

28 March 2013



Steve Butler
Planning Services
The Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

Paul Williams
E: pjwilliams@savills.com
DL: +44 (0)29 20368906
F: +44 (0)29 20368999

12 Windsor Place
Cardiff CF10 3BY
T: +44 (0) 2920 368 920
savills.com

Dear Steve,

Land South of the Railway Line, Trem Echni, Rhoose
Your ref: 2012/00937

Further to our recent meetings to discuss revisions to the layout of the above scheme, I have the pleasure of enclosing the following information which can be treated as a formal amendment to the application.

- Plans (See attached list)
- DAS Addendum
- Revised Certificate B

The key changes shown in the attached documents can be summarised and justified as follows.

Level and Mix of Development

The number of units within the scheme has been reduced in order to accommodate some of the urban design changes described below. As a consequence, the scheme has now been **reduced from 90 units to 87 dwellings**. This consists of the following mix of development:

- 12 x 2 Bed
- 33 x 3 Bed
- 32 x 4 Bed
- 10 x 5 Bed

The proposals identify a total of 26 affordable dwellings, representing 30% of the total. These are to be split as 21 social rented (80.8%) and 5 Low Cost Home Ownership (19.2%). This is in line with the Council's policy and their preferred split tenure. We are however investigating the potential for an element of intermediate rent. Any further discussions on the latter will not impact upon the physical appearance of the scheme.

The proposal remains to create two access points from Trem Echni and the diversion of the public right of way (PROW), as well as creating new open space and landscaping. Consequently, the description of the development remains as per the original, save for the substitution of the total number of dwellings.

Layout

Following detailed discussions with you and your highways colleague, the layout of the development has been revised to take into account the following key points:

- The need to comply with Manual for Streets and the circulation standards required for adoptable highways and turning of service vehicles
- Revised line of PROW diversion in order to account for revised adopted highway line
- Reorganised and increased area of public open space (see below)
- Incorporation of bus lay-by area and land to be reserved for bus shelter

The revisions to the layout satisfy the Council's requirement for a single, meaningful and central area of open space which can be seen as a benefit not only for the site, but also for the surrounding residents at Rhoose Point. This is explained in further detail below.

The revised layout satisfies the requirements for vehicular circulation, respects privacy distances and creates a development with its own character and identity.

Public Open Space Revisions

The POS has been revised from the previous layout whereby it was split more evenly across 2 areas to form a single main area. A much smaller area of POS is to be retained in the north eastern corner of the site adjacent to the gateway to the PROW to the north. The POS on site now amounts to 0.344 ha, an increase from 0.28 ha.

Using the Council's SPG, the POS requirement for 87 houses is 0.4819 ha. Based upon the preferred requirement therefore, there is a shortfall of 0.1379 ha. However, as discussed and agreed with you, the quality of the proposed open space on site significantly outweighs the small shortfall in quantity being provided. The retention of close to 90 dwellings allows for a higher quality of POS to be provided, even if there is a small shortfall in quantity. The submitted plans show the area identified for POS, however, we have also supplied concept plans for a high quality landscaped and equipped area of POS, showing 3 zones of play, accommodating teenage, infant and informal areas.

As agreed the actual detail of the POS can be dealt with by condition, with the reassurance that the higher cost of the design, landscaping and equipment will be secured through the terms of the S106 (discussed further below)

It is envisaged that the POS will be an asset to the site and the surrounding area, thereby fulfilling the POS requirements for the development.

Discussions held over this concept indicate that the additional cost of providing the quality of space proposed can be offset against the shortfall in quantity of provision. Ordinarily the shortfall in space being provided would require an off site contribution of £56,749. In this case, the cost of the additional equipment and quality of space being provided on the POS will equate broadly to the cost of off site contribution.

Therefore the monies that would otherwise have been spent provided through S106, will not be utilised on site. Given that this will also provide a benefit for existing residents of Rhoose Point, this is considered to be an advantageous situation for the existing residents, mitigating for the small shortfall in quantity of open space being provided. As explained further below, the S106 contribution for the Community Facilities can legitimately be used as contingency if the costs exceed the £56,749 to be set aside for POS.

The management of the POS will need to be either through a private management company or via adoption and a commuted sum. We are therefore proposing that we make contact with your parks department to scope out the latter option once we have a more detailed design for the POS. An either or clause can therefore be inserted into the S106.

Bus Lay-by

The bus lay-by is shown within the existing position on site. An indicative area is also shown for the location of a bus shelter. This has been requested by the LPA. It is intended that should the LPA wish to construct

the bus shelter, then funds would need to be allocated from the sustainable transport contribution being provided as part of the S106. There is no additional obligation being offered by the applicants to provide this and it is entirely the decision of the LPA as to whether the bus shelter is to be provided utilising the sustainable transport contribution.

Ecological Mitigation Report

Discussions with the Council Ecologist have taken place and it has been agreed that a report is to be prepared to establish the level of mitigation required and a strategy to implement and secure off site habitat provision for reptiles and moths. This report is underway and the result will be submitted to the LPA for agreement at the earliest opportunity. Mitigation will be secured through a S106 agreement.

Heads of Terms for S106

Given the discussions that have taken place and the reduction of the overall number of units now being provided, the following heads of terms for a planning obligation are considered reasonable. I would add the caveat that at this point in time that the off site upgrades of the foul sewers have yet to be surveyed and costed. On the basis that these costs could be substantial and impact upon the viability of the scheme, the applicants reserve the right to review the heads of terms set out below in the event of onerous costs being raised in association with off site foul sewer works.

1. **Education contributions** – Your letter dated 25 January 2013 confirmed that contributions would be sought on the basis that £12,257 per nursery and primary school place in line with the contributions sought on land to the north of railway line. In this case, based upon 0.1 nursery places required per dwelling and 0.278 primary school places, there would be a total of 24 primary school places generated and 4 FTE nursery school places (rounded to the nearest whole number). This would generate contributions of £343,196 for education.
2. **Community uses** – the SPG requires £988.50 per residential unit. The contribution therefore amounts to £85,999.50. See POS section below for how this can be dealt with.
3. **Public Open Space** – The revised scheme provides 0.344 ha of POS against a SPG standard requirement of 0.4819 ha. Ordinarily the balance would need to be covered through an off site contribution of £56,749. The provision of enhanced play equipment and landscaping has yet to be calculated as we don't yet have a detailed scheme., however, it is likely to be broadly equivalent to the costs that would otherwise be associated with the off site contribution. It is proposed that the S106 is structured to obligate TW to cost the on site equipment, provide it, and for any surplus from the combined totals to be transferred to the Council to utilise for other POS improvements close by. It is suggested that as the POS will inevitably provide a benefit for the wider community, that the Community and POS contributions are combined to provide a contingency for any over spend on the POS/equipment should it exceed the £56,470 calculated from the SPG. An either/or clause is proposed for the long term maintenance of the POS i.e. either a management co. or a commuted sum if adopted – we will need to liaise with your Parks colleagues to agree a commuted sum.
4. **Affordable Housing** – in line with the Council's requirements, the provision of 30% of units as affordable has been accommodated within the scheme. This is split as 80% (80.76%) social rented, with 20% LCHO.
5. **Environmental mitigation** – it has been agreed in principle with the Council's ecologist that off site mitigation can be accommodated through enhanced habitat on the nature reserve that has been transferred to the Council. A separate report is to be provided to determine the actual detail and cost of this mitigation. It is envisaged that it will take the form of a monetary contribution to maintain suitable habitat for 10 years for moths and any reptiles to be trans located from the site. This is to form part of the S106, with sums to be confirmed as soon as possible.

6. **Transport contributions** – the Council's SPG requires £2,000 per dwelling as a sustainable transport contribution. This amounts to £174,000. This is to be used by the Council on improvements to the highways network directly related to the development. As discussed above, this could include the provision of a bus shelter on the land reserved for it shown on the drawings to be approved. No additional obligation is offered in respect of a bus shelter – i.e. it is to be provided by the Council (if required) by utilising some of the £174,000 being provided through the sustainable transport contribution. Likewise clauses are to be agreed for the cost of provision of the cycle path along the frontage, the cost of the bus lay by and any other sustainable transport measures incorporated into the scheme, to be deductible from the £174,000 total.

As with numerous other schemes approved by the Authority, public art on site can be secured via the standard condition/clause in the S106. A detailed scheme hasn't been devised as yet but it is anticipated that there will be ample opportunity within the POS area and site boundaries to incorporate a suitable scheme.

Summary

The revised submission has taken on board the input from officers and is now considered to address the comments made in several meetings and reviews of the layout.

It is our view that the proposal now provides an entirely acceptable and beneficial scheme for this long time brownfield site. The proposal for 87 dwellings will assist in addressing the significant shortfall in 5 year housing land supply that the Council currently have and will provide a significant benefit for existing residents in the Rhoose Point area through the POS being proposed.

The trans location of reptiles and off site mitigation for moth habitat can be provided through the S106, in line with the 'in principle' agreement that we have reached with the Council's ecologist. This is of course subject to the findings of the detailed report that is currently being undertaken.

The proposals are compliant with the Council's requirements on affordable housing, sustainable transport contribution, community contributions and education provision.

I would therefore be grateful if the application can now be re consulted upon to allow it to be reported at the earliest possible planning committee.

If you have any queries about the enclosed, please do not hesitate to contact me.

Yours sincerely

Paul Williams
Associate Director

Land South of the Railway Line, Trem Echni, Rhoose (2012/00937)

- 0460-102 C Planning Layout-A2L
- 0460-103 A Street Scenes-A1L
- 0460-104-1 A External Works Layout-A1L
- 0460-104-2 A External Works Layout-A1L
- 0460-104-3 A External Works Layout-A1P
- 0460-106 B External Detailing-A3L
- 0460-107 B Adoption Plan-A1L
- 0460-108 A Materials Layout A1L
- 0460-109 A Garages-A2L
- 0460-110 Proposed Footpath Diversion Plan-A1L
- 0460-151 B Storey Heights Plan-A4L
- 0460-152 A Parking Strategy-A4L
- 0460-302-1 B Road & Sewer Longitudinal Sections (Sheet 1 of 2) (A1L)
- 0460-302-2 Road & Sewer Longitudinal Sections (Sheet 2 of 2) (A2L)
- 0460-320 A Drainage Strategy Plan A1L
- 0460-1000 Movement Plan A4L
- 0460 Housetype Booklet- Issue 2-A3L
- 0460-Parking Matrix-Issue 2 -A4P
- 2013-03 Rhoose DAS Addendum

List of Superseded Drawings:

- ~~0460-102~~ Planning Layout
- ~~0460-103~~ Street Scenes
- ~~0460-104-01~~ External Works Layout
- ~~0460-104-02~~ External Works Layout
- ~~0460-104-03~~ External Works Layout
- ~~0460-105~~ Vehicle Tracking Layout
- ~~0460-106~~ External Detailing
- ~~0460-107~~ Adoption Plan
- ~~0460-108~~ Material Layout
- ~~0460-109~~ Garages
- ~~0460-151~~ Storey Height Diagram
- ~~0460-152~~ Parking Strategy
- ~~0460-1000~~ Movement Plan
- ~~0460-2000~~ Public Open Space
- ~~0460-3000~~ Character Areas
- ~~0460-302~~ Road and Sewer Long Section
- ~~0460-320~~ Drainage Strategy Plan
- ~~1432/01~~ Planting Plan Sheet 1 of 3
- ~~1432/02~~ Planting Plan Sheet 2 of 3
- ~~1432/03~~ Planting Plan Sheet 3 of 3
- ~~Housetype~~ Drawings
- ~~Parking Matrix~~