

DESIGN + ACCESS
STATEMENT

T R E M - E C H N I
R H O O S E

A U G
2 0 1 2

Contents

P3	Introduction Context Regional Local	P15	Environmental Sustainability
P5	The Site	P17	Coloured Street Scene Proposals
P6	Materials and Details Roofs Windows and Surrounds Lintels and Sills	P18	Planning Context (Summary of Planning Statement)
P7	Doors and Entrance features Chimneys		
P8	Constraints		
P9	Opportunities (incl.plans)		
P10	Design Evolution		
P11	Design Approach The Importance of Urban Design Key Development Objectives Character		
P14	Community Safety Movement to, from & within the Development		

1.0 Introduction

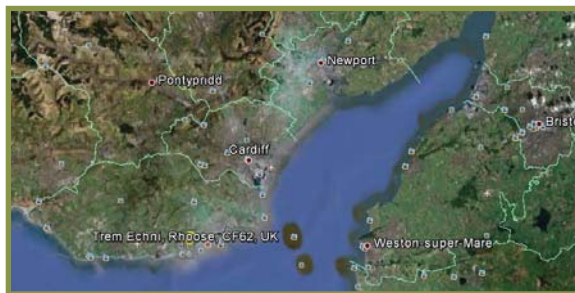
This design & access statement has been produced to accompany the Taylor Wimpey planning application for residential development on land off Trem Echni, Rhoose.

The design & access statement covers areas pertaining to the stages of design only. Separate technical documentation by the relevant specialists have been produced to address planning policy, transport, and ecology and are attached with the application.

The following pages will demonstrate the analysis of the site, from its wider, regional context, to its local context and the character of its location. Based on this detailed analysis of character and context will be a concept, this concept will be developed into a scheme. How this is achieved will be based on decisions made during the evaluation process that all schemes undertake. The final proposal will be our interpretation of the local character and context analysis coupled with the clients wishes and aspirations grounded in economic reality to deliver a scheme that addresses these concerns. Different designers and different clients would most certainly produce different schemes, however this is the scheme that we feel most comfortable to put forward and this document sets out that reasoning.

Context

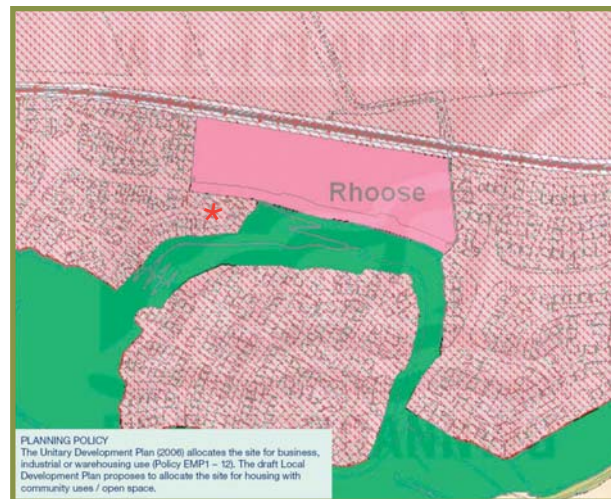
Regional Context



The site within its regional context

Rhoose Point is a development area, positioned south east of the village of Rhoose, within the Vale of Glamorgan. and situated between Barry and Llantwit Major close to Wales Southern coastline. Cardiff, the capital city of Wales is located approximately 15 miles to the east via the A48 and the busy M4 motorway corridor beyond. The site is the final land parcel of the greater Rhoose Point Development and is located off a main through road named Trem Echni.

The site faces Trem Echni to the south and great views towards the Severn Estuary beyond. The site benefits from easy access via A48/M4 motorway and rail to Cardiff, Newport and across the Second Severn Crossing to England beyond.



The site in relation to it's surrounding context

Equally the A48 also links to the M4 motorway in a westerly direction, to offer easy access to Bridgend, Swansea and the Gower Coast beyond.

Local Context

Rhoose is well know for its location close to Cardiff International Airport, Porthkerry Park, Fonmon Castle and Porthkerry Viaduct. It also benefits from an attractive coastline, particularly at Rhoose Point..

Rhoose also benefits from a central village area designated as conservation area. This is located off Rhoose Road and Jackson Close and includes two grade II listed buildings in Lower Farm House and Lower Farm Cottage. The Old Chapel, number 5 & 7 Rhoose Road form a compact group of 19th century buildings of local stone with buff brick quoins.

There are also two thatched buildings of interest within the village and a typical 19th century chaapel, built to commemorate Queen Victoria's 50th jubilee. There is also an old village water pump that stands within a small walled roadside park, the site of the former village square.

The village also has 2 public houses, the Fontygary Inn and the Highwayman together with a Social Club.

Rhoose's current population is approximately 5,000 people, due largely to the recent Rhoose Point and The Hollies urban expansions.

It has been one of the fastest growing villages within the Vale of Glamorgan over recent decades.



Images (clockwise):

1. Image of Rhose community hall
2. Image of Cardiff International Airport
3. Image of Porthkerry Viaduct
4. Image of Porthkerry Church

2.0 The Site

The site sits to the north of Trem Echni accessed via 2 proposed highway junctions and additionally as pedestrian only access via the new central Public Open Space.

A gently sloping piece of land, the area proposed for residential development is roughly rectangular in shape.

The site considered is to be served via vehicular and pedestrian adoptable highways at 2 main locations via Trem Echni as part of the Rhoose Point Development.

The planning application site area amounts to approximately 2.95 ha.

The site delivers 90 residential dwellings which includes 27 affordable homes.

The site slopes downwards in a north/south direction at an approximately gradient of 1:25

Directly north of the site is a railway line and further north lies open fields (which are allocated for housing under Policy HOUS1(22) of the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011).

There is a hedgerow bank leading upto the railway line beyond. There is also a PROW and covenant located in the north east corner of the site, with access onto Trem Echni within the eastern site boundary.

To the south, running parallel to the site is Trem Echni, the main highway through the Rhoose Point development. The proposals will also provide the missing cycleway link across this complete site frontage, along Trem Echni.

To the west and east the site adjoins modern residential dwellings, built as part of the evolving Rhoose Point



This aerial photograph shows the site north of Trem Echni with the surrounding Rhoose Point Development to date.

development. These existing dwellings are generally 2 storey and traditional in type.

Materials are mainly brickwork and/or render with grey, terracotta or brown slate or tiles. These dwellings again largely abutt the western and eastern boundaries.

Generally a large percentage of the surrounding residential development has been constructed over the past 20 years or so.

The villages local shop are located within a mile westwards, with many services and facilities including a post office, pharmacy, cashpoint, hairdressers/barbers, estate agent, library, primary school solicitors, accountants, supermarket, newsagent, cafe, GP Surgery, chip shop/takeaway, dog



Photograph taken from Trem Echni, showing the site frontage and depth the railway hedgerow bank.

grooming parlour, optician and a social club.

The older parts of the town are also found here together with main transport links to wider afield including the railway station.

3.0 Materials and Details

Historically, the predominant materials for walls and buildings is brickwork, render and limited natural stone. Fenestration such as window surrounds, keystones, banding and quoins are usually found on the grander buildings, or those of community status.

Sills and lintels are commonly simplistic, on most residential buildings. Brick tends to be a mix of red, brown or buff, particularly when used as a detail brick on the older buildings. The recent Rhoose Point Development uses a more red/red-mutli coloured brick with render to highlight key building details.

3.0 Materials and Details

Roofs

Roof pitches vary dependant on the type of building but are generally between 35-45 degrees, with an increase in pitch used to key buildings and lower pitches used to minimise impact on neighbouring gardens for example.

Historic roof materials were natural slate or plain tiles, but more recent developments such as some of the buildings close to the site have commonly used double roman and pantiles or flat slate look-a-like concrete tiles.

Ridge tiles tend to match that of the main roof for both historic and the more recent developments within the iadjacent area.

Windows and surrounds

The historic building windows are generally setback from the façade and rarely flush with it, except perhaps more humble dwellings. Proportions are rectangular with the emphasis being on the vertical aspect, as per the golden section to the grander buildings and of the horizontal aspect to some of the cottages. Victorian and Georgian styles are noted within the village.

More locally though, by far the most common window style used in recent times is the casement, repetitively used on the post 1980s housing found within the village and within the Rhoose Point Development.



Ongoing development of Rhoose Point adjacent to the proposed site, highlighting differing roof pitches, storey heights, materials and detailing and the use of casement windows throughout.

Lintels and Sills

Lintels are usually stone or brick although where render is the main facing material the lintel is usually hidden with a bellcast detail. The grander historic buildings tend to have more articulation in their detailing with contrasting brick details.

Sills tend to be stone or timber on the older buildings and a mix of modern cast stone or brick on the more recent developments. Generally houses adjacent to the site tend to be of brick or cast stone.



Above is an example of the post war detached house, found on the main road through the village centre approximately 1 mile from the site. Below is an example of a traditional early 20 century terrace street, using red/buff brick and stone deatil to create interest and highlighting grey slate.





More recent developments in the area tend to reflect the ideas of the relative developer, rather than the creation and forming of specific character areas.

Chimneys

Chimney stacks, often an important feature of historical house design or landmark buildings, as well as being functional, they provide interest to the roof and skyline. However, although used to parts of the more historic streets within the village, the more recent developments have either tended to be false or have none at all, as exemplified in the photographs shown.

Doors & Entrance Features

Historically, canopy's, porches and door surrounds were of stone and found more commonly on landmark buildings. The older areas of the village typifies the early residential dwellings within the town and there were generally no canopies or porches provided within these streets.

The adjacent residential development however tends to use simple timber or GRP canopies. The style and material used is again based upon the specific developers idealism rather than a character area or tradition. Throughout the village main doors are predominantly symmetrically panelled with little fenestration apart from glazing panels to the upper part of the door on some. They are highlighted by colour to distinguish them as the main entrance. However like windows these have been slowly replaced over the years with a wide variety of substitutes such as white PVCu and colour painted steel, both of which can be commonly found throughout the historic village and adjacent to this site.



Images (from top, clockwise):

1. A photograph of the adjoining western cul-du-sac highlighting brick arched heads, simple brick sills, bay projection, white upvc windows, white front door, black rainwater goods and red/terracotta profiled roof tiles.
2. Detached double bay fronted dwelling in buff multi brick with cast stone heads/sills, dark grey slate affect tile, white upvc windows and located eastwards of the development within Rhoose Point.
3. Modern red brickwork, grey concrete roof tile, integral garage dwelling using dormer windows and a main gable frontage detail.

4.0 Constraints

There are two existing, redundant, site access locations off Trem Echni. Proposals would seek to secure a similar number but located at the most appropriate and well designed locations.

There is also an opportunity to provide an additional pedestrian access via a central Public Open Space Area. Providing the missing section of the frontage cycleway/footpath along Trem Echni is also paramount.

The existing dwellings to the western boundary limits the proposals in plotting and privacy terms. However, due to the dwellings generally backing onto this boundary rear gardens prove helpful from a design perspective.

There is an existing hedgerow bank up to the railway line along the northern boundary. This boundary offers a constraint in terms of privacy and useability. Providing a garden buffer here is likely to prove advantageous.

There is also a PROW and Covenant located in the north eastern corner of the site. Both run in a southerly direction, alongside the sites eastern boundary. It is likely that both elements would benefit from being re directed/designed through the proposed development and within public space.

There is very little vegetation on site other than the northern hedgerow bank upto the railway line.

There is a gentle gradient of approximately 1:25 running in a north-south direction towards Trem Echni. This could prove to be advantageous in maximising the number of dwellings benefiting from southerly sea views.

The eastern boundary again is similar in constraint to the western boundary with dwellings backing on, via rear gardens. The Southern boundary is defined by Trem Echni including connection to mains drainage. There is also a Elec Sub Station and Gas Governor located outside the side in both frontage corners.



The site viewed from Trem Echni at the western boundary, showing existing dwellings predominantly backing onto the site.



Above: The site's southern frontage with the northern hedgerow bank viewable in the distance.

Below: Existing dwellings backing onto the site's eastern boundary, with the existing Gas Governor being served off Trem Echni.



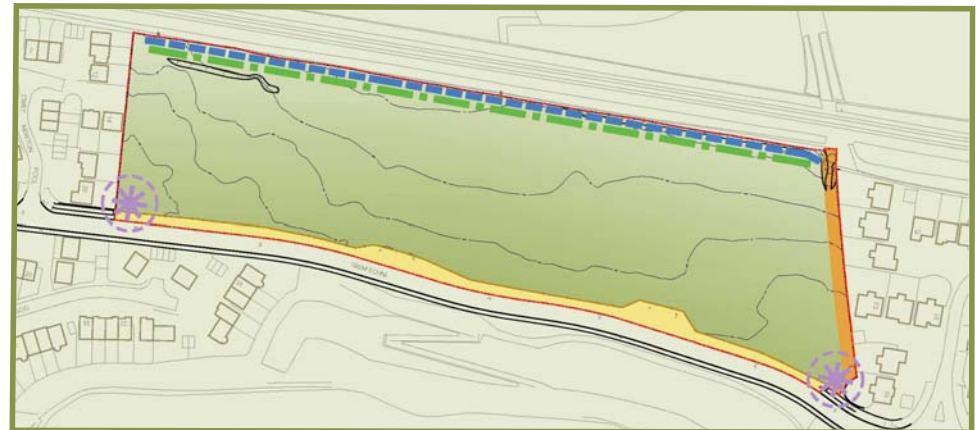
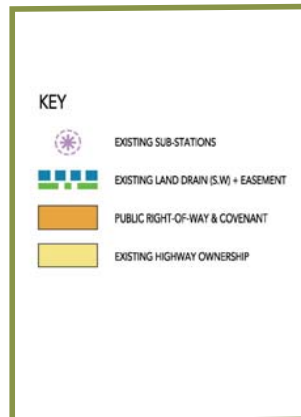
5.0 Opportunities

The site location is in close proximity to local shops, primary school, place of worship, social club and childrens play facilities and within the defined main catchment area of the village centre of Rhoose and thus is a relatively sustainable location.

Aside from the opportunities listed below, the site offers the chance to enhance the character of the area and provide a development within which local residents will enjoy.

In having a full understanding of the particular site constraints, a concept can emerge to exploit these constraints into positive opportunities, thus:

- By setting dwellings away from the northern, western & eastern boundaries, due to adjoining residential development and railway line, to avoid privacy issues and comply with the Council's development policies.
- By carefully considering proposed built form, offering a very strong 'Sense of Place' and creating enhanced legibility throughout the proposals.
- By designing a preference for maximum dwellings to benefit from sea views and gradient in a southerly direction.
- The 2 main access points into the site offer the opportunity to continue a strong, well used and well watched, street frontage throughout the scheme.
- The use of authentic materials and complimentary boundary treatments, combined with the sensitive siting of the buildings with their varying storey heights will ensure minimal impact on the wider landscape and sit comfortably within the adjoining greater development.
- Based on the proposed number of units, the development will provide 27No. affordable homes, all of which will be built in accordance with Code Level 3 of the Code for Sustainable Homes.
- There is the further opportunity to provide a direct pedestrian link through a central POS onto Trem Echni.
- The proposals will provide distinct legibility through the design of key and supporting buildings and spaces, offering clear directive throughout the scheme.



CONSTRAINTS/OPPORTUNITIES PLANS

6.0 Design Evolution

6.0 Design

6.0 Design

The design of the scheme acknowledges the constraints and opportunities available and incorporates the most appropriate design contributors as a result.

It uses the principles of good design through legibility, sense of place, enclosure and defensible space to deliver an attractive residential scale proposal.

The scheme has great opportunity to maximise the benefit of southerly sea views.

The proposal took on board elements of the design approach shown to the right, namely:

1. Inward facing development on western, northern and eastern boundaries.
2. Three individual Public Open Spaces being linked via planting, softening development and enhancing the public realm.
3. Linear and block forms of development facing well managed public spaces.
4. Variation of parking styles including private courtyards, integral, curtilage, on street and visitor types
5. Creating character through environment and building types/heights/enclosures.
6. Orientation of dwellings towards the new cycleway/footpath at Trem Echni frontage, providing missing section of wider cycleway/footpath.
7. Road categories reinforced through type, size and material allocation.
8. Three character squares introduced to add interest into the scheme and provide focal points and 'Sense of Place'.
9. The existing PROW and Convernant are proposed to be redirected through the new scheme design, benefiting from a visible, safe and well watched public realm environment.
10. Comments presentated at the public consultation event were considered as part of the evolution of this scheme.

The schemes design evolution has provided a well thought out, legible and attractive residential proposal that sits extremely well within the immediate surroundings of the Rhoose Point development.



Evolving Public Open Space ideas/positioning.



Evolving Masterplanning and Storey Height thoughts.



Evolving access and movement thinking.



Evolving areas of distinction and sense of place.

7.0 Design Approach

The importance of Urban Design

The DETR publication *By Design* highlights the importance of urban design in the development process. It states that:

“Urban design is the art of making places for people. It includes the way places work and matters such as community safety, as well as how they look. It concerns the connections between people and places, movement and urban form, nature and the built fabric, and the processes of ensuring successful villages, towns and cities.”

Key Development Objectives

Urban design covers a broad range of issues, and it is therefore necessary to define the core objectives. These key development objectives are intended to underpin the successful implementation of the development. They are applicable to the site in its entirety, and represent an holistic approach to the design of the overall scheme.

The objectives are drawn from tried and tested urban design methods that derive from the observation and analysis of existing, well-loved places.

The key design objectives outlined in TAN 12 are:

- * Character (including layout, scale, appearance, amount and landscaping)
- * Community Safety
- * Movement to, from and within the development
- * Environmental Sustainability

How these urban design objectives are addressed will be demonstrated over the following pages and where necessary expanded upon.

From the character, context, constraints and opportunities process of analysis it is clear that this site presents an ideal location for a quality infill scheme within the existing settlement of Rhoose. This well served town has all the facilities required of a sustainable community and is well

situated in terms of alternative modes of transport to the private motor vehicle. The overall design approach is outlined below. Whilst master planning the site, the Urban Design Compendium, as well as other Government Guidance, has provided an invaluable source of material and is referred to extensively.

Character

The concept that has evolved from the analysis is shown on the previous page. This is then worked up into more detail as the design rationale is expanded upon. Finally we reach the planning application proposal. Detailed drawings will accompany this design statement to support and show how the detailing has been thought through.

LAYOUT

The evolved masterplan took account of all existing constraints and opportunities. It highlighted mainly inward facing development with some variations required to address PROW and Covenant. Three character square areas were a very strong feature of the proposals, heightening legibility throughout.

Limited existing vegetation should to be trimmed back to the northern boundary and dwellings should back onto this, the western and the eastern boundaries wherever possible. Pre application discussions with Vale of Glamorgan

planning officers largely accepted the general principles of the proposals. This was also reflected via feedback received at the public consultation event

Legibility is always a very important element of the schemes evolution, concentrating upon the public green spaces, key and enclosure buildings, defensible space and natural surveillance.



Evolving overall Masterplan

The shape and form is one to create a continuous and legible street pattern and pedestrian, cycle and vehicle permeability. The buildings define and frame the street/space in a manner that also provides the most efficient use of the land for development purposes.

The form is basically rectilinear shapes following the shape of the site, outlining to the centre, a space/square which will be the 'central hub' for the development. This achieves efficient use of the land and creates a well structured design.

The pattern of development has been proposed as a mixture of detached, semi-detached and terraced units which is reflective of the surrounding area.

The three POS's/squares within the site, which of course aids legibility through the scheme and provides a green link throughout. It also provides the opportunity to highlight focal, key and feature buildings to enhance sense of place.

The building form also provides good surveillance over the public and private areas, forming a safe, coherent and well connected street pattern, offering a pedestrian link to the north, into the future adjoining residential area, located on the northern side of the railway line.

Consideration of course was given to existing dwellings located to both western and eastern boundaries and the built frontage necessity to be designed along Trem Echni.

Parking is to be provided in a mix of styles, located to the side of dwellings, within private courtyards, integrally, within dwelling curtilage, on street and visitor. Subtle positioning of trees aids the positioning of the cars within the street and also helps break up the otherwise hardsurface finish. Small planted front gardens also help create a more attractive streetscene.

The design evolution of the scheme has been very carefully thought through prior to the application being formerly submitted. The proposed design of the layout has undergone detailed discussions with the principal consultants, to offer an optimum proposal, encapsulating all available opportunities, benefits and views associated with the site.

SCALE:

As can be seen from the aerial photograph of the site, the pattern of development, particularly in close proximity to the site, is that of a linear and block form, with a mix of detached, semi-detached or terraced blocks of family sized dwellings. Buildings are mainly two storey except where features or views require scaling up of buildings.

Site within the existing Rhoose Point Development.



Therefore the development proposals have taken their lead from the immediate area. There are a limited amount of two and-a-half storey properties proposed on the development and these are located where they will have the minimal impact on any neighbouring properties but have a specific design purpose internally. This provision is also lead by southerly seaward views.

APPEARANCE:

Materials have been identified as predominantly brick or render with detailing in brick or cast stone, albeit that the more historic properties have minimalistic detailing on most of them. The predominant roof materials are flat or profiled in nature.

Our designs will have a modern approach to detailing and construction with the intention to create a development that is harmonious with the existing settlement by way of its materials and vernacular so that it blends and fits in well with its environment.

Our proposed palette will therefore be reflective of those materials, utilising locally sourced materials where possible.

Other distinctive features of the site will be the use of varying surface materials to identify the hierarchy of highways, including the introduction of block paving to relevant spaces and in doing so, enhancing the environment within which residents live and enjoy.

The building elevations are designed to offer simple but attractive styles, following the lead of the character of the buildings within the area albeit taking their lead from the more modern part of the village.

It is acknowledged that the better parts of the surrounding residential development of Rhoose Point, offers a good example of a modern housing development.



Part of one of the Public Exhibition Boards indicating an evolving example streetscene.



The site frontage viewed from Trem Echni.

AMOUNT

Welsh Government guidance advises against wasting land and the consequence that many places fail to sustain local facilities and public transport.

In keeping with Government and Regional Policy, we have proposed to ensure that the land is used efficiently with a well designed development taking place at as high a density as possible commensurate with a good living and working environment. And Guidance Documentation such as the Urban Design Compendium states that 'the better served and connected a site or development is, the stronger the case for considering higher densities...'

The density has been proposed at a level of 31dph based on the gross application site area of 2.95ha. The density is towards the lower end of the scale of those sought on new developments, however, the site does provide for a relatively small amount of smaller 2 bedroom

accommodation but provides a full compliment of parking for all dwellings.

Due to the current market conditions and a general need and desire for more family sized dwellings ranging from 2 bed to 4 bed we have proposed a scheme based on these principles.

The development densities achieved across the local area vary and have somewhat been determined through the relevant density guidelines set out by WAG and enforced by the Vale of Glamorgan at the time of each application.

'Density is a measure' Urban Design Compendium p47 *'How comfortable a place feels is a matter of the design and its social characteristics'*.

This scheme has a mix of houses and sits comfortably within the range of unit numbers identified in the Urban Design Compendium of between 30-50 units per hectare for such a site in a suburban location along a

transport corridor and close to a village centre. In summary, the site is roughly a gross area of 2.95ha in size with the number of units proposed at 90 which includes for 27 affordable houses, achieving a density of 31dph and made up from the following mix:

- 2 bed houses = 8No.
- 3 bed houses = 36No.
- 4 bed houses = 38No.
- 5 bed houses = 8No.

LANDSCAPING

The proposed landscape will form an important part in the success of this scheme both immediately and in years to come.

Tree planting is proposed in strategic areas within the public realm such as at the head of a road, or as soft landscaping to aid along the hardscape finish of the public highway and adjacent private driveways.

Shrub and hedge planting is also proposed to break up hardscaped areas and set to the fronts of dwellings, providing some small private front gardens.

The proposed mix of trees would be a combination of both ornamental and indigenous species.

In terms of biodiversity, new planting will be created to green and soften the environment. This new planting will more than adequately offset the small loss of poor quality vegetation already found on the site and will encourage the colonisation of the site by wildlife species.

Community Safety:

This is vital in creating a sense of personal and community safety in and around the development. There are three main elements we have considered when designing the scheme and are in line with those from the Urban Design Compendium:

1. ensuring natural surveillance & human presence - buildings front onto the public realm and secondary windows have been added to sides of dwellings to increase surveillance. Although cul-de-sacs have been proposed, they are well overlooked. Parking is generally to the front or side of the dwelling it serves. The one parking court proposed is gated to aid security where surveillance may otherwise be limited to first floor only.

2. minimising conflict - a safe walking route has been provided throughout the development through the provision of dedicated footpaths. A new public footpath/cycleway has also been provided along Trem Echni. These footpaths serve the site safely and give direct access to the public green spaces located throughout the site and to the both entry/egress locations at the Trem Echni boundaries.

3. designing-in territoriality and community involvement - small privately owned front gardens have been provided to most dwellings to encourage occupiers to take responsibility for their spaces. There are also areas of general public open space provided as part of the scheme, however some of the dwellings are designed specifically to overlook these green spaces, offering natural surveillance, security and 'ownership' of it. Other points to note are that the entire development will have adopted roads which will have streetlighting in accordance with the County Councils requirements, ensuring good lighting throughout the scheme.

Movement to, from and within the development:

There is a requirement under TAN 12 to understand how all users will benefit from movement into, from and around the site. Although many aspects of access have been addressed elsewhere in this statement under different subject headings this section pulls these together for the benefit of clarity. Access being addressed elsewhere in this document demonstrates that it has been thought about throughout the design process and not simply 'bolted' on at the end.

The proposed site is of a relatively small size, offering 2 main vehicular access points but with additional pedestrian footpaths provided throughout to encourage walking/healthy living. The 2 main access roads form an internal loop and road hierarchy then reduces to shared surfaces and private drives thereafter.



Access and movement plan

The site is essentially gently sloping in terrain and together with an inclusive design of the built form, access to buildings comply with Part M of the building regulations sustaining suitable and easy access for all people.

The site design itself has ensured that ease of movement and good accessibility can be achieved throughout the scheme including for those with limited mobility or with visual or hearing impairments.

By creating a street which is fully overlooked, the public realm has good surveillance over it making it a safe and convenient access route.

Speeds of traffic are kept to an absolute minimum due to the short and deflected lengths of road, the positioning of the dwellings, associated parking and the change in surfacing material.

The public realm will consist of materials which allow the street to have a sense of place rather than solely being a functional route for motor vehicles. Clear entrances to private parking areas help to ensure continuity, security and enclosure, but also to help define what is accessible by the public and which is private.

Whilst being a route where people can move freely, the circulatory access does of course allow for emergency vehicles to serve all residential dwellings from the adopted highway, all of which being within the required 45 metres from the furthest internal room.

Access is also achieved for both refuse collection and service vehicles directly from the public highway network.

Vehicular tracking has been produced for the layout to ensure that sufficient turning areas are provided for the safe and unobstructed manoeuvrability of all types of motor vehicles.

Car parking for the development is proposed at a rate, on average 2 allocated spaces per dwelling in accordance with Welsh Parking Guidelines. This ratio is in principle acceptable in Highways terms generally. Also the positioning of parking relative to the units they serve are designed to be in close proximity.

Cycle storage is provided at a ratio of one cycle space per dwelling and is located within the garage for the dwelling, or within a lockable timber shed for those dwellings without a garage.

Where adjacent to the dwelling and or fixed boundaries, the car parking spaces have been widened to enable ease of access.

The provision of a public cycleway/footpath along the frontage of the site will also offer greater safe pedestrian movement to persons outside and adjoining the site.

Environmental Sustainability:

As with the movement/access part of this statement, sustainability has an over arching role throughout the design process and appears in the many previous headings. The following is a summary of the various aspects of sustainability throughout the scheme.

The site is within the defined area of Rhoose and the general Rhoose Point Development and is served by a relatively frequent bus and train service.

There is a place of worship within 2 minutes walk of the site.

A post office and general convenience store/newsagent and other community facilities are located within the central shopping street roughly a mile away. There is a primary school located within Rhoose, approximately 1 mile away.

Within a short walk there is also a social club, eateries, another place of worship and a supermarket.

A range of modes of public transport suit a diverse population throughout the day and evening, Rhoose has fairly good rail, bus and cycle provisions.





In terms of achieving Code for Sustainable Homes this site will achieve Code Level 3 together with an additional credit under ENE1 for all dwellings. In terms of energy efficiency, the aim is to reduce overall energy use and in all cases, the development will meet minimum standards for heating and lighting efficiency under Part L of the Building Regulations. All windows in the development will be double glazed, increasing the thermal efficiency of the buildings. Insulation of walls, floors, roofs and doors will be at least to the levels specified in the most current Building Regulations.

The orientation and elevational design of the buildings have taken into account natural lighting within the property. Sufficient natural lighting means a decreased use of additional electric lighting and increased energy efficiency. Therefore, natural lighting has been maximised within the constraints of practicality and external appearance.

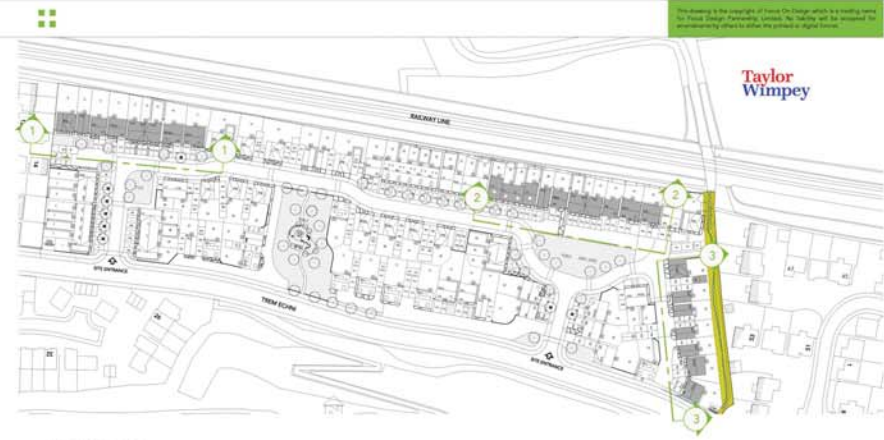
Any appliances and fittings supplied by the developer will be low-energy rated (i.e. A or B on the EU Energy label for electrical appliances). Low energy light fittings will be installed as required by Building Regulations. All boilers installed for space and water heating will be the modern condensing boilers which are the most energy efficient type available, converting over 90% of their fuel to useable heat* as compared with just 60% of the older types of boiler.

* Energy Saving Trust

LAND OFF TREM ECHNI, RHOSE POINT, VALE OF GLAMORGAN



STREET SCENE 1



KEY PLAN
1:1000



STREET SCENE 2



STREET SCENE 3

STREET SCENES

SCALE: 1:200 A1
DATE: APR 2011
DRAWING TITLE: STREET SCENES
DRAWING NO.: 040-103
FOCUS ON DESIGN
www.focusdp.com



THE GOLF BOWWYTH, LLECHRYDAN, PLYMOUTH, PL36 9JH
01752 812000 01752 812001 www.taylorwimpey.com

8.0 Planning Context

Planning Context

Planning History

The site has been subject to a number of applications over time since the original grant of outline planning permission in 1993 – for both employment and residential development. Detailed consideration of the planning history is included in the Planning Statement which accompanies this application.

Original intentions for the site to be used for employment purposes has not been possible to pursue given the demonstrable lack of interest in the site from employment and other commercial users. As such, the proposed form of development is for residential use only.

Planning Policy Context

The statutory development plan for the area currently comprises the Vale of Glamorgan Unitary Development Plan (UDP) (2005). The site is located within settlement limits and is currently allocated for employment uses in the UDP. Therefore, the following UDP policies have been considered and are appraised in full in the Planning Statement:

- Policy EMP1 of the Plan and confirms that the Rhoose Quarry Employment Site is allocated for B1, B2 and B8 uses.
- Policy EMP4 seeks to protect land for employment uses (existing employment sites and sites allocated for employment uses), stating that development of uses that are not contained in Classes B1, B2 and B8 will not be permitted on these sites.

- Policy HOUS2 considers additional residential development on sites which are not currently allocated. Policy HOUS2 states that housing infill, small scale development and redevelopment which meet the criteria listed in policy HOUS8 will be permitted within the settlement boundaries of certain settlements.
- Policy HOUS8, 'Residential Development Criteria of Policy HOUS2 Settlements' identifies detailed development criteria which residential development proposals will need to satisfy. These criteria include consideration of:
 - Scale, form and character of the proposed development
 - Effects on amenity and character of existing or neighbouring environments
 - Impact on agricultural land, areas of attractive landscape or high quality townscape or on areas of historical, archaeological or ecological importance
 - When appropriate and feasible, the provisions of policy REC3 are met
 - The provision of car parking and amenity space is in accordance with the Council's guidelines
 - Adequate community and utility services exist, are reasonably accessible or can be readily and economically provided
 - Under Policy ENV27, proposals for new development must have full regard to the context of the local natural and built environment and its special features.
 - Policy HOUS12 states that where there is demonstrable need, the Council will seek to negotiate with developers for the inclusion of a reasonable element

of affordable housing. Further guidance on affordable housing requirements is set out in the Planning Obligations SPG.

- Policy REC3 requires new residential development to deliver open space at a standard of 2.43 hectares per 1000 projected population. This requirement is clarified in Planning Obligations SPG (as referred to in the Planning Statement).
- Policy TRAN10 states that the provision of parking facilities are required to be in accordance with 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.

The Planning Statement also considers the relevant national planning policy pertinent to the site, including Planning Policy Wales and the Technical Advice Notes which supplement it.

Whilst the UDP position at the present time is that the site is allocated for employment use, the Council recognise through its employment land study, that it is not attractive to the market and should be de-allocated for such purposes. On this basis, the draft Local Development Plan (2012) proposes to allocate the site for residential development, but with some community / recreation uses within it.