in year flexibility and also respond to the statutory requirement to meet parental preferences for schools.
- 4.29 In light of the above and to be able to accommodate the secondary pupil numbers generated by the development, additional classrooms would be required to be paid for by the developers. As per the primary and nursery school implications above, the developers will also be required to fund improvements to the existing school facilities such as catering and halls, and other associated general school infrastructure.

Drainage and Utility Services

- 4.30 Initial discussions have been held with Dwr Cymru/Welsh Water with regard to the discharge of both foul and surface water from the site and the Council understands verbal agreement has been reached by the developers on both these issues. However, further detailed investigation and modelling will be required. There appears to be significant drainage problems in the area and this issue will need to be carefully considered in the development of the site.
- 4.31 All utility services, where possible, should not be placed in the areas identified as public open space.

Recycling and Waste Management Facilities

- 4.32 A community recycling site of approximately 150 metres square will need to be provided within the site, close to the site's main entrance. The site will provide an opportunity for the recycling of paper, cans, glass, textiles and plastic.
- 4.33 The road layout of the development must give consideration to how and where general household waste will be collected. Further advice on these matters can be obtained from Nicola Williams, Commercial Waste Section (see contact section).

Public Art

- 4.34 A Public Art Strategy and Percentage for Art scheme have been adopted by the Council. Developers are required to adopt a positive attitude to the inclusion of art in the scheme, and should set up an integrated design team with an artist at the commencement of design studies.
- 4.35 The Council's policy seeks to negotiate a minimum of one percent of the costs of all capital developments for public art where development costs exceed £250,000. The Percentage for Art fund will be set aside for works of art complementary to or integrated within that development.

Community Facilities

- 4.36 The Adopted UDP requires that the development makes effective and positive contribution to the social, economic and environmental wellbeing of the local community and to provide community facilities for the wider area. As a result, any planning application for development at the site will need to include the following additional elements which are not mentioned elsewhere:
- upgrading to the existing children's play area (size 0.09 hectares) adjoining Rhoose Community Hall. At this location the play equipment will be replaced and upgraded to LEAP standard (Appendix 9 refers).
 - a further youth shelter installed on a macadam surface with adequate access paths to the facility will be secured for the community which will be located on the recreational land off Ceri Avenue in Rhoose.
 - Substantial financial contributions will be secured for the creation of a dedicated youth facility and further formal and informal recreational facilities for the village.
 - A financial contribution for upgrading and modernising the existing library At Fontygary Road.
- 4.37 Details of items to be included under the s.106 legal agreement can be found under the Planning Submissions Section 6.0.

5.0 STRATEGIC DESIGN AND LANDSCAPE GUIDANCE

Urban Design Framework

- 5.1 A high standard of design and a quality environment will be achieved on the site through the application of sound design principles. A well-designed development should be an intelligently considered response to the site, the brief and the context, whilst using resources sustainably. Guidance on this issue can be found in the DEIN's *Design Guide and TAN 12*. In addition, the DEIN's 'Creating Sustainable Places' document specifies that "all developments we support, and those on land we sell, should perform to the Building Research Establishment Environmental Assessment Method (BREEAM) 'Very Good' standard for commercial buildings or 'Eco-Homes – Very Good' for residential developments. On certain high profile / high value developments, and those on previously used land, we would expect 'Excellent' ratings to be achieved. As well as the BREEAM 'Design and Procurement' certificate at the detailed design stage, we will also expect to see that the standard has been certified on completion through a 'Post Construction Review'.
- 5.2 The strategic principles outlined below will need to be incorporated into a detailed design statement to be submitted with the outline planning permission:
- informal townscape which is appropriate to the semi-rural / coastal nature of the site (i.e. non-uniform, low density, low rise).
 - enhancement of the existing indigenous landscape by the provision of a high level of planting within the development sites and by supplementing existing hedgerows. It should be noted that there is a practical restriction on tree planting on the site due to its proximity to Cardiff International Airport.
 - providing a logical and legible road hierarchy which generates opportunities for different forms of access, via frontages, and through private access ways
 - co-ordination between individual development sites through the use of continuous detail particularly with regard to highway layout and the philosophy of landscaping.
 - particular areas of the site require special attention to detail having regard to their visual sensitivity or proximity to adjacent users.
 - Safeguarding the residential amenity of adjoining existing properties.
- 5.3 There are a number of specific key issues that will need to be considered for the layout of houses, streets and landscape features in order to create an attractive, interesting, secure, people-friendly place, where traffic is slowed naturally by the arrangement of buildings, and cars do not dominate.
- **Key views out and into the site** Where appropriate, the orientation of buildings should take advantage of the principal views across the Bristol Channel to the south. Careful consideration should also be given to the views into the site from across the Bristol Channel.

- **Focal spaces** Focal spaces should be provided where possible as these enhance the character and quality of the environment. These can be provided in a variety of ways: for example, the arrangement of housing around local play areas could create an attractive communal resource.
- **Building frontage** Buildings should, always, be front or side (subject to detailed boundary considerations) onto streets, pedestrian/cycle routes, public spaces and the track through the centre of the site. Of particular importance is the relationship of buildings to the central open space and the track. Buildings must front onto the open space to provide natural surveillance. For the track, the layout should have no rear gardens abutting the existing hedgerow and, therefore, the houses should front onto the track. Similarly, the houses should front onto the landscape buffer to the railway, in order to promote security.

The appearance of the development from Pentir y De needs to be carefully considered, particularly the section between Porthkerry Road and the new roundabout, where rear gardens backing onto the road will not be acceptable. A consistent building frontage should ideally be maintained along the roads to ensure a strong street frontage. However, the building line may be stepped to provide some variation, articulation and interest. With the majority of buildings facing onto streets, active frontages are created, which promotes natural surveillance of the streets. In order to address the issue of privacy in relation to both existing and new residents along the northern site boundary, gardens may need to incorporate new screen planting.

- **Building layout** The houses should be a mixture of terraces, semi-detached and detached housing. Limited, small-scale flatted development might also be appropriate in order to provide a mix of properties and opportunities for affordable housing. The approved latter must be provided in accordance with the approved affordable housing SPG.
- **Gardens** Where gardens form a boundary to the street, they must be walls or hedges to be composed in materials to match the dwelling(s) to which they relate. Each house should feature a rear private garden space which is not directly overlooked by adjacent properties. Each must feature a private outdoor area, privacy to which is secured by means of design in layout or enclosure by permanent eye level structures. Where houses are laid out parallel to each other across private rear gardens, the Council will wish to secure recognisable privacy and separation between principal windows to avoid overlooking. In practice, this may involve careful consideration of internal layout, the design of fenestration and the creation of intervening landscaping / topography. However, where privacy is not demonstrable, it may involve an imposition of a departure from the Council's approved amenity standards, i.e. in excess of 21 metres, particularly where it abuts existing housing.
- **Security** The aim of the finished development is to create legibility, in terms of:
 - Clear distinction between private and public space, with private gardens to the rear of dwellings and semi-public gardens to the front.

- A positive relationship between built form and public areas. Building frontages, windows and entrances should overlook streets and public spaces in order to maintain surveillance.

In addition, the location and design of landscaping adjacent to buildings and walls should be carefully considered from the point of view of security provision.

Sustainability

- 5.4 The development must address the principles of sustainable development, which has been officially defined as '*development that meets the needs of the present without compromising the ability of future generations to meet their own needs.*' (Our Common Future: The Brundtland Report, Report of the 1987 World Commission on Environment and Development). The DEIN has also prepared its own sustainability policy in the document *Learning to Work Differently* and is committed to sustainable development.
- 5.5 The site is close to the centre of Rhoose, which offers limited existing services and community facilities, and to local employment opportunities at Cardiff International Airport and its business park. The village is served by a bus route and rail passenger services with a new railway station for Rhoose to the east of the site. These facilities combined with the proposed improvements provide access to a wider range of employment opportunities in the Vale and beyond.
- 5.6 In terms of building design, sustainability means that buildings are designed specifically to reduce the level of resources that are consumed, whether energy, raw materials or water. In the process of using less finite resources and more renewable ones, development then becomes healthier and more user-friendly. There are also benefits in terms of reduced running costs over the lifetime of the building. Consideration should also be given to the provision of buildings suitable for future adaptability. Guidance on this issue can be found in the DEIN's *Guidelines for Sustainability in Buildings*.
- 5.7 The gently sloping, southerly aspect of the site means that the layout and orientation of the houses will be more energy efficient with passive solar gain being achievable.

Building Design

- 5.8 Well-designed buildings have qualities of proportion, rhythm, pattern, colour and texture, which together create architectural quality. The appearance of the buildings is also intrinsically related to all other aspects of a building: function, construction, organisation and so forth. The appearance and form of the buildings should also be a response to context. However, in this instance, it is difficult to identify a particular character for the housing as the surrounding residential developments are varied. Good architecture deals with and integrates all of these issues.

- **Building proportions (including heights and levels):** Good architectural design is achieved through the use of well considered proportions that please the eye. Buildings are generally formed from a base, middle and upper order. How these are designed and the prominence given to each will set the character of the development. The buildings at the site must be well proportioned with careful consideration given to the horizontal or vertical character and the rhythm created by structure, opening or building features. There will be a mix of heights of dwellings on the site. However, in view of the site's location and prominence, no building on the site will be higher than two and a half storeys unless it can be demonstrated that three storey buildings would have no unacceptable impact on surrounding uses and the landscape.
- **Building materials:** Building materials will be of high quality. The brickwork and smooth and roughcast renders should be responsive to their coastal setting, with slate or slate substitute roofing material. Contemporary materials that create an appropriate character may also be suitable. The aim should be to incorporate a limited variety of materials to create an area with an identifiable character. Too many changes in material and colour between individual dwellings and across the site should be avoided, and in particular, one roofing type must be agreed upon. Consistency in material selection for the whole site will be secured through the selection of a palette of sustainable materials, (to be agreed with the Council) to ensure continuity between different developers.
- **Building features:** Building features will be responsive to the coastal context. Careful consideration will need to be given to the design of features to ensure that they are used in a contemporary way and not as a pastiche of historical styles. Roofscape is considered to be of particular importance given the landscape context of the site. The varied composition of roofscape when viewed from a distance and in terms of change of level, should be carefully considered. It is required that roof pitches should be equal to or exceed 30 degrees.

Landscape and Public Realm Design

- 5.9 The roundabout on Pentir y De will be the gateway to the site. Proposed planting along the short section of access road between the roundabouts would be of formal design to create an attractive, high quality entrance to the development. Contrasting colours, forms and textures of planting will be used to highlight junctions or footpath links. Grass verges would need to be used to satisfy forward visibility highway requirements, for example on the approaches to roundabouts. It is likely that the majority of the finance obtained for public art will also be spent in the vicinity of this area, but outside of the adoptable highway areas.
- 5.10 It is anticipated that the road network beyond these roundabouts will consist of two types, each having a different character. These will be the main access road, forming a loop within the development, and the residential access roads, which will be primarily cul-de-sacs.
- 5.11 The residential access roads will join the main access road at T-junctions and will be marked by a change in the landscape treatment. Within the development area

the impact of linear rows of houses could be reduced by alternating avenue tree planting, and wide verges. Tree planted verges may be provided to one or both sides. All tree planting in the development will allow room for the full development of the crown circumference of the chosen species in the area where the tree is planted. Where there is no verge, tree planting will be located in the gardens and tree preservation orders may be used to allow the trees to reach maturity without being removed. Access to housing will be direct off these roads and gateway features of walls or hedges should be used to define the access to small groups of houses and mews courts whilst satisfying the requirements of visibility splay criteria.

- 5.12 The main area of public open space shown on the development framework is located in the central part of the site. This space is ideally located to benefit from the mature setting created by retained vegetation. It is not necessary for significant areas of planting to complement this vegetation. However, it would be beneficial for tree planting along the perimeter of the space to define the boundary with the adjacent residential area. All tree planting in the development will allow room for the full development of the crown circumference of the chosen species in the area where the tree is planted. An avenue of trees around the perimeter of the open space would create a permeable edge to the space whilst giving a degree of separation from adjacent properties although the open space for security reasons must still be well overlooked.
- 5.13 The provision for cycleways will generally be in association with footpaths. These may be immediately alongside or separated from the carriageway. The main route would be separate from the road network and would be an important route giving access to local amenities. It would link the proposed public open space with Rhoose, heading north along the route of the existing public footpath, and west running parallel to the railway line. Where separate from the road system, such routes will be contained within a "green corridor". Existing tree groups along the route would be retained and additional occasional planting of trees and shrubs would assist in creating spatial variety. The route passes along the line of the existing track through the site where the retained vegetation would provide an enclosed character. In the two locations where the cycle route crosses the access road in the development, raised tables could be introduced in order to encourage drivers to slow down and give way. Additional footpaths may be provided, especially within the open spaces to link with footpaths / footways beyond the site.
- 5.14 Focal spaces should be provided within the individual development sites as these can enhance the character and quality of the environment. These could be provided in a variety of ways, for example:
- The entrance to the individual development site from the main road network could be treated as a minor gateway, with buildings set back slightly and tree planting introduced. Alternatively, the buildings themselves could create a gateway feature.
 - The arrangement of housing around the LAPs, the NEAP and the LEAP will create an attractive communal resource.

- Variation in building alignment to create small squares and mews helps articulate the street.
- Housing fronting onto landscaped 'streets' can be a key feature that also helps reduce the dominance of vehicles.

Landscape Aftercare Proposals

- 5.15 In order to fulfil the aims of the landscape strategy, a long-term commitment to the management and maintenance of areas is necessary. The developer will transfer and dedicate the land for open spaces to the Local Authority with a 20 year commuted sum (see 5.16). The developer is to produce a full 20 year management plan for the site, identifying the uses of the open space, the design ethos of the spaces and the aims and future designed use of the space. The plan will include a detailed programme of regular maintenance will be required to ensure the successful establishment of new planting including fertiliser applications, weed control, replacement of plant failures, pruning, checking rabbit guards and protective fencing. The plan will also include adequate litter clearance and emptying litter bins for the public domain and have resources identified for collection of fly tipping. Areas of retained existing vegetation will need to be managed to remove dead growth and undesirable species, which would enhance the environment of the development and increase biodiversity. Within the plan costs will be included for maintenance or replacement of landscape / street furniture and resurfacing of paths. This plan will include a detailed programme of regular maintenance for 20 years.
- 5.16 The Council has an adopted policy in respect of commuted maintenance sums. The policy works on the principle of a 20 year multiplier which is applied to maintenance costs for public open space, planted areas etc. This is calculated on rates, areas and operations associated with the future upkeep of the land. The annual maintenance cost at handover is then multiplied but is calculated at net present values so that the same operation is affordable to the Council in the future.
- 5.17 In view of the scale of the site and its complexity, the developer will be required to undertake an initial five year maintenance programme (after the site's completion) for all open space areas, playgrounds, pitches, public landscaping and the commuted sum period will, therefore, be reduced to fifteen years.
- 5.18 In order to ensure that all planting is compatible with the local gene pool of the area, all woody plant species should be of local provenance as outlined in *Forest Practice Note No. 8: Using Local Seed Sources for Planting Native Trees and Shrubs* (Forestry Commission, 1999). All herbaceous planting should be sourced from the *List of Native Flora Suppliers in the British Isles and Ireland (Flora Locale (UK), 8 June 2000)*. The species selection and maintenance of the planting areas will need to reflect the exposed coastal nature of the site, which will result in prolonged exposure to coastal winds.

6.0 PLANNING SUBMISSION REQUIREMENTS

Outline Planning Permission

6.1 The Council requires the submission of an application for outline planning permission for the whole of the site, in order to ensure a comprehensive approach to development and to the provision of infrastructure. The application boundary should therefore be identical to the site boundary shown at Appendix 1. It should be noted that the Council will not look favourably upon planning applications that are not in accordance with the brief.

Any outline planning application must be accompanied by:

- a masterplan, illustrating the proposed development concept and phasing of the development.
- an environmental impact assessment.
- a comprehensive design statement in accordance with TAN 12: Design.
- a comprehensive landscaping strategy with accompanying drawing to indicate all existing hedgerows and all other planting features within the site development, along with indicated removals (if any). Plans of proposed planting schemes, particularly in relation to screening of any of proposed site.
- a traffic impact assessment and comprehensive travel assessment including a travel plan and full details of the primary and emergency secondary accesses to the site. The assessment will need to assess the impact of the development in terms of modal split, public transport and pedestrian and cycling facility.

6.2 The planning application must also be accompanied by a list of proposed planning obligations in respect of affordable housing, public art, open space, educational contributions, transport contributions, play and sport facilities, community facility contributions, footpath and cyclepath extensions, waste management facilities.

6.3 Detailed below is a summary of the proposed planning obligations together with specific details relating to the timings of obligation implementation and payments.

Section 106 Requirements

• Affordable Housing

6.4 This is to be provided in accordance with the Adopted Affordable Housing SPG (see paragraph 4.23). The time-scale for its completion must be agreed with the Council's housing department prior to the granting of planning permission.

- **Education Contributions**

6.5 These are detailed at paragraphs 4.24 to 4.29 inclusive. If the agreed contribution is financial then the agreed sum will be given to the Council as follows:

Commencement of development	75% of total sum
Completion of 300th unit	15% of total sum
Completion of 450th unit for the site	10% of total sum
Total	100%

- **Public Open Space and Play Facilities**

6.6 These are detailed at paragraphs 4.19 to 4.22 and 5.15 to 5.17 with the list of equipment being provided at Appendix 9.

6.7 The NEAP, LEAP and youth shelter installed on a macadam surface with adequate access paths to the facility must be completed prior to the completion of the 100th residential unit. The multi-purpose pitch, permanent changing facilities and vehicular access must be completed prior to the completion of the 300th unit.

6.8 The LAPs must be completed prior to the beneficial occupation of any of the houses on the phase they are located.

6.9 Details of the required commuted sums are given at paragraphs 5.15 and 5.16.

- **Street Furniture**

6.10 The provision of street furniture will be required as part of the proposed development. Full details will need to be submitted and agreed with the Local Planning Authority prior to the granting of planning permission.

- **Community Facilities**

6.11 Substantial financial contributions for the creation of a dedicated youth facility and further formal and informal recreational facilities for the village (see paragraph 4.36) will be required to be paid to the Council at the commencement of the development.

6.12 The upgrading of the existing children's play area adjoining Rhoose Community Hall to LEAP standard will be required to be completed prior to the completion of the 100th residential unit.

6.13 The youth shelter installed on a macadam surface with adequate access paths to the facility to be located on the recreational land off Ceri Road, Rhoose will need to be completed prior to the completion of the 100 residential unit.

6.14 The financial contribution for the upgrading and modernising of the existing library at Fontygary Road (see paragraph 4.36) will be required to be paid to the Council prior to the completion of the 100th residential unit.

- **Recycling and Waste Management Facilities**

6.15 The community recycling site (see paragraph 4.32) must be operational prior to the completion of the 200th residential unit.

- **Public Art**

6.16 The agreed public art scheme must be completed prior to the completion of the 450th residential unit.

- **Public Transport Infrastructure and Contributions**

6.17 The new bus shelter infrastructure required as part of the development, together with the agreed five year financial kick-start for public transport, will need to be provided and paid as follows:

Bus Shelter Infrastructure: Prior to the beneficial occupation of any residential units.

Bus Service Financial Contributions:

20% on the commencement of development.

20% 2nd anniversary of commencement of development.

20% 3rd anniversary of commencement of development.

20% 4th anniversary of commencement of development.

20% 5th anniversary of commencement of development.

6.18 The financial contribution to Route 88, a proposed part of the National Cycle Network, will need to be provided to the Council by the completion of the 250th residential unit.

6.19 As previously stated, the Council anticipates that the site will yield approximately 400 no. units during the plan period (1996 – 2011) and 200 no. units over the next Plan period (2011 – 2026). However, if the development was to exceed 600 no. units, the contributions sought will need to be re-assessed accordingly. Likewise, if subsequent amendments are made to the layout after and in the event of the granting of any initial planning permission, which in turn reduce the development density and decrease the number of units, a further re-assessment of contributions will need to be undertaken accordingly.

7. CONTACTS

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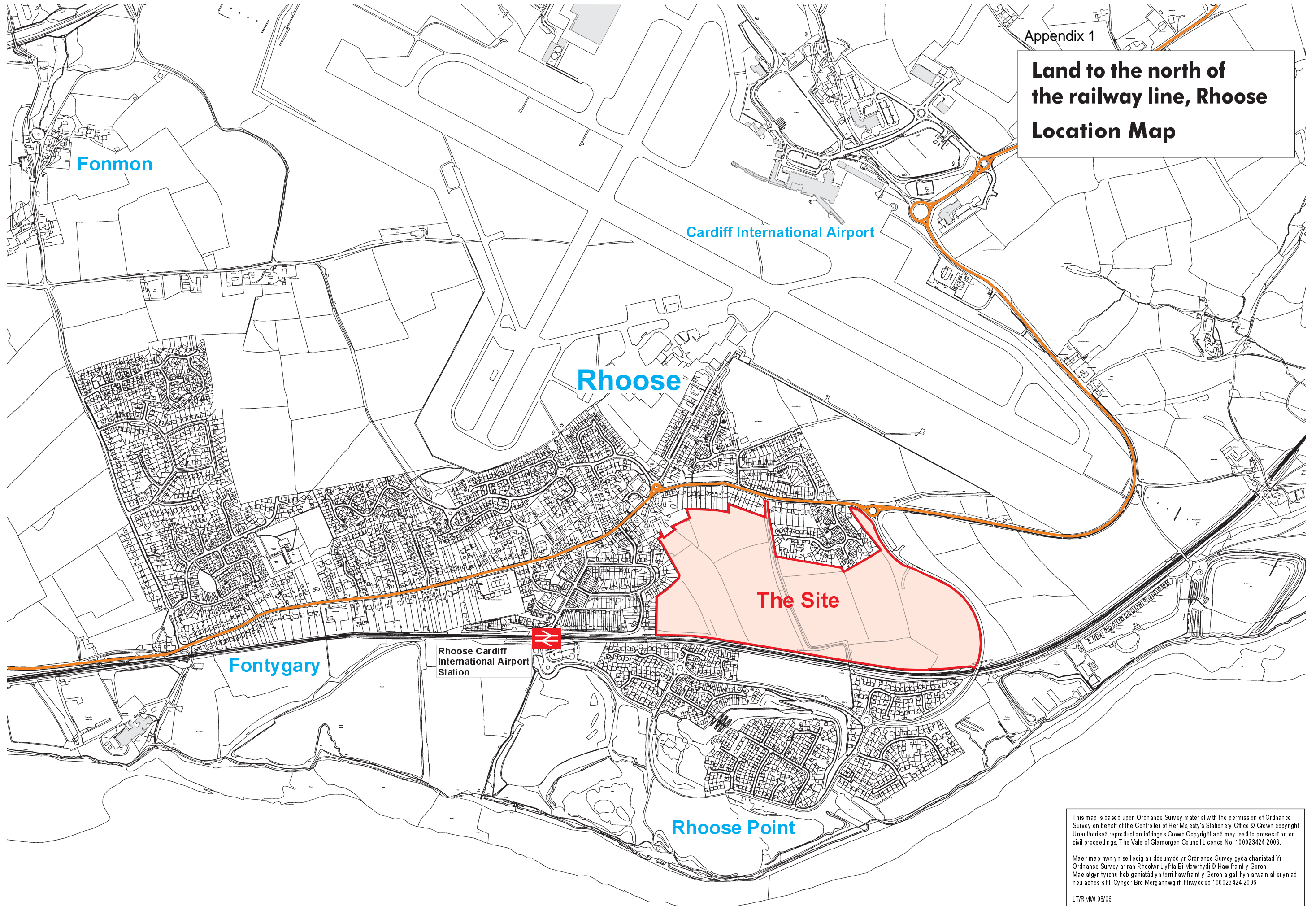
8. REFERENCES

Upper Farm Rhoose Ecological Assessment (July 2004) Project No. 7550,
Document Ref: 7550/001 Rev. 01.

9. APPENDICES

1. Location Map
2. Relevant UDP policies
3. Current Land Use Plan
4. Site Appraisal Plan
5. Photographs of the Site
6. Vegetation Appraisal
7. Indicative Master Map
8. Tree planting guide for properties adjacent to the railway
9. Schedule of play/sport equipment and preferred suppliers

**Land to the north of
the railway line, Rhoose
Location Map**



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Appendix 2 – Relevant UDP Policies

POLICY HOUS 1 - RESIDENTIAL ALLOCATIONS

THE FOLLOWING SITES ARE ALLOCATED FOR RESIDENTIAL DEVELOPMENT DURING THE PLAN PERIOD:

- 1. BARRY WATERFRONT**
- 2. HARBOUR ROAD, BARRY**
- 3. PENCOEDTRE NORTH EAST BARRY**
- 4. LAND TO THE R/O DANIEL STREET, BARRY**
- 5. CWM BARRI, BARRY**
- 6. WINSTON SQUARE, BARRY**
- 7. PENARTH HAVEN, PENARTH**
- 8. COGAN HALL FARM, PENARTH**
- 9. COGAN PILL ROAD, LLANDOUGH**
- 10. REDWOOD CLOSE, BOVERTON**
- 11. THE COAL YARD, LLANTWIT MAJOR**
- 12. COWBRIDGE ROAD AND THE SAW MILL, YSTRADOWEN**
- 13. RHOOSE POINT**
- 14. MAYFLOWER SITE, RHOOSE**
- 15. MARINE DRIVE, OGMORE BY SEA**
- 16. ADJACENT ST MICHAELS CHURCH, COLWINSTON**
- 17. THE LIMES, COWBRIDGE**
- 18. RIVER WALK, COWBRIDGE**
- 19. WHITE FARM, BARRY**
- 20. LLANDOUGH FIELDS, PENARTH**
- 21. PALMERSVALE BUSINESS CENTRE, BARRY**
- 22. LAND NORTH OF THE RAILWAY LINE, RHOOSE**

POLICY HOUS 2 - ADDITIONAL RESIDENTIAL DEVELOPMENT

HOUSING INFILL, SMALL-SCALE DEVELOPMENT AND REDEVELOPMENT WHICH MEETS THE CRITERIA LISTED IN POLICY HOUS 8 WILL BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES OF THE FOLLOWING:

URBAN SETTLEMENTS OF:

**BARRY
COWBRIDGE WITH LLANBLETHIAN
DINAS POWYS
LLANDOUGH (PENARTH)
LLANTWIT MAJOR
PENARTH
SULLY**

RURAL SETTLEMENTS OF:

ABERTHIN	LLANCARFAN	ST. NICHOLAS
BONVILSTON	LLANDOW	SIGINGSTONE
BROUGHTON	LLANMAES	SOUTHERNDOWN
COLWINSTON	LLYSWORNEY	TREOES
CORNTOWN	OGMORE BY SEA	TRERHYNGYLL
EAST ABERTHAW	PENLLYN	WENVOE
EGLWYS BREWIS	PETERSTON-SUPER-ELY	WICK
EWENNY	RHOOSE	YSTRADOWEN
GRAIG PENLLYN	ST. ATHAN	
LLANBETHERY	ST. BRIDES MAJOR	

FAVOURABLE CONSIDERATION WILL BE GIVEN, OTHER THAN WITHIN AREAS IDENTIFIED AS GREEN WEDGES, TO SMALL-SCALE DEVELOPMENT WHICH CONSTITUTES THE "ROUNDING OFF" OF THE EDGE OF SETTLEMENT BOUNDARIES WHERE IT CAN BE SHOWN TO BE CONSISTENT WITH THE PROVISIONS OF POLICY HOUS 8 AND PARTICULARLY CRITERION (i).

POLICY HOUS 8 - RESIDENTIAL DEVELOPMENT CRITERIA - POLICY HOUS 2 SETTLEMENTS

SUBJECT TO THE PROVISIONS OF POLICY HOUS 2, DEVELOPMENT WILL BE PERMITTED WHICH IS WITHIN OR CLOSELY RELATED TO THE DEFINED SETTLEMENT BOUNDARIES PROVIDED THAT IT MEETS ALL THE FOLLOWING CRITERIA:

- (i) THE SCALE, FORM AND CHARACTER OF THE PROPOSED DEVELOPMENT IS SYMPATHETIC TO THE ENVIRONS OF THE SITE;**
- (ii) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;**
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE IMPACT ON GOOD QUALITY AGRICULTURAL LAND (GRADES 1, 2 AND 3A), ON AREAS OF ATTRACTIVE LANDSCAPE OR HIGH QUALITY TOWNSCAPE OR ON AREAS OF HISTORICAL, ARCHAEOLOGICAL OR ECOLOGICAL IMPORTANCE;**
- (iv) WHEN APPROPRIATE AND FEASIBLE THE PROVISIONS OF POLICY REC 3 ARE MET;**
- (v) THE PROVISION OF CAR PARKING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;**
- (vi) ADEQUATE COMMUNITY AND UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED.**

POLICY HOUS 12 - AFFORDABLE HOUSING

THE COUNCIL WILL WHERE THERE IS A DEMONSTRABLE NEED, SEEK TO NEGOTIATE WITH DEVELOPERS FOR THE INCLUSION OF A REASONABLE ELEMENT OF AFFORDABLE HOUSING IN SUBSTANTIAL DEVELOPMENT SCHEMES. CLEAR AND ADEQUATE ARRANGEMENTS SHOULD BE MADE TO ENSURE THAT THE BENEFITS OF SUCH HOUSING ARE SECURED FOR INITIAL AND SUBSEQUENT OCCUPANTS.

POLICY ENV 6 - EAST VALE COAST

OUTSIDE THE GLAMORGAN HERITAGE COAST DEVELOPMENT WITHIN THE UNDEVELOPED COASTAL ZONE WILL BE PERMITTED IF:

(i) A COASTAL LOCATION IS NECESSARY FOR THE DEVELOPMENT AND

(ii) THE PROPOSAL WOULD NOT CAUSE UNACCEPTABLE ENVIRONMENTAL EFFECTS BY WAY OF:

- VISUAL OR NOISE INTRUSION;
- IMPACT ON AREAS OF LANDSCAPE IMPORTANCE;
- AIR, LAND OR WATER POLLUTION;
- EXACERBATION OF FLOODING OR EROSION RISK;
- HAZARDOUS OPERATIONS; OR
- IMPACT ON ECOLOGY OR FEATURES OF GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE.

IN AREAS OF EXISTING OR ALLOCATED DEVELOPMENT WITHIN THE COASTAL ZONE, ANY NEW PROPOSAL SHOULD BE DESIGNED WITH RESPECT TO ITS LOCAL CONTEXT AND SENSITIVE TO ITS COASTAL SETTING.

POLICY ENV 7 - WATER RESOURCES

RIVER, OTHER INLAND WATERS AND UNDERGROUND WATER RESOURCES WILL BE SAFEGUARDED. DEVELOPMENTS WHICH IMPROVE THE WATER ENVIRONMENT OR HELP TO PREVENT FLOODING WILL BE FAVOURED. DEVELOPMENT WILL BE PERMITTED WHERE IT WOULD NOT:

(i) HAVE AN UNACCEPTABLE EFFECT ON THE QUALITY OR QUANTITY OF WATER RESOURCES OR ON FISHERIES, NATURE OR HERITAGE CONSERVATION, RECREATION OR OTHER AMENITY INTERESTS RELATED TO SUCH WATERS;

OR

(ii) BE POTENTIALLY AT RISK FROM FLOODING, OR INCREASE THE RISK OF FLOODING LOCALLY OR ELSEWHERE TO AN UNACCEPTABLE LEVEL.

POLICY ENV 11 - PROTECTION OF LANDSCAPE FEATURES

DEVELOPMENT WILL BE PERMITTED IF IT DOES NOT UNACCEPTABLY AFFECT FEATURES OF IMPORTANCE TO LANDSCAPE OR NATURE CONSERVATION INCLUDING: TREES, WOODLAND, HEDGEROWS, RIVER CORRIDORS, PONDS, STONE WALLS AND SPECIES RICH GRASSLANDS.

POLICY ENV 12 - WOODLAND MANAGEMENT

THE IMPROVEMENT, MANAGEMENT AND EXTENSION OF WOODLAND, TREE COVER AND HEDGEROWS, PARTICULARLY OF BROADLEAF NATIVE SPECIES, WILL BE FAVOURED, ESPECIALLY WHERE IT:

- (i) MAKES A SIGNIFICANT IMPROVEMENT TO THE LANDSCAPE SUCH AS ON DERELICT LAND, THE URBAN FRINGE, OR IN THE VICINITY OF MAJOR ROAD/RAIL CORRIDORS AND QUARRIES;
OR**
- (ii) IT HELPS TO DIVERSIFY AND EXTEND WILDLIFE HABITATS; OR**
- (iii) IT ADDS TO RECREATIONAL AND EDUCATIONAL OPPORTUNITIES.**

POLICY ENV 27 - DESIGN OF NEW DEVELOPMENTS

PROPOSALS FOR NEW DEVELOPMENT MUST HAVE FULL REGARD TO THE CONTEXT OF THE LOCAL NATURAL AND BUILT ENVIRONMENT AND ITS SPECIAL FEATURES. NEW DEVELOPMENT WILL BE PERMITTED WHERE IT:

- (i) COMPLEMENTS OR ENHANCES THE LOCAL CHARACTER OF BUILDINGS AND OPEN SPACES;**
- (ii) MEETS THE COUNCIL'S APPROVED STANDARDS OF AMENITY AND OPEN SPACE, ACCESS, CAR PARKING AND SERVICING;**
- (iii) ENSURES ADEQUACY OR AVAILABILITY OF UTILITY SERVICES AND ADEQUATE PROVISION FOR WASTE MANAGEMENT;**
- (iv) MINIMISES ANY DETRIMENTAL IMPACT ON ADJACENT AREAS;**
- (v) ENSURES EXISTING SOFT AND HARD LANDSCAPING FEATURES ARE PROTECTED AND COMPLEMENTED BY NEW PLANTING, SURFACE OR BOUNDARY FEATURES;**
- (vi) ENSURES CLEAR DISTINCTION BETWEEN PUBLIC AND PRIVATE SPACES;**
- (vii) PROVIDES A HIGH LEVEL OF ACCESSIBILITY, PARTICULARLY FOR PUBLIC TRANSPORT, CYCLISTS, PEDESTRIANS AND PEOPLE WITH IMPAIRED MOBILITY;**
- (viii) HAS REGARD TO ENERGY EFFICIENCY IN DESIGN, LAYOUT, MATERIALS AND TECHNOLOGY; AND**
- (ix) HAS REGARD TO MEASURES TO REDUCE THE RISK AND FEAR OF CRIME.**

POLICY ENV 16 - PROTECTED SPECIES

PERMISSION WILL ONLY BE GIVEN FOR DEVELOPMENT THAT WOULD CAUSE HARM TO OR THREATEN THE CONTINUED VIABILITY OF A PROTECTED SPECIES IF IT CAN BE CLEARLY DEMONSTRATED THAT:

- (i) THERE ARE EXCEPTIONAL CIRCUMSTANCES THAT JUSTIFY THE PROPOSALS;**
- (ii) THERE IS NO SATISFACTORY ALTERNATIVE; AND**
- (iii) EFFECTIVE MITIGATION MEASURES ARE PROVIDED BY THE DEVELOPER.**

POLICY TRAN 9 - CYCLING DEVELOPMENT

LAND WILL BE PROTECTED AND PROVISION MADE FOR CYCLE ROUTES INCLUDING:

- (i) SAFE AND CONVENIENT LINKS WITHIN AND BETWEEN THE VALE OF GLAMORGAN AND CARDIFF;**
- (ii) LINKS WITH THE NATIONAL CYCLE NETWORK;**
- (iii) CYCLE PARKING FACILITIES; AND**
- (iv) A NETWORK OF ROUTES IN THE RURAL VALE.**

POLICY TRAN 10 - PARKING

THE PROVISION OF PARKING FACILITIES WILL BE IN ACCORDANCE WITH THE APPROVED PARKING GUIDELINES, AND WILL BE RELATED TO THE TYPE OF LAND USE, ITS DENSITY AND LOCATION; ACCESSIBILITY TO EXISTING AND POTENTIAL PUBLIC TRANSPORT FACILITIES; AND THE CAPACITY OF THE HIGHWAY NETWORK.

POLICY REC 3 - PROVISION OF OPEN SPACE WITHIN NEW RESIDENTIAL DEVELOPMENTS

WITHIN RESIDENTIAL DEVELOPMENT OPEN SPACE AT A STANDARD OF 2.43 HECTARES PER 1000 PROJECTED POPULATION WILL BE SOUGHT IN ACCORDANCE WITH THE COUNCIL'S APPROVED MINIMUM STANDARDS FOR OUTDOOR PLAYING SPACE. SUCH OPEN SPACE WILL BE SOUGHT IN ACCORDANCE WITH THE FOLLOWING GUIDELINES:

- CHILDREN'S PLAYING SPACE - 0.6 - 0.8 HECTARES PER 1000 PROJECTED POPULATION**
- OUTDOOR SPORT - 1.6 - 1.8 HECTARES PER 1000 PROJECTED POPULATION**

IN ASSESSING THE REQUIREMENTS OF INDIVIDUAL DEVELOPMENTS THE OPEN SPACE SOUGHT WILL BE ASSESSED IN THE LIGHT OF EXISTING PROVISION IN THE LOCALITY.

POLICY REC 12 - PUBLIC RIGHTS OF WAY AND RECREATIONAL ROUTES



















DURING THE PLAN PERIOD, THE COUNCIL WILL MAINTAIN AND IMPROVE THE EXISTING PATTERN OF PUBLIC RIGHTS OF WAY (INCLUDING BRIDLEWAYS). LAND WILL BE PROTECTED AND PROVISION MADE FOR THE ESTABLISHMENT OF THE FOLLOWING ROUTES AS A FRAMEWORK FOR A NETWORK OF LINKAGES FOR THE ENJOYMENT OF THE COUNTRYSIDE.

- (i) ALONG THE OONEY BROOK, LLANTWIT MAJOR;**
- (ii) ALONG THE HODDNANT, LLANTWIT MAJOR;**
- (iii) EXTENSION OF THE PENARTH RAILWAY WALK SOUTH WEST TOWARDS SULLY, INCLUDING THE PROVISION OF A CYCLE ROUTE;**
- (iv) COMPLETION OF A TOWN TRAIL IN BARRY;**
- (v) DEVELOPMENT OF THE DISUSED RAILWAY LINE BETWEEN ABERTHAW / COWBRIDGE / PONTYCLUN INCLUDING THE PROVISION OF A CYCLE ROUTE;**
- (vi) IMPROVEMENT OF ACCESS TO THE COAST AT LAVERNOCK POINT, ST MARY'S WELL BAY, SWANBRIDGE, SULLY, RHOOSE POINT, PLEASANT HARBOUR AND SUMMERHOUSE POINT;**
- (vii) DEVELOPMENT OF A SEASCAPE TRAIL LINKING EXISTING FOOTPATHS TO PROVIDE AN UNBROKEN RIGHT OF WAY FROM THE OGMORE RIVER TO CARDIFF BAY;**
- (viii) CREATION OF NEW ACCESS OPPORTUNITIES AS PART OF DEVELOPMENT PROPOSALS;**
- (ix) DEVELOPMENT OF A FOOTPATH AROUND PENARTH HEAD, INCLUDING THE PROVISION OF A CYCLE PATH; AND**
- (x) FROM THE CARDIFF BAY BARRAGE THROUGH PENARTH HAVEN AND ADJACENT TO THE RAILWAY LINE, AND ALSO ADJACENT TO THE RIVER ELY.**

WHERE APPROPRIATE THE COUNCIL WILL FAVOUR THE INCORPORATION INTO THESE ROUTES OF BRIDLEWAYS, CYCLEWAYS AND FACILITIES FOR USERS.



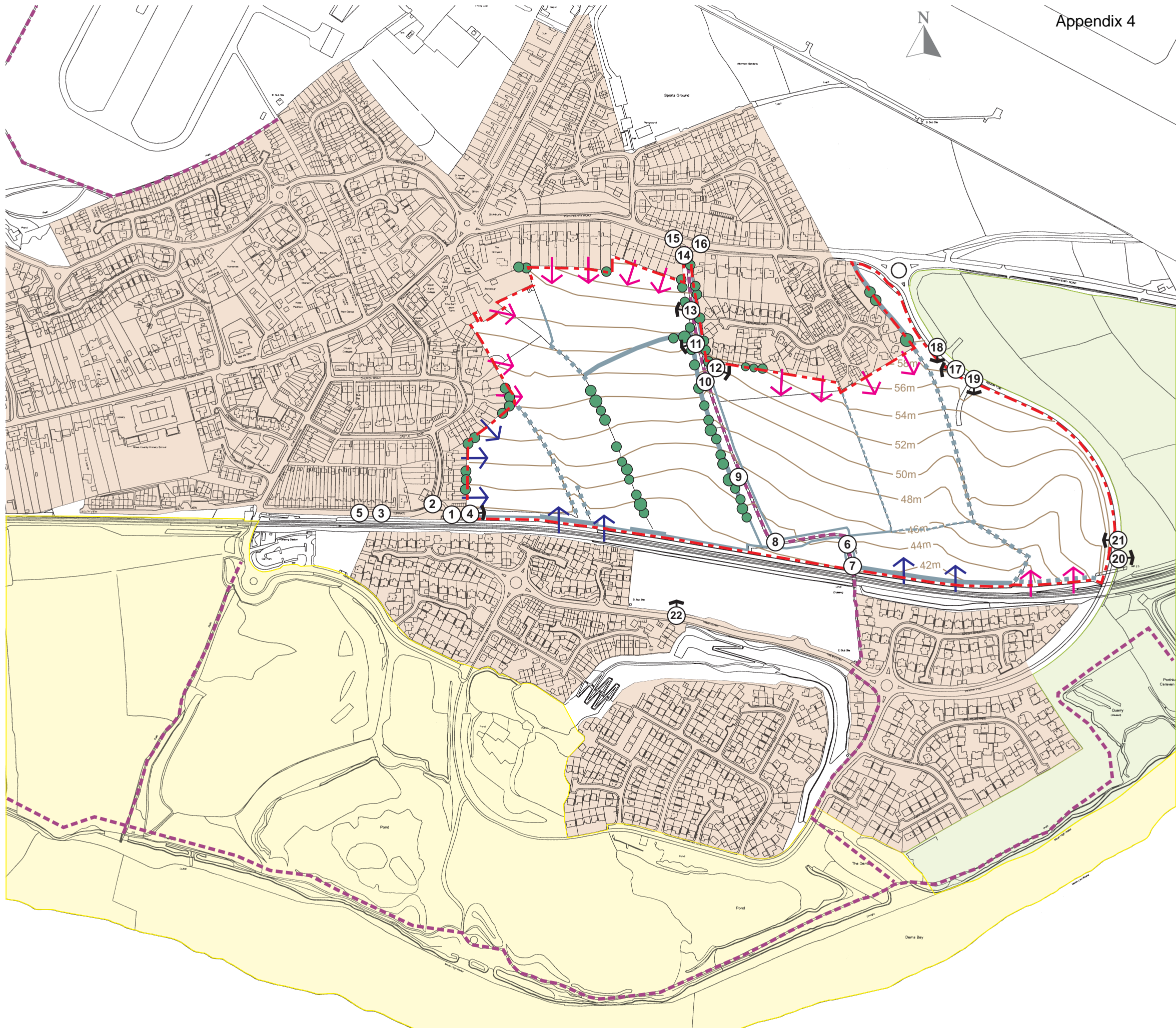
Land to the north of the railway line, Rhoose Current Land Use

-  Site Boundary
-  Footpath
-  Railway Station
-  Bus Stop
-  Residential
-  Primary School
-  Recreation
-  Playground
-  Allotments
-  Commercial/retail
-  Community facilities
-  PO Post Office
-  Doctor's Surgery
-  Chemist
-  Library
-  Land allocated to employment
-  Cardiff International Airport
-  Water Area



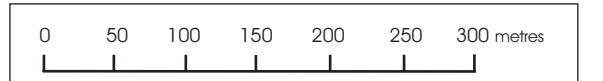
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Land to the north of the railway line, Rhoose Site Appraisal

- Site Boundary
- Built up Area
- Tall Hedgerows
- Low Hedgerows
- Tall Hedgerows with gaps
- Low Hedgerows with gaps
- Indicative Tree Locations
- Contours
- Open views across site with little intervening vegetation
- Views at site filtered or screened by vegetation
- Railway Lines
- Public Rights of Way
- Green Wedge & Undeveloped Coast
- Undeveloped Coast
- Photographs of Site
- Panoramic Photographs



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Land to the north of the railway line, Rhoose Site Photographs

① - ③ Views of Torbay Terrace and adjacent garages at south western corner of the site

④ View across south western corner of site

⑤ View of residential development to south of railway line

⑥ & ⑦ Views of footpath near railway level crossing

⑧ - ⑩ Views of access track through the site

Land to the north of the railway line, Rhoose Site Photographs



⑪ - ⑬ Views across site from access track

⑭ - ⑯ Views of track access off Porthkerry Road

⑰ & ⑱ Views west across site from Pentir y De



**Land to the north of
the railway line, Rhoose
Site Photographs**



①9 & ②1 Views across site from Pentir y De

②0 View eastwards from Pentir y De

②2 View from Trem Echni, Rhoose Point towards

Land to the north of the railway line, Rhoose Vegetation Appraisal



This drawing is based upon information taken from the Ecological Assessment (Capita Symonds, July 2004), Tree Condition Survey (Southern Tree Surgeons, November 2004), Site Appraisal (WynThomas-GordonLewis, July 2004). The extent of canopy spread as shown is based upon the topographic survey of the site.

Other hedgerows and groups of trees suitable for retention. These do not qualify as "Important Hedgerows" under the Regulations but may be species-rich hedges, which are Habitats of Principal Importance for Conservation of Biological Diversity under Section 74(2) of the Countryside and Rights of Way Act 2000. They are also a UK BAP and a Vale of Glamorgan BAP priority habitat.

Red Hedgerows which are predominantly English Elm (*Ulmus procera*), generally overgrown with livestock damage and frequent gaps. Large Elm trees which have succumbed to Dutch Elm Disease should be removed prior to development, as they are likely to die-back in the next 1 to 2 years, becoming unsafe. These hedges are not considered worthy of retention.

Orange Dense scrub along site boundary which forms a screen between the site and adjacent uses. There are large Elm trees in some locations which if infected with Dutch Elm Disease could become unsafe.

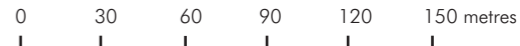
Grey dot Significant individual trees.

Red dashed line Site Boundary

Green Hedgerows with intermittent vegetation and evidence of damage by livestock. Retention of these hedgerows would require laying, replacement planting and removal of dead plants.

Light green Hedgerows and hedgerows with few gaps and signs of livestock damage. These hedges have a high proportion of English Elm (*Ulmus procera*) which has succumbed to Dutch Elm Disease. Laying these hedges, removing dead plants and diseased Elm with follow-up replacement planting would be retained.

Grey Hedgerows which qualify as "Important Hedgerows" under the Hedgerow Regulations, 1997. These are generally overgrown hedgerows with trees to be retained or pruned as required. Diseased Elm trees to be felled. Removal of this hedge only where essential to permit access etc.


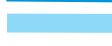






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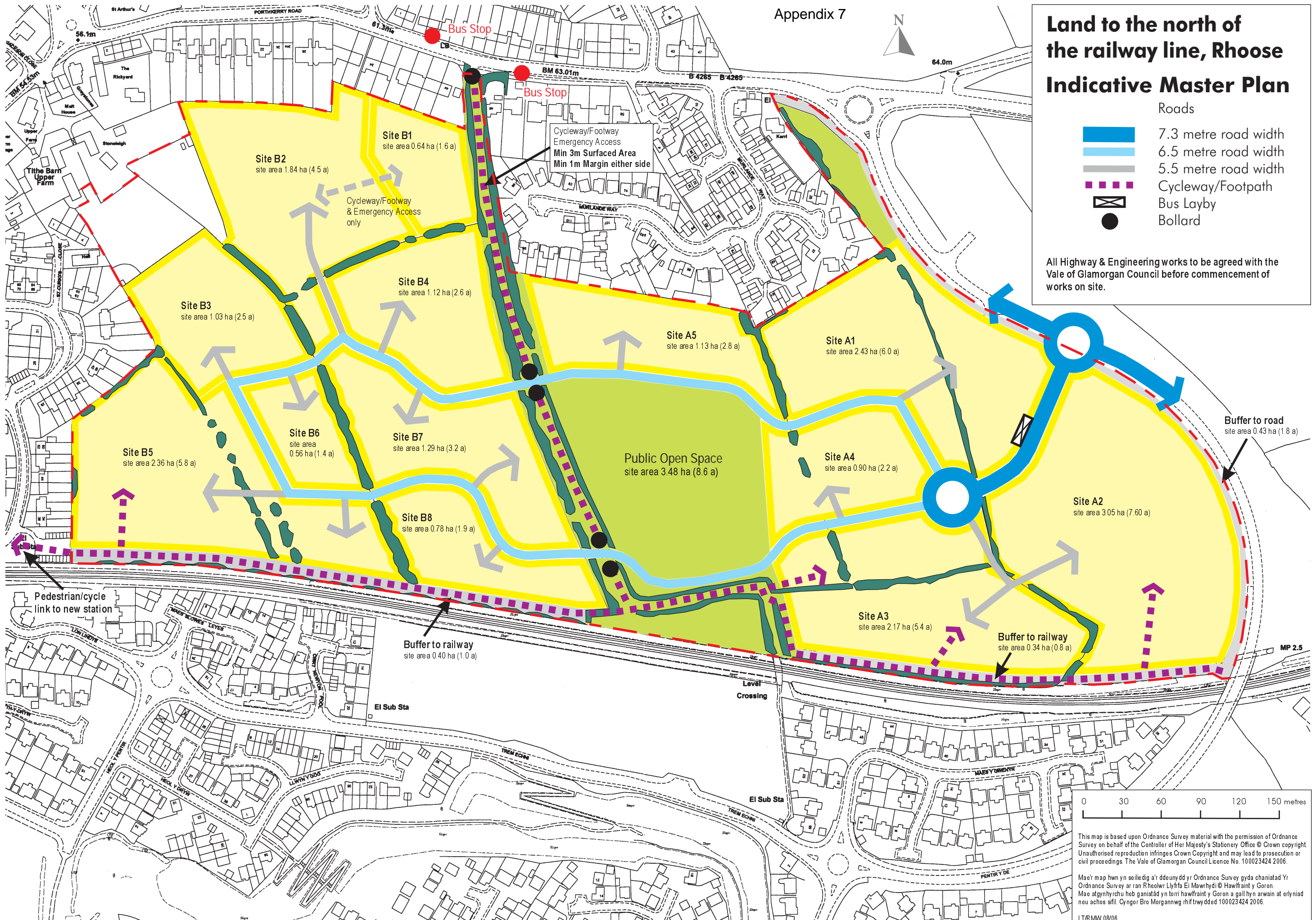
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Land to the north of the railway line, Rhoose Indicative Master Plan

- Roads
-  7.3 metre road width
 -  6.5 metre road width
 -  5.5 metre road width
 -  Cycleway/Footpath
 -  Bus Layby
 -  Bollard

All Highway & Engineering works to be agreed with the Vale of Glamorgan Council before commencement of works on site.



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Appendix 8

NETWORK RAIL Great Western

TREE PLANTING GUIDE **FOR PROPERTIES ADJACENT TO THE RAILWAY**

In general, all tall growing deciduous trees will at some stage pose a leaf-fall problem or maintenance requirement.

The following species of trees should, therefore be **avoided** on schemes adjoining the railway:-

False Acacia- This tree has brittle branches and a tendency to form sucker shoots.

Sycamore/Ash - These are invasive and fast growing species with windborne seeds.

Sweet Chestnut/Beech -These develop into huge trees, posing leaf-fall threat and beech are prone to weakening of the limbs by fork-rot.

Silver Birch/ Pines - These have shallow root systems and may be blown over.

Poplar/Crack Willow/Horse Chesnut -These species are prone to develop rot with age and can become unstable.

Lime -This tree has brittle branches. (Tilla euchlora is one species that does not produce sticky deposits and so can be used in car parks).

Rhododendron- This species is highly invasive and dominant in places where it has been introduced.

SPECIES ACCEPTABLE FOR GROWING ON OR NEAR AN OPERATIONAL RAILWAY

TREES


Alder
Bird Cherry
Crab Apple
Field Maple
Holly
Hornbeam
Juniper
Oak

Rowan
Service Tree
Whitebeam
Wild Cherry
Wild Pear
Wych Elm
Yew

SHRUBS

Buckthorn
Blackthorn
Dog Rose*
Dogwood
Elder*
Field Rose
Goat Willow
Guelder Rose
Hawthorn
Hazel
Osier
Privet
Purging Buckthorn
Spindle
Wayfaring Tree

*These species are fast growing and may dominate planting . However, they are useful in providing initial quick cover.

Directorate Of Environmental and Economic Regeneration Parks & Grounds Maintenance Operational Manual	
Playground Requirements	P&GM/QP059

When considering the following reference MUST be made to the National Playing Fields Association “The Six Acre Standard - Minimum Standards for Outdoor Playing Space” ISBN 0-946085-38-2

Neighbourhood Equipped Area for Play (NEAP)

It contains at least eight types of play equipment comprising:

- i) At least one item to stimulate rocking, touch, social or development play around younger children
- ii) At least two items to facilitate, sliding swinging or moderate climbing
- iii) At least five items, of which at least three are individual pieces rather than in combination, to encourage either more adventurous climbing, single point swinging, balancing, rotating, or gliding (e.g. aerial runway)

Local Equipped Area for Play (LEAP)

It contains at least five types of play equipment, of which at least two are individual pieces rather than part of a combination. Each of item is designed to stimulate one of the following:

- i) Balancing, e.g. beams, stepping logs, clatter bridges, or graphic line elements.
- ii) Rocking, e.g. see-saw or spring animals
- iii) Climbing or agility, e.g. frames, nets, overhead bars, or angled climbers.
- iv) Sliding, e.g. traditional slides, straight or angled ‘fire fighters’ poles.
- v) Social play, e.g. sheltered areas or child seating.

Additional items might focus upon rotating, swining, jumping, crawling viewing(e.g. ground graphics, counting or touching (e.g. sand and water)

Local Area for Play (LAP)

It contains features that enable children to identify space as there own domain, for example, a footprint trail, a mushroom style seat or a model of an animal or insect

Safer Surfaces

The Parks and Grounds Maintenance Divisions preferred option for safer surfacing is Nottsport Childsplay System but depending on local circumstances the Division will accept wet pour systems. On new sites there is a presumption against using tiles, bark or any other system currently available.

Equipment Suppliers

The Parks and Grounds Maintenance Divisions preferred suppliers for equipment at August 2005 in alphabetical orders is:

Komplan

Lapset

Record

SMP

Wicksteads Leisure

Metal play equipment and landscape furniture are the only acceptable equipment in urban areas

Installation Contractors

At August 2006 Approved Landscape Contractors are (in alphabetical order)

Afan Landscapes

Blakedown Landscapes

Dura Sports Ltd

Gerald Davies Ltd

Monmouth County Council

South Wales Sports Grounds

Disclaimer

Whilst giving information about suppliers and installation contractors The Parks and Grounds Maintenance Division does not and will not endorse any supplier, product or company.



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