

May 2014

Supporting Planning Statement

Land North of the Railway Line (West), Rhoose

Residential development with associated access and associated works, to include public open space and land for a primary school (including the demolition of 46 Porthkerry Road and its associated outbuildings)

Prepared for:

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Introduction

1.1. Savills is instructed by Taylor Wimpey Plc and South Wales Land Developments Ltd to make an outline planning application to the Vale of Glamorgan to develop land North of the Railway Line (West), Rhose. The application is for a predominantly new residential development that has been sensitively designed by an experienced team and is based upon a full understanding of the site and the context that it sits within. The scheme includes land for a primary school. The proposals also include a new vehicular access to Porthkerry Road, which forms the only detailed element of the proposal, which is not a reserved matter.

1.2. The proposal is to develop the land for circa 350 new homes, to include a proportion of affordable housing. An area of land amounting to 1 ha is to be dedicated within the site for a primary school. Public open space will also be provided, alongside linkages to the adjacent development site and the existing highways and pedestrian network.

1.3. This statement provides the context for, a description of, and the justification for, an outline application with the following description:

“Residential development with associated access and associated works, to include public open space and land for a primary school (including the demolition of 46 Porthkerry Road and its associated outbuildings).”

1.4. An indicative masterplan is provided to demonstrate how the site can be developed to take into account its particular characteristics and its context. This shows indicative positions for vehicular and pedestrian / cycle access. The application also includes detailed plans for the primary vehicular access in to the site, for which formal approval is sought as a detailed matter.

1.5. This statement explores the context of the site, the planning policy relating to the proposals and sets out the justification in planning terms for the development. This statement should be read in conjunction with the following documents:

- Transport Statement – Waterman Transport & Development Ltd
- Archaeology and Heritage Appraisal – EDP
- Design and Access Statement – Focus on Design
- FCA & Drainage Strategy - Waterman Transport & Development Ltd
- Agricultural Assessment – The Andersons Centre
- Ecology Assessment – Sturges Ecology
- Bat Surveys – EDP

- Hedgerow Assessment – EDP
- Arboricultural Assessment - EDP
- Landscape Assessment – EDP
- Noise Assessment – INVC
- Air Quality Assessment - Waterman Transport & Development Ltd
- Site Investigation Report – Integral Geotechnique

Context for the Application

- 1.6. The proposals provide an opportunity for sustainable growth within an identified Primary settlement within the Vale of Glamorgan as identified within the draft 2012 Local Development Plan and, to bring forward land allocated for residential purposes within the 2006 UDP. The application site benefits from adopted and draft allocations for residential and mixed uses as part of a wider allocation including land to the east.
- 1.7. The application context includes the recent grant of outline planning permission (and subsequent submission of reserved matters) on the land east of the hedgerow. Together, the two sites make up the land allocated within the UDP / LDP.
- 1.8. We are aware of a great deal of discussion that was undertaken as part of the consideration of the adjacent application and the importance that was placed upon achieving a comprehensive development across the two sites.
- 1.9. The August 2007 Development Brief is now out of date by virtue of the requirement within the LDP Deposit for the inclusion of a primary school within the allocation. Nevertheless, the principle of securing a comprehensive development across the two sites remains. This is acknowledged and has been at the forefront of the master planning process for this application. The decision taken on permission 2010/00686 was in the light of the knowledge that the east and west land parcels within the allocation were in different ownership. However, there was an assumption that land to the west (the application site) would be brought forward for development. Whilst concerns were expressed over the differences in ownership, the committee report considered that the two sites could be considered separately, whilst ensuring that a cohesive scheme of development for the allocated site is still delivered. The decision endorsed this view point.
- 1.10. The principle objective of the LPA was to secure vehicular and pedestrian / cycle links between the two land ownerships. The permission granted includes a number of conditions requiring those access points to be provided. Ultimately however, there is no guarantee of when the

links will be provided (i.e. at what stage will they be built within the development of the land east of the hedgerow) or, whether the land owner (who is separate from the developers – Bellway / Persimmon) will prevent those linkages being used.

- 1.11. The conditions attached to the permission do not, in the considered view of the applicants and their advisors, offer comfort that the land within this application could be accessed via land to the east.
- 1.12. The applicants therefore must be in a position to be able to access, drain and develop the application site independently of the land to the east. Not to do so would result in unacceptable uncertainty over the timing or delivery of any form of development on their land.
- 1.13. The approach therefore has been to secure a safe and appropriate access directly onto Porthkerry Road. The aim remains however to facilitate, as far as possible within the gift of the applicants, a comprehensive development across to the two land ownerships.
- 1.14. As the remainder of this statement and the DAS explains, the aim has been to plan to link up to the points of access that are required to be planned for on the adjacent land and, in masterplanning the site, to compliment the positions of POS and pedestrian / network on the adjacent land.
- 1.15. A similar approach is required to be taken in respect of the drainage of the site. Due to uncertainties over whether connections could be made to the future planned drainage network on the adjacent land, an independent drainage strategy must be devised for the application site.
- 1.16. The context to the site, the allocation, the development brief and the land ownership has therefore been at the forefront of the masterplanning process. This has not compromised the aim to deliver comprehensive development across the entire allocation. In fact, the approach that we have been required to take is more likely to deliver the full potential of the allocation and the benefits that will arise from it in the provision of a new primary school and sustainable linkages across the allocated site.

Screening for Environmental Impact Assessment

- 1.17. A request for an EIA screening opinion was made to the LPA on 16 December 2013. This relates to the precise boundary of the planning application, describing the proposed development as circa 350 new homes, landscaping, open space and infrastructure, including land of circa of 1ha for a new primary school and nursery.
- 1.18. The LPA did not issue an opinion within the timeframe allowed and consequently a request for a screening direction was made to the Welsh Government on 17 February 2014. The screening direction was issued on 9 April 2014. This is reproduced at Appendix 1.
- 1.19. Having consulted Cadw, Natural Resources Wales and utilising views from the Council's highways department, the conclusions reached was that:
- a. The proposals were not a major development of more than local importance, proposed within an environmentally sensitive or vulnerable location and are not likely to give rise to complex or potentially hazardous effects; and
 - b. They would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location.
- 1.20. The direction therefore was that the development subject to this application is not EIA development and therefore need not be subject to EIA. The application is proceeding on that basis.

Structure of this Statement

- 1.21. The Statement is structured as follows:
- Section 2 sets out a description of the site and its surroundings
 - Section 3 describes the proposed development
 - Section 4 sets out the planning policy context at national and local level and provides an analysis of the significance of the various documents
 - Section 5 considers the detailed considerations in relation to the proposals; and
 - Section 6 brings together the key points made within the statement forming conclusions in relation to the site and the proposals

2. Site and Surroundings

The Site

- 2.1 The application site is situated to the east of Rhoose, Vale of Glamorgan, on land referred to as Land North of the Railway Line (West), Rhoose. The site is located a short distance to the south of Cardiff International Airport. The site measures approximately 12.5ha (30.8 acres) in area. The site is irregular in shape, although is approximately square, with irregular boundaries and an eastern 'finger'.

Aerial Photograph

(Source: Google)



- 2.2 The site is bordered to the north by the residential properties of Porthkerry Road, to the east by the residential properties of Murlande Way, hedgerows and track (also known as the 'green lane' or Happy Valley) separating the east and west sites (discussed below), to the south by the Vale of Glamorgan railway line (with services from Cardiff Central to Bridgend, via Barry) and to the west by the built up area of Rhoose, principally the residential properties off St Curig's Close, Castle Road and Torbay Terrace.
- 2.3 Hedgerows form the majority of the boundary to the east and south of the site and boundary fencing to the north and west.

- 2.4 The site is currently in agricultural use. The land is currently let on a tenancy to a local farmer who uses the site for grazing and haylage. The agricultural value of the land has been classified as grade 3b and therefore not within the best and most versatile agricultural land category that would otherwise afford protection through Planning Policy Wales (PPW) (Edition 6, February 2014) and Development Plan policies.
- 2.5 The site includes an existing residential property (46 Porthkerry Road) which is to be demolished in order to form the access point.
- 2.6 The site has an existing residential allocation within the Unitary Development Plan (UDP) (April 2005). Policy HOUS2(22) identifies the site as being part of a 26ha site with the capability to deliver approximately 600 units. Given the allocation, the site falls within the Rhoose settlement boundary.
- 2.7 The site also forms part of a housing allocation, MG2(33) of the Vale of Glamorgan Deposit Local Development Plan (DLDP) (November 2013). The site forms the western part of the site known as Land to the North of the Railway Line, with separate but compatible development proposals emerging for the land to the east of the Land to the North of the Railway line. The site also contains allocations for Public Open Space (MG25(7)) and education facilities (MG6(6)).
- 2.8 The extract from the UDP and DLDP Proposal Maps are shown below.

Unitary Development Plan (April 2005) Proposals Map

(Source: Vale of Glamorgan Council)



Deposit Local Development Plan (November 2013) Proposals Map

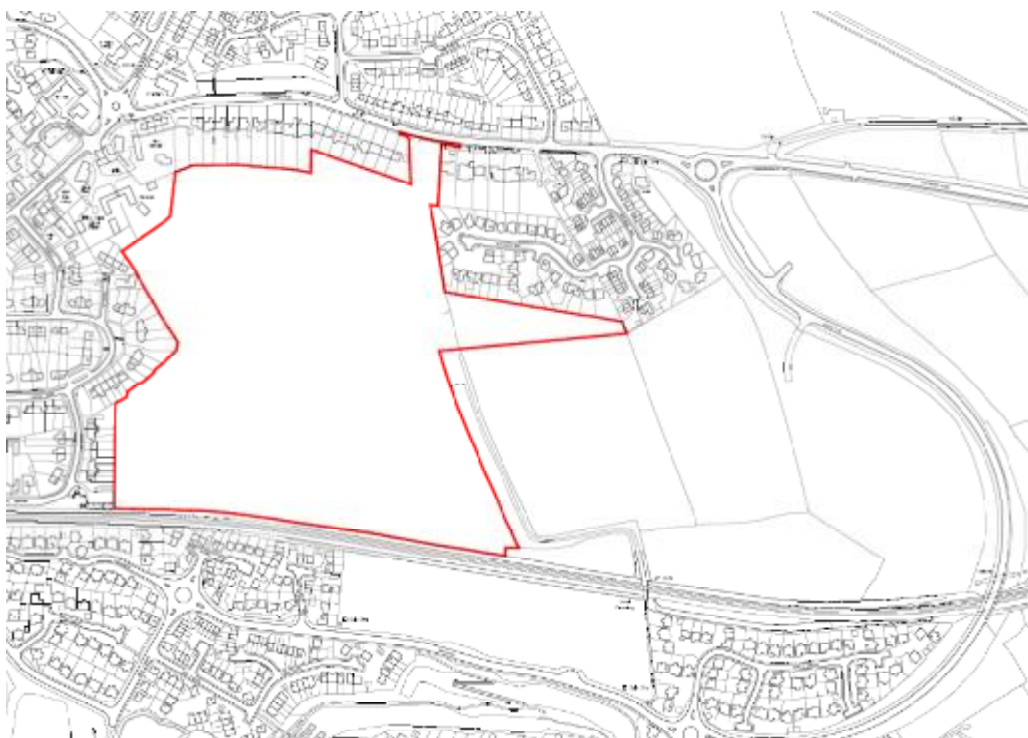
(Source: Vale of Glamorgan Council)



2.9 The extent of the application site and its location is shown on the OS extract reproduced below.

Site Location Plan

(Source: Focus)



Baseline Information about the Site

- 2.10 A series of studies have been undertaken in order to determine the baseline information regarding the site and its surroundings and to support the application. The following provides a summary of the key information about the site, relevant to the formulation and assessment of the proposals.

Issue / Characteristic	Description / Comment
Topography	<p>The landform of the Site is gently sloping; the approximate high point of the Site is along its northern boundary (c.60m), which slopes southwards to approximately 40m at which point the Site meets the Vale of Glamorgan line railway; the railway itself is raised above grade of the site ground on embankment.</p> <p>The Site's topography is broadly reflective of the wider, extensive, LANDMAP geological aspect 'Lowland hills and valleys/Dissected Lowland plateau/Lowland plateau'. The slightly elevated, sloping southerly aspect of the Site does afford some long-distance views to and across the Bristol Channel; however, as noted by the LANDMAP assessment for Aspect Area GL962, the topographic aspect of the Site has been degraded by surrounding urban development and nearby quarrying activities. There are limited water features on the Site; field ditches are present, but in landscape terms, such ephemeral features contribute little in terms of landscape character.</p> <p>The Site is not situated within, or in close proximity to, any landscapes designated at a national level, such as Areas of Outstanding Natural Beauty (AONBs) or National Parks. Furthermore, the site is not constrained by any locally designated landscape; the nearest Special Landscape Area (SLA) is 'Nant Llancarfan', which at its closest point</p>

	lies over 1.6km to the north of the Site, beyond Cardiff International Airport and the B4265/A4226.
Landscape	The site does not fall within, or in close proximity to, any nationally designated landscapes. Furthermore, the site does not lie within, or in close proximity to any local landscape designations, such as a Special Landscape Area, a Green Wedge nor the 'Undeveloped Coastal Zone'. There are no designated Parks and Gardens of Special Historical Interest in close proximity to the site and there are no Scheduled Monuments within the site.
Site accessibility	<p>Rhoose is well served by public transport by virtue of its location close to the A4226 / B4265, Porthkerry Road and a train station on the Vale of Glamorgan railway line.</p> <p>Rhoose International Airport train station benefits from hourly services both to Cardiff Central and Barry on the Vale of Glamorgan railway line. Hourly shuttle bus services (Service 905) also operate from the railway station to Cardiff International Airport. Hourly bus services also operate through Rhoose travelling west to Bridgend and east to Barry (Service 303).</p> <p>The site is within walking and cycling distance to a number of services and facilities, including the existing Rhws Primary School, playing fields and bowling green, local centre, post office and public house.</p>
Flood Risk	The site does not lie within an area of tidal or fluvial flood risk.
Ecology	A standard phase 1 habitat survey was undertaken in June 2013. Overall, the site is assessed as having local value for nature conservation, due to its size and the presence of the hedgerow network. Although the hedgerows on site are predominantly species-poor, three hedgerows to the east of the site

	<p>qualified as 'important' given additional features and corridors for the movement of wildlife.</p> <p>The site is likely to support a moderate range of breeding birds and a small area may support Slow Worms. The site was considered likely to be used by foraging bats, and limited potential for bats was identified in some of the buildings within the study area. Bats do not pose an 'in principle' constraint to development.</p>
Geotechnical and Geo-environmental	A geotechnical and geo-environmental appraisal of the site has been undertaken. No significant or unusual ground conditions were identified, nor were any significant sources of contamination identified on site
Archaeology and Cultural Heritage	<p>No designated historic environment features are situated within the application site.</p> <p>National Monuments Record of Wales shows Greystones Cottage and Rhoose Cottage as being close to the north west of the site boundary. The pre-historic and modern Rhoose Cement Works is located to the south of the railway line, outside of the site boundary. Rhoose Conservation Area boundary is located outside but to the north west of the site boundary.</p>
Statutory Designations	The site is not subject to any statutory designations in the form of landscape, heritage or ecology. A Public Right of Way crosses the east of the site in a north to south direction. There are no listed buildings or statutory heritage assets within the site.
Planning History	The site is understood to have been subject to one outline planning applications in the past, submitted in 2008 (LPA ref. 2008/00541/OUT). This application covered all the Land to the North of the Railway Line but has never been determined by the local planning authority.
Agricultural Land Quality	The site is not classified as best and most versatile

	agricultural land. It falls under grade 3b.
Air Quality	The site or its immediate environs are not included within any Air Quality Management zones.

- 2.11 It is clear from the technical reports which have been undertaken and summarised above, that there are no significant technical constraints to the development of the site. As the agricultural land is not of protected value, it presents a relatively unconstrained opportunity for development and because of the flexibility of the end use, housing, the minor constraints that do exist can be responded to positively within a masterplanning exercise. This is explored within section 5 of this statement.

Site Context

- 2.12 The Rhoose electoral ward, comprising largely of the settlement of Rhoose and land up to the A48, has a population of 6,907 (2011 Census). The majority of the ward population live within Rhoose itself. The ward lies centrally to the south of the Vale of Glamorgan, which is identified within the LDP (Preferred Strategy and DLDP) as being one of the most sustainable and practical locations for new housing development. Rhoose is identified as a Primary Settlement within the DLDP on the basis that it has an existing level of community facilities and infrastructure deemed appropriate to allow for a sustainable level of growth.
- 2.13 Rhoose is considered to be well located for access to the extensive employment and commercial facilities available within Barry and Penarth to the east. The site is also within commutable distance from Cardiff and Bridgend with options for public transport to all four locations. Rhoose is therefore considered to be a sustainable location, as endorsed by the DLDP.

Planning History

- 2.14 The site, although currently in agricultural use, has some relevant planning history pertinent to the consideration of the current application.
- 2.15 An outline planning application was submitted in 2008 (LPA ref. 2008/00541/OUT) covering the full extent of the Land to the North of the Railway Line, covering what has now been split into the 'east' and 'west' delivery parcels. This application sought planning permission for 'residential development comprising the erections of dwellings and garages, provision of infrastructure, open space and landscaping and all associated building and engineering operations'. This application was never determined.

- 2.16 In 2010 an outline planning application (LPA ref. 2010/00686/EAO) was submitted for up to 350 units, open space, changing rooms, vehicular access (onto Pentir Y De) and associated infrastructure for the eastern parcel of land. Planning permission was granted, subject to a Section 106 Agreement, on 24 January 2014. Subsequent to the outline planning permission a reserved matters planning application (LPA ref. 2014/00344/RES) has been submitted (March 2014) seeking reserved matters for appearance, landscaping, layout and scale for 224 dwellings. At the time of writing (April 2014) the application is pending consideration.
- 2.17 To the south, on land known as Land to the South of the Railway Line within Rhoose Point, a resolution to grant planning permission on 2 May 2013 for residential development, subject to a Section 106 Agreement (LPA ref. 2012/00937/FUL). Outline planning permission for the wider Rhoose Point area was granted in March 1996 (LPA ref. 93/01186/OUT).

Site Parcels

(Source: Google)



Summary

- 2.18 The site lies within the settlement boundary for Rhoose, and is subject to allocations in the adopted and emerging development plan for residential use (to include a primary school in the emerging LDP). The land is relatively unconstrained in terms of any statutory designations or technical matters. Rhoose is considered a sustainable settlement and has been identified as a Primary Settlement where growth is anticipated.

3. The Proposed Development

Overview

- 3.1 This section describes the applicant's proposals and defines the principal components of the development.
- 3.2 The application is made in outline. The proposed vehicular access to Porthkerry Road is a detailed matter for approval but all other access points, the internal road network and other matters are reserved.
- 3.3 An indicative master plan is submitted for consideration, to demonstrate how the site can be developed for circa 350 dwellings, open space and to show 1 ha of land to be dedicated for a primary school.

The Vision

- 3.4 The proposed residential-led redevelopment of the site will accord with the draft allocation within the Deposit LDP for housing, open space and land for a primary school. Importantly, as the site forms part of a wider allocation, consideration has been given to facilitating a comprehensive development within the wider context. The proposed development has evolved following detailed analysis of the site and context and its environmental and technical opportunities and constraints. Pre-application consultation has taken place with the Council. and an exhibition has taken place in the local community.
- 3.5 The vision for the development, and a series of aims to reflect the vision, is provided in the Design and Access Statement (DAS). In summary, the proposed development aims to create a cohesive and sustainable place to live and enjoy where the design seeks to capitalise on the unique sense of place offered by the site and its surroundings.

- 3.6 The proposed development has emerged in light of the proposed allocation of the site for residential development (with land for a primary school), detailed consideration of the existing character and landscape of the site and surroundings the relationship and porosity of the site with adjacent existing and proposed residential development, transport and access considerations, the ecology of the site and sustainability.
- 3.7 As set out within the introductory chapter, the proposals have been devised in order to facilitate the ability to develop the site independently of the land east of the hedgerow, but also to build in future connectivity with the adjacent site. This requires a stand alone access and drainage strategy.

Development Parameters

- 3.8 The proposal is to provide:
- Circa 350 new homes with a range and choice of house types and size;
 - A network of open spaces including areas for informal recreation;
 - New roads, parking areas, accesses and paths, including several 'green routes' through the site linking the site to the designated footpath running broadly north/south across the site, plus a new east/west pedestrian/cycle link running parallel to the railway line and, a link diagonally across the site to the central area of open space;
 - A comprehensive landscaping scheme and ecological mitigation measures;
 - A new primary access point to Porthkerry Road plus 2 vehicular links across the central hedgerow to the adjacent development site; and
 - 1 Ha of land for a new primary school.

Amount and Mix of Residential Development

- 3.9 Overall the proposed development will provide circa 350 new homes. Housing types will vary from 2 to 5 bedrooms to ensure that the proposed development offers a full range and choice of housing. The housing will include an element of affordable housing, with the tenure and amount to be agreed with the Council.
- 3.10 Building appearance will only be described in the broadest terms so as to not fetter future architectural design. Furthermore, changes in building regulations and stricter rules on sustainability ratings may influence future design that cannot be anticipated at this stage.

- 3.11 Building heights will range from two to two and a half storeys within the residential areas, with limited locations for 3 storey buildings. A varied roofscape would be created to provide visual interest and variety throughout the development.

Open Space

- 3.12 The indicative masterplan proposes a hierarchy of open space. The open spaces have two focal points. Whilst the function of the sports pitch provision within the primary school will ultimately be defined by the local authority, the aspiration within the deposit LDP allocation is for this to be dual use. The main area of public open space is shown indicatively to be broadly central within the site. Pockets of open space for Local Areas of Play are proposed to be dispersed around the site. Finally, the green routes described above also provide informal open space as part of the network of spaces.
- 3.13 The proposed development includes the provision for a total of circa 1.2 hectares of public open space across the application site.

Movement and Access Strategy

- 3.14 The site will be accessed from a primary vehicular access to be formed on to Porthkerry Road. The access has been designed in detail to accommodate the entirety of the likely development traffic associated with the new homes and the proposed primary school (based upon 210 primary places and 48 part time nursery places).
- 3.15 The primary access leads to an internal network of roads designed around the principles of Manual for Streets. The primary route has a 6.5m road width, the secondary roads have a 5.5m width, and the tertiary routes are designed to a 4.5m-5m road width, with a total shared surface width of 6m minimum.
- 3.16 The master plan has been designed to facilitate 2 vehicular links to the adjacent development site at the points defined by outline planning permission 2010/00686 (see condition 15 which requires that the estate roads are laid out in accordance with plan 107/MP/1000RevJ).
- 3.17 New pedestrian infrastructure is proposed to provide pedestrian access within the site and to connect to existing provision on Porthkerry Road and the adjacent development site. This includes the retention of the Public Right of Way that links the site to Porthkerry Road, the formation of a new east/west pedestrian/cycle link parallel with the railway line and, green links across the site.

- 3.18 Pedestrian and cycle permeability within and across the site has been designed to build in sustainability, which will be enhanced through facilitating a link in the south western corner of the site to Council controlled land at the eastern end of Torbay Terrace. This will help to deliver a strategic pedestrian route across the wider allocation.

Landscape Strategy

- 3.19 The indicative landscape and open space strategy for the site has been developed with the following key aims:
- To maximise opportunities and use of the applications site's resources while minimising demands on the environment;
 - To conserve areas and components of value and sensitivity;
 - To deal positively with surface water drainage including flood risk and surface water management;
 - To structure and co-ordinate the built environment to ensure a cohesive overall development is achieved;
 - To respect the intrinsic landscape and environmental characteristics of the application site;
 - To establish and reinforce a distinctive site development and landscape identity;
 - To create a high quality environment;
 - To establish a stable and varied hierarchy and range of environmental and landscape areas; and
 - To mitigate and minimise the effects of built development.
- 3.20 Structural Landscaping is proposed, retaining and enhancing the identified important hedgerows within the site, creating a landscape buffer to the railway line to the south and setting out new green links and pockets of useable open space within the site.
- 3.21 The primary access road and future vehicular linkages will also be landscaped to identify them as nodal points.

- 3.22 Planting will comprise of native species and form both an aesthetic and ecological function in providing diversity of habitat and wildlife corridors through the application site whilst being in keeping with the landscape character.
- 3.23 Plot Landscaping will be more formal in its approach with mowed grass and structured planting framing vistas and forming amenity space. It would also form 'green wedges' between buildings and as part of circulation routes with adjacent buildings orientated to overlook circulation routes.

Primary School

- 3.24 Land has been reserved within the master plan for the local authority requirement for a 1 Ha plot to accommodate a primary school. The intention is that the land is to be transferred to the local authority, who will be responsible for designing and developing the school, utilising financial contributions pooled from the planning obligation for this site, plus the adjacent site and other related developments in Rhoose.

Drainage Strategy

- 3.25 The surface water drainage strategy utilises SUDS principles to replicate the existing site hydrology.
- 3.26 Surface water runoff from the existing site is drained through the sub-soil. Excess runoff collects at the bottom of the site before soaking away into the sub-soil.
- 3.27 The proposed new surface water drainage system will drain to a linear soakaway system at the southern site boundary. The rate of surface water runoff discharging to the soakaway system will be restricted, with excess flows held temporarily in buried tanks on site, before release to the soakaway system at a controlled rate, in order to provide betterment.
- 3.28 Foul flows will gravitate to a new onsite pumping station at the southern site boundary, pumping thereafter to the existing public sewer network.

Pre application advice

- 3.29 The Council will be aware that pre application meetings have been held with officers, as well as discussions and exchanges of correspondence with the Council's key officers and departments.

3.30 A number of meetings were held with planning officers and the key feedback from each can be summarised as follows:

- Officers have confirmed that the primary school land take would not result in any additional non housing land take when compared to the overall POS requirements, i.e. the 1ha for the school would be deducted in its entirety from the overall POS requirements for the site so that no detriment would result to the developer in terms of developable land. It was also confirmed that the Applicants would not be expected to provide the school, instead it would be a dedication of land and a monetary contribution on a par with the contribution provided on the adjacent site.
- The vehicular access to Porthkerry Road would not need to accommodate buses to access the primary school on a regular basis. Whilst occasional use by a 52 seater bus might be required for school trips etc, it was agreed that the access could be designed to allow some skirting of the highway edge to accommodate such occasional use.
- The school site would accommodate 210 pupils plus a 48 (part time) place nursery.
- The playing fields to the school need to be closely linked to the school building and not separated by a through road.
- The Council's highways engineers were happy to consider a junction to Porthkerry Road in principle, subject to detailed assessment through a TA proving its suitability.
- A 6.5m highway width up to the school site was requested.
- A preference for a central area of POS was expressed by officers as opposed to a disbursement around the site of smaller spaces..
- The broad location for the school was agreed to be suitable in follow up conversations, with detailed comments on the layout reserved for later consideration and reserved matters stage.
- Queries were raised over the road hierarchy and the detail of the shared surface areas. Detailed comments were made upon the manoeuvrability of cars within the shared surface areas and reservations were expressed about the potential for rat runs. These are addressed in detail within the design and access statement.
- A separate meeting was held with drainage officers in respect of the drainage strategy for the site and subsequent meetings with Welsh Water.

- Discussions have been held with Dwr Cymru Welsh Water regarding the requirements for adoption the surface water drainage and regarding the Foul discharge network.
- As set out within the DAS, the evolution of the masterplan has taken into account the pre-application discussions to arrive at a solution which we believe addresses the points raised.

Public Consultation

- 3.1 Taylor Wimpey held a public exhibition of the proposed plans at Rhose Community Hall on Thursday 2 May 2014 (12-8pm). Over 2400 local residents were invited to attend the exhibition event and advertisements were placed in the local press to further publicise the event. The purpose of the exhibition was to give local stakeholders and residents, in particular the residents who live close to the site, an opportunity to view and comment on the proposed development.
- 3.2 The exhibition consisted of a series of seven exhibition boards (see section 5 of the DAS). The boards provided information on the background and planning history for the site and described Taylor Wimpey's vision for the development, including the indicative masterplan and options for traffic, cycle and pedestrian access, facilities such as the proposed primary school and drainage. Information on how to provide feedback was included on the exhibition boards, and feedback forms were available at the event. Representatives from Taylor Wimpey and the wider project team were available to discuss the proposals with members of the community and stakeholders.
- 3.3 Approximately 150 people attended the exhibition.
- 3.4 Comments were a) informally raised with the project team during discussions and b) submitted on feedback forms both at the exhibition and subsequently via post and email. The feedback from asked for views, observations and generation comments from residents and stakeholders regarding the proposed development.

3.5 Only 14 forms were returned at the exhibition itself, but with many more blank forms taken away with the intention of posting comments back to the applicants, the intention is to collate the full range of responses and submit an update during the course of the application.

3.6 The main themes that have arisen from the community feedback related to:

- Support of a new primary school on the site, however there is a need to ensure that the school is delivered;
- The proposed new access from Porthkerry Road and increase in traffic along Porthkerry Road
- The impact of the development on existing local services and facilities, including doctors surgery and schools
- Concerns about how the site will be drained / historic drainage problems

4. Planning Policy Context and Analysis

Introduction

- 4.1. This section reviews and analyses the planning policy framework against which the planning application will be assessed. The aim of this section is to provide a brief overview of policies which relate to the principle of developing this site for housing purposes both at a national and local level.
- 4.2. Policy at a national level is found at two main levels, Planning Policy Wales (PPW) (Edition 6, February 2014) and within various Technical Advice Notes (TANs) which supplement PPW. At a local level, this chapter reviews the relevance of the, now time expired, Vale of Glamorgan Unitary Development Plan (UDP) (April 2005) and the emerging Deposit Local Development Plan (DLDP) (November 2013).

Planning Policy Wales (Edition 6, February 2014)

- 4.3. PPW forms the overarching national planning policy document within Wales, providing guidance to Local Planning Authorities (LPAs) for the preparation of Local Development Plans (LDPs) and the determination of planning applications through their development management functions.
- 4.4. The principal objectives contained in PPW, which are relevant to this application are well established and include:
- The promotion of high quality, sustainable, resource-efficient and safe settlement patterns that minimise land-take and urban sprawl;
 - A strong sequential preference for the best and most effective use of land in urban areas – and especially previously developed land which should be used before greenfield or undeveloped sites;
 - Protecting the natural and built environment;
 - Ensuring that all local communities have sufficient good quality housing for their needs;
 - Promoting access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;

- Locating developments to minimise the demand for travel, especially by private car; and
- Securing the provision of infrastructure to form the physical basis for sustainable communities (including water supplies, sewerage and associated waste water treatment facilities, waste management facilities, energy supplies and distribution networks and telecommunications).

4.5. PPW also outlines that Local Planning Authorities should promote sustainable residential environments that:

- Are mixed tenure communities;
- Are easily accessible by public transport, cycling and walking, although in rural areas required development might not be able to achieve all accessibility criteria in all circumstances;
- Are mixed use, so communities have good access to employment, retail and other services;
- Offer attractive landscapes around dwellings, with usable open space and regard for biodiversity, nature conservation and flood risk;
- Provide greater emphasis on quality, good design and the creation of places to live that are safe and attractive;
- Make the most efficient use of land;
- Are well designed living environments, where appropriate at increased densities; and
- Involve the construction of housing with low environmental impact by using nationally prescribed sustainable building standards; reducing the carbon emissions generated by maximising energy efficiency and minimising the use of energy from fossil fuel sources, using local renewable and low carbon energy sources where appropriate.

4.6. PPW continues to state that '*new housing developments should be well integrated with and connected to the existing pattern of settlements*' (Para. 9.3.1) and '*...new house building and other new development in the open countryside, away from established settlements, should be strictly controlled*' (Para. 9.3.6).

4.7. PPW recognises the strength of urban communities and seeks to support sustainable patterns of development, which meet the needs of the economy and the environment. As such, guidance seeks to encourage the re-development of previously developed land and buildings in

urban areas that minimise the need to travel or are well-served by a choice of transport modes, particularly public transport. It does not however preclude the development of greenfield land in appropriate situations.

- 4.8. National policy on the use of agricultural land for development is set out under section 4.10 of PPW. This affords protection to land classified under grades 1, 2 and 3b of the DEFRA Agricultural Land Classification system. The application site does not fall within these categories and consequently is not protected in this regard.

Accessibility

- 4.9. The Welsh Government's key objectives in terms of transport and accessibility are outlined in PPW (Para. 8.1.4) as being:

- Reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- Improving accessibility by walking, cycling and public transport;
- Ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- Promoting walking and cycling;
- Supporting the provision of high quality public transport;
- Supporting traffic management measures;
- Promoting sustainable transport options for freight and commerce;
- Supporting sustainable travel options in rural areas;
- Supporting necessary infrastructure improvements; and
- Ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

Summary

- 4.10. It should be noted that planning policy at the national level seeks to inform local planning policy and guide, from strategic and spatial levels, the formation of LPA policies by setting out the land use planning policies of the Welsh Government.
- 4.11. One of the fundamental aims however of national policy is to regulate the development and use of land in the public interest. Furthermore, it should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, and protecting natural resources and the historic environment, thereby contributing to sustainable development (Para. 1.2.1).
- 4.12. In addition, PPW outlines that the planning system must provide for an adequate and continuous supply of land, available and suitable for development to meet society's needs (Para. 1.2.2).
- 4.13. The proposal to develop the application site for housing purposes is considered to comply with the aims of the national guidance discussed above on the basis that:
- It will deliver housing in line with the established needs set out at the local level;
 - It will deliver housing in the correct location, i.e. one that is adjacent to the existing urban area, promoting access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;
 - It will provide mixed tenure development;
 - It will be located in a location where there is good access by public transport, walking and cycling facilities;
 - It will not result in the loss of the best and most versatile agricultural land;
 - It will not result in any loss of important landscape or ecological habitat; and
 - It will not result in development within an area of flood risk.

Five Year Housing Land Supply

- 4.14. PPW contains advice in Chapter 9 on the requirement to provide a 5 year supply of land for housing. Paragraph 9.2.3 states that LPAs must ensure that sufficient land is genuinely available or will become available to provide a 5 year supply of land for housing.

TAN 1: Joint Housing Land Availability Studies (June 2006)

- 4.15. TAN 1 provides guidance on the preparation of Joint Housing Land Availability Studies (JHLAS). It states that the purpose of these studies is to:

- Monitor the provision of market and affordable housing;
- Provide agreed Statements of Residential Land Availability for development planning and control purposes; and
- Set out the need for action in situations where an insufficient supply is identified.

- 4.16. Paragraph 2.2 states that Local Planning Authorities must ensure that sufficient land is genuinely available to provide a five year supply of land for housing. This land supply must inform the strategy contained in the Development Plan. It goes on to state that LPAs should have regard to the requirement to prepare and provide timely housing land supply figures to satisfy the requirements of the Wales Programme for Improvement Core Planning Indicators and Local Development Plans Annual Monitoring Reports (AMR).

- 4.17. The 2013 JHLAS for the VOG has shows a 4.42 year housing land supply with a base date of April 2013, based upon a 10 year past build rate methodology.

- 4.18. This is highly significant given that paragraph 5.1 of TAN 1 states the following:

*“The results of the JHLAS should be treated as a material consideration in determining planning applications for housing. Where the current study shows a land supply **below the 5 year requirement**, the need to increase supply should be given considerable weight when dealing with planning applications, provided that the development would otherwise comply with National Planning Policies. In addition, LPAs must take steps to increase the supply of housing land. This may include reviewing the Development Plan, releasing land in its ownership, expediting*

planning applications or securing the provision of infrastructure for particular sites, which prospective developers may be prepared to finance in whole or in part

- 4.19. The overview of the 5 year housing land supply and the requirements of TAN1 lead to the clear conclusion that the VOG has an insufficient supply of housing land and, the need to increase that supply should be given considerable weight in the determination of any planning application, as set out under paragraph 5.1 of TAN1. An insufficient land supply exists and TAN1 encourages LPAs to expedite planning applications to improve supply in such situations.
- 4.20. Whilst housing land supply is material, it is not relied upon in order to support the principle of the proposed development. This is discussed in further detail in relation to the UDP and LDP below and in the following section.

Other Guidance

TAN 2: Planning and Affordable Housing (June 2006)

- 4.21. This TAN provides guidance to LPAs on matters relating to the provision of affordable housing. Amongst the principles contained within the document is the need for LPAs to address the need for affordable housing through the preparation of their LDPs and the need for appropriate levels of affordable housing to be delivered. Recent statements have clarified how this requirement should be applied in difficult economic conditions or where issues of development viability are raised.

TAN 5: Nature Conservation and Planning (September 2008)

- 4.22. The document sets out advice with regards to the land use planning system and its role in protecting and enhancing biodiversity and geological conservation.

TAN 11: Noise (October 1997)

- 4.23. The document identifies various issues relating to noise and its relationship with planning. In particular the TAN identifies that noise-sensitive development should be assessed against its compatibility with existing activities, and any expected increase. It also makes clear that developments likely to be subject to unacceptably high noise levels should not be permitted unless mitigation measures can be introduced that are proportionate and reasonable.

TAN 12: Design (June 2009)

- 4.24. TAN 12 seeks to encourage high quality design, built environments and public realm from all new development. The document contains guidance on important built environment issues such as access, character, delivering community safety, environmental sustainability and movement.

TAN 15: Development and Flood Risk (July 2004)

- 4.25. TAN 15 provides important guidance and tests for development within areas of flood risk. In doing so, the document categorises land according to its risk of flooding: Zone A, Zone B, Zone C1 and Zone C2. The document sets out a precautionary framework for development within areas of flood risk, seeking to direct new development away from areas at high risk of flooding, unless the tests identified within the document are met. The site is not located within an area at risk of flooding therefore TAN 15 is not considered in detail.

TAN 16: Sport, Recreation and Open Space (January 2009)

- 4.26. This TAN provides national level guidance on the provision of sport, recreation and open space. It encourages the provision of adequate green space across new development and the retention and protection of existing green space.

TAN 18: Transport (March 2007)

- 4.27. This document, TAN 18, seeks to promote an efficient, sustainable and accessible transport system across Wales. Amongst its objectives is a requirement to promote travel efficient settlement patterns and to ensure that new development is located where it would be accessible by public transport, provide an appropriate level of parking provision, promote cycling and walking and creating a safe public realm.

TAN 22: Planning for Sustainable Buildings (June 2010)

- 4.28. TAN 22 establishes the approach of the Welsh Government in encouraging the increasing sustainability of buildings.

TAN 23: Economic Development (February 2014)

- 4.29. TAN 23 concerns economic development. The document identifies that economic land uses also include construction, to include house building. The document, however, also notes that housing, once built, is not an economic land use in itself because it does not directly generate wealth, jobs and income (Para. 1.1.5).

Local Planning Policy Documents

Vale of Glamorgan Unitary Development Plan 1996-2011 (April 2005)

- 4.30. The VOG UDP was adopted in April 2005. It provides a policy framework for land use and movement for the period 1996-2011. It therefore represents a dated policy document that will be superseded by the emerging LDP, when adopted. Whilst the UDP is now time expired it continues to be used for development management purposes.
- 4.31. The site benefits from an existing residential allocation within the UDP. Policy HOUS2(22) identifies the site as part of an allocation with land to the east as being 26ha with the capability to deliver approximately 600 units. Given the allocation, the site falls within the Rhoose settlement boundary, as defined by the UDP. In addition to the allocation, the following policies from the UDP are considered the pertinent to this application:

Part I: Strategic Policies

- Policy 2: Environment
- Policy 3: Housing
- Policy 8: Transportation
- Policy 11: Sport and Recreation
- Policy 13: Waste Management

Part II: Policies

- 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 16: Protected Species
- Policy ENV 17: Protection of the Built and Historic Environment
- Policy ENV 20: Development in Conservation Areas
- Policy ENV 24: Conservation and Enhancement of Open Space
- Policy ENV 27: Design of New Developments
- 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.

The Vale of Glamorgan Local Development Plan 2011–2026 (Deposit Plan, November 2013)

- 4.32. A Deposit Local Development Plan (DLDP) has been published for public consultation. The publication of the first Deposit LDP in February 2012 was withdrawn in November 2012, principally due to a change in the political administration of the Vale of Glamorgan Council. The Preferred Strategy remains valid and the aim of the revised Deposit Plan was to provide allocations in line with that Preferred Strategy.
- 4.33. The emerging DLDP maintains the longstanding residential allocation of the site, in place from the UDP from 2005. Policy MG2(33) of the DLDP identifies the entire Land to the North of the Railway site as being 25.82ha in area and allocated for 650 units. Policy MG6 makes specific reference to the site, stating that it includes an allocation for a new primary and nursery school of 1ha. Policy MG25 covers Public Open Space allocations. This also makes specific reference to the wider allocation, requiring 3.6ha of land for open space.
- 4.34. Appendix 5 of the Deposit LDP sets out the individual site details of the housing allocations. The application site is referred to at page 177. The text refers to the history of the site, the dated development brief and the planning permission granted on the eastern side of the allocated land.

- 4.35. The requirement for a primary school is explained through a review of the education facilities infrastructure undertaken to inform the plan. Flexibility is promoted in order to take into account the change in education requirements since the UDP and a commensurate reduction in the levels of open space required to compensate for the education land take.
- 4.36. The text is not specific about where the access should be taken but it does advise that a suitable safe access is required that conforms to current design criteria, supported by a robust transport assessment. Wider impacts on the local highway network must be assessed and mitigated if necessary.
- 4.37. In terms of drainage, the text suggests that soakaways would not be suitable and disposal of surface water direct to the sea should be investigated. It is not however specific about any prescribed system, allowing alternative arrangements to be investigated and justified. Investigations will be required into foul water discharge and the capacity of the local treatment network.
- 4.38. Rhoose is identified as a primary settlement within the DLDP and, given the scale of the allocation, the site also falls within the Rhoose settlement boundary. The DLDP recognises the site as mixed use to include residential uses, the provision of open space and/or community infrastructure allocation or part of the site for the provision of a new school. The draft allocation also notes that part of the site already benefits from planning permission, or a resolution to grant planning permission.
- 4.39. Other specific policies within the DLDP which are relevant will include the built and natural environment (Policy SP10), affordable housing (Policy MG4), provision of educational facilities (Policy MG6), provision of community facilities (Policy MG7), public open space allocations (Policy MG25), place making (Policy MD2), design of new development (Policy MD3), development in primary settlements (Policy MD5). Again, this list is not exhaustive.

Land to the North of the Railway Line, Rhoose – Development Brief (August 2007)

- 4.40. A site Development Brief was prepared, and approved by the Council in August 2007, which details the comprehensive redevelopment of the site including the provision of affordable housing, public open space, appropriate landscaping and a contribution, or the provision of, educational, recreational, community and public transportation facilities. The Development Brief was prepared to support the UDP allocation. A revised development brief is now required to be

prepared to reflect the latest position emerging within the DLDP, particularly in the light that the DLDP allocation includes a requirement for a new school of 1ha in size.

4.41. As a consequence of the change in land use requirements for the site (i.e. the primary school) and the grant of outline planning permission for a significant proportion of the site, which does not fully facilitate the linkages envisaged by the brief, the Development Brief is considered dated. It does however include advice on linkages, access and public open space which has been taken into account in the masterplanning process. In short, the Development Brief requirements relevant to this application can be summarised as follows:

Proposed Site Layout	<ul style="list-style-type: none"> ▪ Retention of green lane; ▪ Retention of existing landscape features where practicable; ▪ 10m wide landscape buffer along railway line;
Access and Movement	<ul style="list-style-type: none"> ▪ Road and car parking standards; ▪ Off site highways improvements; ▪ Green lane to be retained and provide a cycle route; ▪ Financial contribution towards the construction of a new cycle route ▪ Improvements to public transport
Landscape and Open Space	<ul style="list-style-type: none"> ▪ Retention of 'green assets'; ▪ Retention of 'important hedgerows'; and ▪ Requirement for 'gateway' landscaping
Public Open Space	<ul style="list-style-type: none"> ▪ NPFA open space requirements; ▪ Equipped sports and play facilities
Affordable Housing	<ul style="list-style-type: none"> ▪ Minimum of 20% affordable housing
Education Contribution	<ul style="list-style-type: none"> ▪ Education contributions / provisions
Drainage & Utilities Services	<ul style="list-style-type: none"> ▪ Details of foul water infrastructure; ▪ Details of surface water flows; and ▪ Water supply upgrade works
Public Art	<ul style="list-style-type: none"> ▪ Provision of public art
Community Facilities	<ul style="list-style-type: none"> ▪ Off site financial contributions

Policy Framework Summary

- 4.42. The planning policy framework relevant to the principle of development is contained at a national level under PPW and various TANs. It is evident that PPW supports sustainable forms of development, promotes the location of developments so as to minimise the demand for travel, promotes access to employment, education and other facilities and recognises the strength of urban communities to accommodate new development. The application site is in the correct location to satisfy these national requirements, as is evidenced by the allocation of the site (and the associated site to the east) for housing development within the DLDP.
- 4.43. PPW and TAN1 require a 5 year supply of housing land to be maintained, and where development plans are dated and/or housing land supply falls below the 5 year requirement, LPAs are required to take action to improve supply. In this case, the VoG currently has a housing land supply that falls below this requirement.
- 4.44. Local planning policy, both the existing UDP and the emerging LDP, support the residential development of the site through allocations within these respective documents. This provides a longstanding and continuing support for sustainable, residential-led development in this location.

5. Detailed Considerations

Introduction

- 5.1. Having established the national and development plan policies in support of the principle of developing this site for housing purposes in the previous sections, this section considers the detailed elements of the proposal and assesses the key development control considerations, and in particular the need to ensure that the proposals facilitate the comprehensive development of the wider allocation in conjunction with the proposals on land east of the hedgerow.
- 5.2. The accompanying DAS considers the design philosophy in detail and therefore will not be repeated within this document.
- 5.3. The principle justification in terms of the detailed technical and environmental matters are contained within the supporting documents. This section provides a summary of the conclusions reached and draws out the key considerations that have been addressed in order to allow the proposals to be supported.

Mix of Land Uses

- 5.4. The UDP policy allocates the site predominantly for residential use, to include open space and community uses. Community uses in the form of playing fields and changing rooms are to be provided on the adjacent site and have been secured through the outline planning permission. There is no further requirement under the UDP to delivery community uses within the application site.
- 5.5. The deposit LDP policies (MG2 – 33, MG6 and MG25) refer to housing, a primary school and open space requirements to be delivered by the application site and the adjacent development site. The proposals include residential development, 1ha of land for a primary school and land set aside for open space. The quantums are discussed in the following paragraphs but in principle the mix of development proposed within the site is fully compliant with adopted and emerging development plan policies.

Site Yield

- 5.6. The UDP policy anticipates allocation MG1(22) delivering 600 houses. The deposit LDP policy indicates the site will yield 650 units in total.
- 5.7. The adjacent site is likely to deliver circa 350 units, according to the outline permission. The indicative masterplan indicates capacity within the application site for circa 350 units. Whilst the total yield from the allocated site could reach 700, the UDP / LDP policies do not set an upper limit on housing numbers within the allocation. The August 2007 Development Brief, although now dated, and superseded by the requirement for the school, indicates that the site might be capable of delivering a higher number of units than originally allocated.
- 5.8. Given the current deficiency in housing land supply highlighted in section 4, the principle of delivering a higher number of units than allocated should be encouraged, subject to the proper planning of the site not being compromised. As set out further below, the access arrangements, densities, school provision and POS provided will deliver an appropriate form of development. The accompanying transport assessment has taken into account the possibility that the two sites combined could deliver 700 units, with the assessment concluding that the highways network can accommodate the levels of traffic likely to be generated, subject to some minor improvements to existing junctions.
- 5.9. The 1ha of land allocated for the school is compliant with MG6 and with the authority's requirements.
- 5.10. Policy MG25 sets out a requirement of 3.60ha of open space within the wider allocation. The outline planning permission granted on the adjacent site is on the basis that 2.4ha of open space will be provided within it. The 3.6ha policy requirement is however based upon a development of 650 houses, 700 units (the capacity across the 2 sites) gives a total requirement of 3.87ha. With 2.4ha being provided on the adjacent site, there would be a residual requirement of 1.47ha on the application site. The agreement at pre-application stage was that the 1ha requirement for the school could be deducted in its entirety from the POS requirement for the application site, as such there would be a residual requirement of 0.47ha to be provided within the application site.

- 5.11. The indicative master plan shows a total of circa 1.2 ha of open space plus the potential dual use of the school playing field (extent not yet known). The open space provision breaks down (indicatively) as follows:

Category	Area (ha)
Central Open Space	0.227
LAPs	0.018
Southern Corridor	0.506
Central Green Link	0.293
Northern Entrance	0.025
Southern Link Green Space	0.054
Total	1.12

- 5.12. The open spaces provided for within the indicative master plan comfortably exceed the residual requirement of 0.47 ha of space on the application site, once the 1 ha of land for the school is taken into account, which will in itself is anticipated to provide open space.
- 5.13. The yield of the application site in terms of the land uses is therefore compliant with Development Plan Policies both adopted and emerging.

Safe Access and Transport Assessment Justification

- 5.14. The masterplan and detailed element of the application propose a new vehicular access from Porthkerry Road. The context to this has been set out at the outset of this statement. The master plan also makes allowances for vehicular and pedestrian access points to the adjacent site, via crossing points as per the agreed outline permission.
- 5.15. Pedestrian permeability has been given a high priority in the masterplanning process and a major benefit provided by the proposal is to deliver a pedestrian cycle link in an east / west direction across the 2 sites. The link will be built up to the boundary of the application site in the south western corner to link into the Council owned garage courts and Torbay Terrace. It is within the Council's gift to capitalise on that link by providing linkages on land under their control.
- 5.16. The transportation assessment by Waterman's accompanies the application and should be

read in full in order to understand the full justification for the detailed primary access and the assessment of the impact upon the Highways Network.

- 5.17. The TA shows that the proposed development is located in a sustainable location, within walking distance of nearby local facilities. Furthermore, the development is also located close to nearby public transport corridors, which are served by frequent bus and train services providing access to key destination in the vicinity of Rhoose and beyond.
- 5.18. The TA concludes that the proposals will capitalise on the site's location by providing walking and cycling links which connect the development with the sustainable transport network.
- 5.19. Capacity analysis has been undertaken for both the proposed development and to take account of the development proposed on the land adjacent for a further 350 dwellings. The analysis identifies a series of off site junction improvements that will need to be carried out in order to mitigate for the increased traffic that will be placed upon the network. The analysis indicates that, with the mitigation proposed, the key junctions on highway network will operate within acceptable parameters and that in the majority of cases, there will be no significant adverse impact upon the junctions analysed. The TA has been fully scoped with the Local Authority and cross referenced to the results of the TA undertaken for the outline planning application on the remainder of the allocation.
- 5.20. The access to Porthkerry Road has been demonstrated to be sufficient to accommodate the levels of traffic associated with the proposed development, including the traffic generated by the primary school and nursery that is to be developed by the Authority.
- 5.21. The assessment identifies that the visibility splays associated with the new access to Porthkerry Road exceed the standards set out under Manual for Streets.
- 5.22. Overall, the TA supports the access proposed, and, with the implementation of the recommended mitigation, indicates that the impacts upon the Highway network will be within acceptable parameters.

Drainage and Foul Water

- 5.23. A Flood Consequences Assessment and Drainage Strategy Report accompanies the application and should be read in full in order to understand the work that has been undertaken to assess the implications of the development and the strategy to address drainage.
- 5.24. The report assesses the implications of the development on flood risk, concluding that the site is not affected by fluvial or tidal flooding. The risks associated with pluvial, groundwater and sewer flooding are also considered to be low.
- 5.25. The strategy set out for the drainage of the land east of the hedgerow is acknowledged, however, for the same reasons that an independent access must be achieved in order to secure development of the application site, the option to drain the site independently of any other land ownerships must be the first option. The foul and surface water drainage strategies have therefore been devised on that basis.

Surface Water Drainage

- 5.26. The existing situation is that surface water discharges overland or in near surface soils and eventually discharges to the Estuary.
- 5.27. In order to replicate the existing hydrology and hydrogeology in respect of the future drainage design it is proposed to collect all surface water runoff generated by the future site impermeable areas in a piped network with in-built storage and hydrobrake flow-control points to attenuate flows down to the greenfield Qbar rate.
- 5.28. This greenfield flow would then be released in a controlled manner back into the ground via an infiltration trench/distribution system (or other groundwater recharge system) constructed along the full length of the southern site boundary. This distribution system will consist of a perforated pipe within a granular trench to receive and distribute the attenuated flow and would effectively act as a groundwater recharge system, replicating the existing hydrology.
- 5.29. The attenuation provided and the infiltration trench itself is sized to accept the 100yr critical storm flows (including an allowance for climate change) without flooding properties, hence providing betterment at the southern boundary, which is known to attract standing water during storm conditions.
- 5.30. The inherent 'betterment' within this proposal is therefore the attenuation of ALL future site storm return periods and storm durations to the existing Qbar 'greenfield' rate. This will bring

significant betterment (reduction) to flows entering the downstream catchment.

- 5.31. In the interests of maintaining the quality of the surface water discharge, surface water runoff from areas of hardstandings such as car parking and highways will pass through interceptors or trapped gullies prior to discharging to the watercourse.
- 5.32. The proposed access road will include a culvert designed to convey the surface water runoff that currently discharges onto the existing track. The development proposals include the management of this overland flow as it gravitates through the site in a southerly direction along the public right of way. It is envisaged that a shallow open channel will be formed on one side of the public right of way and used to convey the aforementioned floodwater.
- 5.33. Essentially the surface water drainage strategy will create betterment compared with the way in which the site drains at present.

Foul

- 5.34. The accompanying report highlights discussions with DCWW regarding the provision of the foul water drainage facilities to serve the proposed development. Discussions covered issues relating to constraints in the DCWW network and points of adequacy to discharge foul flows from the proposed development.
- 5.35. Dwr Cymru Welsh Water's (DCWW) response was that an updated Hydraulic Modelling Assessment (HMA) would need to be carried out in order to confirm the required solution. This additional modelling exercise is now on-going, and the primary school is now also being included in the Assessment.
- 5.36. Given the topography of the site, the proposed foul drainage system will comprise a network of on-site gravity sewers, which drain the proposed development to the southern corner of the site. The location of the existing local foul drainage infrastructure means that a new on-site foul pumping station would need to be constructed to pump flows to the public sewerage system. The point of connection to the public sewer will be determined by the on-going HMA.
- 5.37. Given that Taylor Wimpey are funding upgrades to the Rhoose PS (as part of their nearby scheme), which lies to the west of this site, it has been suggested to DCWW that the potential to discharge a pumped flow from the aforementioned on-site foul PS into Rhoose PS should be explored.
- 5.38. The adjacent Bellway/Persimmon site is due to provide a connection for foul drainage from the

site, however preliminary advice from the adjacent developers suggests that there would still a requirement to pump some of the site's foul flows into the proposed drainage system on the adjacent site. A combined drainage system with the adjacent site is likely to generate economies of construction but there are obvious issues around timing of delivery of the adjacent site compared with this development site.

Air Quality

- 5.39. An Air Quality Assessment has been undertaken and a report supports the submission, An analysis of the impacts upon air quality as a result of the construction of the proposed development and the impacts once complete has been undertaken. The analysis identifies that the construction period of the development, unless mitigated, has the potential to effect local air quality in terms of on site plant, vehicle emissions and dust. The report sets out a range of appropriate site management practices that will need to be secured through a construction management plan and standard conditions to control construction. These include dust monitoring and dust suppression, noise control of construction traffic and activities and road cleaning. With the implementation of such controls, the impacts upon air quality are likely to be negligible.
- 5.40. The levels of traffic associated with the proposed development, once complete, will not give rise to any more than a negligible impact on local air quality. This concurs with the assessment of the cumulative impact upon air quality undertaken as part of the EIA on the proposals for the land adjacent. The overall conclusion is that the proposals will have negligible impacts upon air quality, subject to the imposition of appropriately worded conditions.

Agricultural Land Quality

- 5.41. A report by the Anderson Centre into the Agricultural Businesses supported by the land accompanies the application. This concludes that:
- The land is classified as Grade 3b and therefore is not Best and Most Versatile Agricultural Land (and therefore not protected under national or local planning policy)
 - The land is currently grassland, the majority of which is relatively poor grazing which is grazed relatively extensively. The current state of repair for the majority of the fences is also relatively poor and has not been maintained in good condition as would be expected.

- The land is limited to extensive grazing and is likely to be challenged by the issues created from an urban fringe location, such as trespass and littering.
- Whilst it is not possible to fully assess the financial impact of losing the land in the context of the wider businesses of the two agricultural tenants, the financial impact calculated in an experts opinion very minor and would not have a significant impact upon a modern-day agricultural business.
- The site is marginal in terms of its agricultural profitability because of the low productivity of the grassland, its limited alternative uses and the small parcel sizes concerned. With the added costs of moving livestock on and off of the land, plus daily shepherding, the land is unlikely to be any more profitable to any other tenant.

5.42. Therefore, notwithstanding the allocation in favour of development, the analysis reveals that the land is not valuable in agricultural terms and that no significant harm would result from the loss from agricultural use.

Archaeological Significance of the Site

5.43. This has been assessed by EDP as documented elsewhere within this statement and as set out within supporting documents.

5.44. The assessment has not identified any heritage constraints that would preclude development of the site. Reference within the Heritage Assessment is made to the Rhoose Conservation Area which lies close to the North Western Corner of the site. This has been addressed through the DAS with a conclusion that the development will not have a detrimental impact upon the setting of the Conservation Area.

Consideration of the 2007 Development Brief

5.45. Section 4 considers the relevance of the August 2007 Development Brief which has now been superseded as a result of the inclusion of a primary school within the allocation in the Deposit in the LDP. Whilst the LDP indicates that a new Development Brief will be required across the sites, there is no timeframe for its production, which in any event is likely to follow the adoption of the LDP, currently programmed for 2017. Given the pressing need to bring forward housing land for development and the wealth of information that is already available about the site, it is not considered necessary to bring forward a new Development Brief in advance of this application being considered.

5.46. Therefore, while acknowledging the Development Brief is no longer up to date, a number of the principles set out within the 2007 document can still be considered relevant in order to secure comprehensive development across the site and to take into account the identified constraints

and opportunities.

5.47. Section 4 of the Brief sets out the planning and transport requirements for the development of the site. The following table summarises the main requirements and sets out how the masterplan and application addresses each of those requirements.

Topic	Requirements	Response
Proposed Site Layout	<ul style="list-style-type: none"> Retention of green lane; Loop road system; Retention of existing landscape features where practicable; 10m wide landscape buffer along railway line; 	<ul style="list-style-type: none"> Green lane retained throughout application site, with drainage channel improvement to enhance useability; Loop Road incorporated, designed to take into account MFS, but key difference relates to independent access from north, which will be the primary access. 10m landscape buffer incorporated
Access and Movement	<ul style="list-style-type: none"> Provision of emergency access (upon completion of 300 houses); Green lane to be retained for access to bus services on Porthkerry Road and provide a new cycle route along the southern boundary; Financial contribution towards the construction of a new cycle route Improvements to public transport 	<ul style="list-style-type: none"> No longer required under MFS guidance. Options exist for emergency access exists in any event; As above, the green lane will be retained. Pedestrian linkages to the Porthkerry Road bus services have been designed into the indicative masterplan and, the cycle route along the southern boundary has been designed to link in with the land east of the hedgerow. The sustainable transport contribution can be utilised for improvements to wider cycle routes and/or public transport provision.
Land Uses and Phasing	<ul style="list-style-type: none"> Residential development for 600 units; Provision of at least 3.4ha of open space for 600 units; and Overall density of 30-35 units per hectare 	<ul style="list-style-type: none"> The capacity of the site is greater than the 600 originally envisaged, as indicated by the 650 house allocation in the deposit LDP. These are not upper limits. Open space levels have been recalculated due to housing numbers and the primary school provision. With 700 houses across the allocation a gross density of 27 units per hectare would be achieved.

Landscape and Open Space	<ul style="list-style-type: none"> Retention of 'green assets'; Retention of 'important hedgerows'; and 	<ul style="list-style-type: none"> The green assets are described as being the trees and tall hedgerows that run alongside the track in the centre of the site and perimeter planting. These will be retained and enhanced within the masterplan, along side the retention of the only important hedgerow with the site (i.e. the green lane).
Public Open Space	<ul style="list-style-type: none"> NPFA open space requirements; Equipped sports and play facilities 	<ul style="list-style-type: none"> Open space requirements have been met across the site, taking into account the agreement that the primary school can be deducted from the overall requirement.
Education Contribution	<ul style="list-style-type: none"> Education contributions / provisions 	<ul style="list-style-type: none"> This has been superseded by the deposit LDP allocations and is dealt with separately below.
Drainage & Utilities Services	<ul style="list-style-type: none"> Details of foul water infrastructure; Details of surface water flows; and Water supply upgrade works 	<ul style="list-style-type: none"> Full details of the drainage, foul and potable water supply are set out within the accompanying documents. Strategies have been devised to serve the site and to drain surface water to deliver betterment over existing greenfield rates.
Public Art	<ul style="list-style-type: none"> Provision of public art 	<ul style="list-style-type: none"> Public art will be a detailed matter and secured through the S106 if required. The masterplan provides opportunities for public art through the provision of open spaces and there is further potential in relation to the on-site school development.
Community Facilities	<ul style="list-style-type: none"> Various off site improvements are identified. 	<ul style="list-style-type: none"> A contribution towards off site community facilities is likely to be sought in line with the Obligations SPG. This will need to fully justified in relation to the development proposed.

5.48. The following requirements are set out in the brief which, for the reasons explained below, are not considered applicable to the application site/proposals:

Requirements	Response
<ul style="list-style-type: none"> Access via a new roundabout; 	<ul style="list-style-type: none"> For the reasons set out in elsewhere in this statement, access to the site can and

<ul style="list-style-type: none"> ▪ Provision of a 7.3m wide carriageway into the site; ▪ Investigate the need for improvements to existing pedestrian level crossing at railway line; and ▪ Requirement for 'gateway' landscaping ▪ Community recycling site ▪ Phased development (400 units by 2011, 200 units 2011 onwards) 	<p>must be achieved independently of the land east of the hedgerow. A 7.3m access road into the application site is not considered necessary.</p> <ul style="list-style-type: none"> ▪ The crossing has been considered at length as part of the consideration of the adjacent planning permission, with the conclusion that improvements are not necessary or deliverable. ▪ The reference to gateway landscaping applies to the entrance to the land to the east and not to the application boundary. ▪ The adjacent development makes provision for such a facility. ▪ The phasing is no longer relevant given the time that has now passed.
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5.49. The review demonstrates that the pertinent elements of the development brief have been complied with, regardless of the datedness of the brief.

Primary School Provision

5.50. Policy MG2 (33) and MG6 require the provision of a primary school and nursery within the site. The allocations are specific in the requirement of 1ha of land to be allocated.

5.51. Pre-application discussions with the Education Department set out some basic criteria for the location of the land within the site. The requirements were:

- To be centrally located in order to be as accessible as possible to future residents within the allocation.
- To be as accessible as possible by foot
- To be sited sufficiently distant from noise sources,
- The site was not required to be accessed by daily bus services.
- The area of land should be provided in one parcel and should not be sub divided by roads.
- The site should have defensible boundaries.

5.52. The planning application seeks outline permission for a school within the description of development. To be clear, and as agreed and clarified through pre-application discussions, the Local Authority will be responsible for designing and building the school. Contributions will be

made on a pro rata basis towards the cost of building the school, commensurate to the level of development proposed by the applicants. These contributions will be pooled with sums delivered through S106 obligations, in particular those secured under permission 2010/00686 and on land at Trem Echni (2012/00937).

- 5.53. Therefore, the design and layout of the school has been shown indicatively within the DAS, it has been left blank on the submitted masterplan in order to avoid any pre-determination of design or layout.
- 5.54. It is also recognised that the masterplan is indicative and that the boundaries of the 1ha of land may change at reserved matters stage. The S106 will need to be worded in such a way to recognise this and to secure the dedication of the land, most likely to be defined within the reserved matters permission.
- 5.55. The 1ha of land is therefore fully compliant with the policy requirements within the deposit LDP. This is intended to accommodate a 210 pupil capacity school, with a 48 (part time) place nursery class and has taken into account the requirements set out by the Education department in terms of location.

Ecological Assessment and Impact

- 5.56. A number of surveys have been undertaken to understand the baseline conditions of the site and to inform the masterplan. Each of these reports have been submitted as part of the supporting documentation.
- 5.57. A phase 1 Habitat Survey was undertaken in June 2013, reported by Sturgess Ecology. This identified that the site is of local significance only. Nonetheless, the report identified some ecological constraints to the site which need to be addressed either through mitigation or through the masterplanning process.
- 5.58. The key habitat impacts are as follows:
- Reptiles – there is an assumed slowworm presence. The intention is to address this through relocation via a properly managed ecology mitigation strategy.
 - Nesting birds – presence of nesting birds will impact upon the site clearance and construction. Again, this will be managed through conditions ensuring minimal impacts

during nesting season.

- Bats – recommendations were made for further bat surveys, although it was identified that none of the trees on site were considered likely to support roosting bats and the probability of bats using the very limited number of buildings on site was considered low.

5.59. Regard was had to the hedgerows within the site, identifying the double hedged lane as being the most valuable for wildlife and should be retained and enhanced if possible. This has been investigated further through a detailed the hedgerow survey (EDP).

5.60. Further bats surveys were undertaken by EDP in order to identify features of importance within the site to bats, whether bats pose a constraint to development and whether there are opportunities to provide bio diversity resource within the sites for bats.

5.61. Surveys were undertaken during August and September 2013 and reported in the EDP Bat Survey Report accompanying the application. Significantly, no bat roosts have been identified within any of the buildings and no further survey work or licences are considered necessary to demolish those buildings.

5.62. The site was found to be in use for foraging by low numbers of common bats and for commuting. The grassland fields are not considered to provide significant foraging opportunities for bats. Recommendations from the report were to retain hedgerows where possible, taking into account the need for breaches for access points. The recommendation of the bat survey was also to incorporate additional foraging opportunities through habitat creation and commuting networks.

5.63. Other recommendations in terms of how the site is to be lit are detailed matters and can be undertaken through an ecological management plan and conditions.

5.64. The bat surveys must be taken in context with the hedgerow report also produced by EDP. Surveys were undertaken in January 2014 to assess that the importance of the hedgerows under Schedule 1 of the Hedgerow Regulations 1997. This identified important hedgerows and those which have ecological value. The hedgerows on site were described as predominantly species poor, being dominated by hawthorn stands and small elm trees, unmanaged and often gappy in nature. Of the 15 hedgerows surveyed, 3 qualified as important. Each of these bounded the Public Right of Way running from north to south from Porthkerry Road. The remaining hedgerows were considered not to be important and only of having very localised value. They were however recognised as corridors for wildlife.

- 5.65. The masterplanning exercise has undertaken to combine the requirement to maintain wildlife corridors and to provide commuting routes for bats through the enhancement and replacement of hedgerows within the planned development.
- 5.66. Whilst it will be necessary to remove the poorer quality hedgerows from within the site to create a functioning layout, and to create the necessary plateaus for the school, care has been taken to ensure that the removed hedgerows will be replaced and enhanced wherever possible.
- 5.67. New green lanes and links have been incorporated into the design in order to fulfil the function of providing wildlife corridors. Importantly, bat foraging and commuting corridors will be retained along the important north / south hedgerow and, a dark corridor running parallel to the railway line will be retained. Significantly, the 2007 Development Brief also proposes removing many of the gappy hedgerows within the site (see Appendix 6 of Development Brief – Vegetation Appraisal).
- 5.68. The approach therefore has been to take on board the recommendations of the detailed hedgerow and bat reports through the retention of important hedgerows and enhancement / replacement elsewhere within the site. The masterplan provides for opportunities for compensatory hedgerow planting around the perimeter of the school and through the new green lane which will connect to the central area of open space to the southern boundary of the site running parallel to the railway line.

Landscape Considerations

- 5.69. A Landscape and Visual Appraisal of the proposals has been undertaken by EDP. The report accompanies the planning application and should be read in detail. In summary it carries out an assessment of planning policy, published landscape character assessments, analysis of LANDMAP aspects/areas and a survey of visual amenity, followed by an appraisal of the likely potential effects that would arise as a result of the development on the landscape and visual resource of the area. The conclusion reached is that the proposals are that development on the Site would form a positive and logical extension to the existing suburban area of Rhoose.
- 5.70. Furthermore, development would be well contained, both in landscape and visual terms, by the existing settlement and wider topographic character of the landscape, notwithstanding the future enclosure of the Site to the east and south by future development.
- 5.71. The Site is not constrained by any national, regional or local landscape designation.

Nevertheless, one important consideration affecting the Site's landscape sensitivity is its proximity to the Rhoose Conservation Area. EDP's landscape assessment has focussed on the physical and visual effects of the proposed development on the CA because the potential historic and cultural effects on its setting are addressed in the specialist Archaeology and Heritage Assessment. However, effects on this designated landscape would be limited, as it has been recognised in the Council's own published appraisal that the area of the CA most proximate to the Site no longer 'makes a positive contribution to the conservation area' (VOGC 2009. 22).

- 5.72. Visual containment of the Site is offered by the surrounding suburban built form and nearby raised infrastructure of the Vale of Glamorgan Line Railway and Pentir Y De minor road, in combination with (although to a lesser degree) vegetation within the wider landscape, results in there being no areas from which the Site or proposed development would be intervisible with designated landscapes or heritage features that might contribute to the character or quality of the landscape.
- 5.73. The development does not, therefore, constitute an undesirable intrusion into the landscape, and is wholly consistent with the exiting landscape context.
- 5.74. Development would be considered to have few notable adverse effects on the character of the wider landscape and on views towards the Site from publicly accessible locations, which are very limited geographically. Private views from surrounding established dwellings will be addressed by detailed design to ensure that appropriate separation distances are included and that planting would help to reinforce the separation and provide a degree of screening.
- 5.75. The on-site landscape fabric, namely the hedgerows and hedgerow trees, will be retained and/or replaced/enhanced as part of the development proposal. Such characteristic features are accommodated within the sensitive masterplan (where appropriate), although the value of any such features have been 'weighed' against the urban design implications of their retention.
- 5.76. Collectively, the retention and enhancement of existing landscape features, combined with landscape mitigation and accessible open space, provides opportunities to enhance green infrastructure links and connections to off-site assets for the benefit of existing residents and occupiers of the future development alike.
- 5.77. While the detail design has yet to be developed, and given that there would be localised notable effects as a result of the development, overall, it is considered that there would not be any adverse effects that would be considered unacceptable in landscape and visual terms.

General Matters

- 5.78. Having established that the key considerations required as part of the allocation can be addressed, the more general considerations that are typical of any greenfield site are considered in turn below.

Quality and Local Responsiveness

- 5.79. The scheme also responds very well to the general obligation on all developers to achieve high quality new development which reflects local context and improves our urban areas. This is made clear in the DAS which explains in some detail how the scheme has evolved and the assessments, principles and objectives it is based upon.
- 5.80. The DAS also sets out the vision, site analysis and parameters of the masterplan. This responds positively to the site's urban neighbours (both existing and proposed) together with the site's key features. This context has guided the form and content of the scheme. The DAS sets out the different stages to the evolution of the masterplan and shows how the project will transform the appearance and performance of the whole site and, create a safe, attractive, high quality accessible and convenient environment.
- 5.81. The DAS also provides evidence of the quality of the development that the applicant proposes.

Privacy and residential amenity

- 5.82. The DAS explains how the privacy of existing residents along the western and northern boundaries of the site will be respected through the masterplan. Sufficient separation distances have been allowed for, which will be confirmed at reserve matters stage.
- 5.83. The Transport Assessment confirms that the impact related to increased traffic is within acceptable limits in terms of road capacity.

Benefits

- 5.84. A series of significant community and economic benefits will be triggered by the development of a site that has been identified as being suitable for development for a significant period of time. In terms of the community these include:

- The provision of a large number of modern homes in a high quality new environment. These will satisfy a basic social need that the Council must plan for, on an accessible site, in a sustainable location;
- Facilitating the provision of a new primary school, not only to serve the needs of the application proposals, but also the needs arising from the adjacent developments and, providing additional capacity for Rhoose;
- Facilitating new and enhanced pedestrian and cycle links which will be essential to ensure the sustainability of the remainder of the allocated land and improve permeability for existing residents.
- The creation and improvement of public open space in a variety of forms;

5.85. These are important benefits. However, they are complemented by a number of significant and very positive economic impacts. These mainly come from the preparation of the site and surrounding area, together with the construction and occupation of the new housing. This is because housing construction supports more jobs than investment in many other sectors of the economy, because of the amount of economic activity that is connected to it (in the supply chain). Housing development therefore provides an important economic function by:

- Creating jobs which can be local, varied, skilled and durable;
- Providing for a variety of direct (on site), indirect and induced employment opportunities;
- Providing a major source of vocational training and education;
- Acting as a pump primer and funder of social and physical infrastructure; and
- Increasing housing supply and improving housing affordability.

5.86. It is however the number of jobs that this scheme could generate which provides the most compelling headlines. It is difficult to quantify the employment and number of Full Time Equivalent (FTE) jobs generated during the construction of the proposed development. There is no industry standard or guidance available to estimate the number of jobs created, however the Home Builders Federation has predicted that 1.5 jobs are created directly in the construction industry for every home built. This statistic is supported by the Construction Industry Training Board^[1]. Using these figures applied to 350 dwellings would indicate support for some 525 'job years' overall, or in the order of 105 jobs over a 5 year delivery programme for the new homes.

5.87. This does not take into account the jobs that would be generated by the construction and operation of the school.

^[1] http://www.hbf.co.uk/fileadmin/documents/barker/CITB_REPORT.pdf

5.88. In any conditions this would be significant, but given the current states of the national and local economy, the economic dividend from the scheme is difficult to exaggerate.

Delivery

5.89. The fact that this can be achieved reliably - because of the use that is proposed and because of the company that is behind the application – is equally important. Demand for the housing that will drive the transformation for the site is predictable. Taylor Wimpey is a national house building company with a long and successful track record in housing development Subject to securing the necessary approvals, has currently programmed a start on site for advance works in the spring of 2015. If this is achieved, housebuilding could commence by the end of 2015.

Planning Obligations

5.90. The planning obligations SPG produced by the VOG sets out a template for obligations associated with residential development. The context of the decision taken to approve outline planning permission on the adjacent site is also of relevance and must also be taken into account.

5.91. The heads of terms of the S106 will be matters for detailed negotiations as part of the planning application, but having reviewed the above context, the topics for the obligations are likely to include:

- Affordable Housing – The current percentages being applied for Rhose are 30%, split 80% to social rented tenure and 20% to LCHO. The details and final percentages will be subject to detailed negotiations as part of the application process.
- Education – As required by the emerging policy, 1 Ha of land will be reserved for a primary school. Commensurate contributions will be required to account for the primary school places generated by the 350 dwellings proposed. Consideration of the 2010 application of the adjacent site indicated that there was a capacity of 48 spaces within the local primary school, 24 of which were deducted from the pupil requirements for the 350 dwellings proposed. Taking the same approach would result in a requirement to contribute towards 73 spaces (i.e., the 97 generated minus the 24 spare capacity). Capacity within the secondary schools was identified in relation to the adjacent site and therefore no secondary contribution was required. It is assumed that this is also the case in relation to the current application. To summarise, a contribution of £1,115,387 would be generated by the development to provide for 73 primary school places and 18

FTE nursery places.

- Sustainable transport contributions – to improve existing bus, cycle or walking facilities. This would not only mitigate for the development proposed, but also inevitably lead to an improvement in facilities for existing residents of Rhoose. The Obligations SPG indicates a requirement for £2,000 per dwelling for sustainable transport contributions. This will be a matter for detailed negotiation during the application process given the benefits that will arise from the connections being provided and consideration of the reasonable needs arising from the development.
- A contribution toward community facilities – as with the sustainability contribution, this would mitigate for the development on site, but also lead to improvements for existing residents.
- Open space – the indicative masterplan provides for the full extent of open space generated by the size of development proposed, taking into account the deduction of the land required for the primary school. The open space to be provided within the primary school land is intended for dual use, but it is recognised that this will be subject to the detailed plans of the education authority. The equipment and management of the open space will be subject to detailed discussion and to some extent be a matter of detail for the reserve matters stage.
- Public art – the SPG requires a 1% contribution of development costs towards public art. This can take the form of different initiatives which will be investigated during the life of the application. This will be subject to detailed negotiation, taking into account the fact that the adjacent site was permitted a £61,000 reduction in public art costs can meet the education requirements.
- Off site highway contributions – the TA identifies a small number of off site junction improvement.. Any additional improvements arising as a result of this application will need to be covered by monetary contributions to be subject to detailed negotiation..

5.92. The planning obligations will be subject to detailed negotiations as part of the application process. However, the main benefit arising from the proposal is the facilitation of the new primary school and contribution towards its construction. Other mitigation discussed above will need to be justified in line with the specific impacts of the development,

6. Conclusions

- 6.1. This planning statement forms part of a series of documents that supports an outline planning application for the development of the land north of the Railway Line (West), Rhoose for residential purposes and a primary school. The application is submitted with details of the proposed access to Porthkerry Road included, but with all other matters reserved. The proposals include the demolition of 46 Porthkerry Road to make way for the access.
- 6.2. The application is accompanied by an indicative masterplan showing how the broad layout of the site can be achieved and indicating how future linkages to the remainder of the allocated land can be achieved.
- 6.3. As stated at the outset, this application is submitted within the context of the wider UDP/LDP allocation, the grant of planning permission on the adjacent site and the lack of guarantees that exist that the site can be accessed via the adjacent land.
- 6.4. National Planning Policy has been examined, as has adopted and emerging Development Plan Policies and Development Briefs. The conclusion is that the principle of the development of the site is fully supported at National and Local levels, given the long standing allocation of the site for residential use. The recent proposal as part of the deposit LDP to include a primary school has been taken into account and planned for within the application.
- 6.5. The indicative masterplan has taken into account a number of the aims of the 2007 Development Brief, albeit it that this is now dated and does not align with the latest Deposit LDP Policy. Due to the requirement to access the site independently of adjacent land owners and unencumbered by any build out programme of the adjacent developers, an independent access to Porthkerry Road has been designed in detail.
- 6.6. The accompanying TA sets out the full justification for the access point and assesses the impacts of the proposed development on the local highways network (and wider) to be acceptable. The future links to the adjacent development have been provided in line with the extant outline planning permission and will be built to the boundary in order to facilitate those links, without any restriction on access to / from the west of the hedgerow.

- 6.7. The drainage strategy for the site has also been designed with independence from the adjacent site in mind, again due to uncertainty over the ability to connect to or the timescales of the drainage being implemented outside of the applicant's control.
- 6.8. The surface water drainage strategy proposes betterment over the existing greenfield situation as set out in detail within the accompanying report.
- 6.9. The application site and proposals benefit from a sustainable location and can be developed independently of the adjacent site to form a sustainable addition to Rhoose.
- 6.10. The pedestrian linkages to be provided to the western boundary of the site mean that, in addition to the linkage via the footpath to the north, the site is full accessible to and from the Village Centre and is walkable to existing bus and rail transport links.
- 6.11. The land allocated for the school will be of significant benefit in terms of the sustainability of the site by providing on site, walkable primary school facilities. This will also benefit the wider allocation and the housing proposed for land east of the hedgerow. This is considered to represent a significant improvement on the current education provision plans for the extant permission, given that the new school will prevent the need to extend the existing primary school and will provide a school in a far more walkable location.
- 6.12. The proposals to access the site independently, but to build in future connectivity to the adjacent land has been shown to be acceptable in highway safety, sustainability and urban design terms. The location of the school adjacent to the public open space planned for land east of the hedgerow will form a focal point within the site around which the residential development has been planned.
- 6.13. Whilst the proposals in no way rely upon the fact that the Authority has a sub 5 year Housing Land Supply, the context is important given that it supports the grant of planning permission on this site to bring forward urgently needed housing land in a manner which is deliverable in the relative short term.

6.14. In conclusion, the proposals provide a well designed scheme which practically addresses the context of the allocation, which will deliver a workable and practical solution in a sustainable form of development, The comprehensive planning of the site has been foremost within the masterplanning process, as has the need to deliver development on this site in an independent manner.

6.15. The proposal will bring about significant benefits in terms of housing land delivery, job creation throughout the construction process and longer term in the form of a new primary school and as such can be considered swiftly and positively to deliver housing on an eminently suitable site.

Appendix 1 – EIA Screening Direction

**Adran Tai ac Adfywio
Department for Housing and Regeneration**

Paul Williams
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By email to: pwilliams@savills.com



Llywodraeth Cymru
Welsh Government

Ein Cyf/Our ref: qA1146378
Dyddiad/Date: 9 April 2014

Dear Sir

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
(ENGLAND AND WALES) REGULATIONS 1999 (AS AMENDED)
PROPOSED RESIDENTIAL DEVELOPMENT AT LAND NORTH OF THE RAILWAY LINE,
RHOOSE, VALE OF GLAMORGAN**

1. I refer to your request received 18 February 2014, made pursuant to regulation 5(6) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 ("the 1999 Regulations") for the Welsh Ministers to make a screening direction as to whether or not the development your clients propose is 'EIA development' within the meaning of the 1999 Regulations and whether an environmental statement is required.
2. I am authorised by the Minister for Housing and Regeneration to provide that screening direction.
3. The development proposed, namely "proposals for residential development, open space and primary school at Land North of the Railway Line, Rhooose", falls within the description at paragraph 10(b) of Schedule 2 to the 1999 Regulations. Since the proposal exceeds the threshold in column 2 of the table in Schedule 2 to the 1999 Regulations, I consider your proposal to be "Schedule 2 development" within the meaning of the 1999 Regulations.
4. The views of Cadw were sought and their advice in their minute of 14 March 2014 was:

"Thank you for your minute of 21 February 2014 asking for Cadw's view on the likely impact of the proposed development described above on the



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environment and whether or not Environmental Impact Assessment (EIA) is required.

Cadw, as the Welsh Government's historic environment service, has assessed the characteristics of this proposed development and its location within the historic environment. In particular, the likely impact on designated or registered historic assets of national importance. In assessing if the likely impact of the development is significant Cadw has considered the extent to which the proposals affect those nationally important historic assets that form the historic environment, including scheduled ancient monuments, listed buildings, registered historic parks, gardens and landscapes.

Our records show that the following historic assets are potentially affected by the proposal.

Listed Buildings:

13428 Lower Farmhouse
83155 Lower Farm Cottage
83160 Rhoose County School

Scheduled Ancient Monuments:

GM029 The Bulwarks Camp

Registered Historic Parks and Gardens:

RHPG PGW(GM)39 Fonmon Castle

Registered Historic Landscapes:

HLW (SG) 1 Llancarfan, Vale Of Glamorgan

The proposed development does not directly impact on any of the listed buildings and is unlikely to impact on the setting, or cause any detrimental affect to any of the existing grade II listed buildings associated to the development area (Lower Farmhouse, Lower Farm Cottage and Rhoose County School). Any impact is likely to be limited further due to the nature of the existing landscape and vegetation within the area.

The development does not appear to have a direct impact on any scheduled monuments. GM029 - The Bulwarks Camp is located c 1km east of the proposed development. Views of or from the monument are unlikely to be significantly affected.

The boundary of the registered historic landscape is more than 4km to the north given the topography, the buildings associated with Cardiff International Airport and the settlement of Rhoose it is unlikely that the proposed development area will be visible.

There will be no direct physical impact on any of the designated sites of national importance identified and it is unlikely that the proposed development will have a significant impact on the settings of the historic assets identified. Cadw, therefore, does not consider that this effect, on the historic environment as a whole, will be significant enough to warrant an EIA."

5. Advice was also sought from Natural Resources Wales (NRW) and their advice in their letter dated 1 April 2014 was:

"Natural Resources Wales refers to your enquiry of 21st February 2014.

We understand that you seek our views on the need for Environmental Impact Assessment (EIA) given the development proposals and likelihood of significant environmental effects. Natural Resources Wales responds as follows;

Given their nature and distance from the proposed scheme, we are of the opinion that the scheme will not have significant adverse impacts on the Sites of Special Scientific Interest (SSSIs) listed in your letter, namely the Cliffwood-Golden Stairs SSSI and the East Aberthaw SSSI. It is our view that the information provided thus far is sufficient to assess the potential impacts of the proposed scheme on European Protected Species; great crested newts and bats. Those impacts that have been identified within the ecological reports associated with this application can be satisfactorily addressed by securing, through appropriately worded conditions, the recommendations made in those reports. Our view is therefore is that an EIA is not required.

We would also expect that other matters such as an effective surface water management scheme, foul water scheme and management of waste will be dealt with through suitable planning controls and other regulatory regimes. We suggest that the developer contact the Local Authority and Sewerage Undertaker (Dwr Cymru/Welsh Water) for their advice in respect of surface water and foul water disposal."

6. The Vale of Glamorgan Planning Department provided us with the following comments that they had received from the Council's Highways Department:

"from a transport point of view and when considered in context with the area, 350 units is a sizable development and will generate a significant amount of traffic. The recommended threshold (as per TAN 18 and DfT) for a Transport Assessment is 80-100 units +. The proposed development is well over the threshold and therefore will require a full Transport Assessment and Travel Plan. The scope of which should be set out and agreed with Highways. I would suggest the scope will need to be in-line with the development to the east, that has already been approved."

7. The proposed residential development falls within the description 'Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas' of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended) ("the 1999 Regulations"). The residential development exceeds the applicable threshold in Column 2 of the 1999 Regulations.
8. In considering this case I have had regard to the selection criteria in Schedule 3 of the 1999 Regulations, the general advice contained in Welsh Office Circular 11/99: Environmental Impact Assessment ("Circular 11/99") and the Indicative Criteria contained in paragraph A18 and A19, Annex A of Circular 11/99 which states:

"Urban development projects (including the construction of shopping centres and car parks, sport stadiums, leisure centres and multiplex cinemas)"

A18. In addition to physical scale of such developments, particular consideration should be given to the potential increase in traffic, emissions and noise. EIA is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the

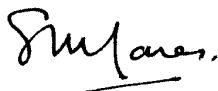
previous use, or the types of impact are of a markedly different nature or there is a high level of contamination.

A19. Development proposed for sites which have not previously been intensively developed are more likely to require EIA if:

The site area of the scheme is more than five hectares; or
It would provide a total of more than 10,000m³ of new commercial floorspace; or the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings)."

9. While it could be argued that when assessed against the above criteria EIA is not required, I accept that I must consider whether there are any other issues which would warrant the need for EIA as criteria and thresholds are only indicative.
10. With this in mind I have considered the advice from Cadw and NRW and the comments of the Council's Highways Department in the light of the selection criteria in Schedule 3 to the 1999 Regulations and the advice in Welsh Office Circular 11/99: Environmental Impact Assessment ("Circular 11/99") on establishing whether EIA is required. The result of that consideration is that it is my view that the proposed development
 - (i) is not a major development of more than local importance, is not proposed within an environmentally sensitive or vulnerable location and is not likely to give rise to particularly complex and potentially hazardous effects; and
 - (ii) would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location.
11. Accordingly, for the reasons given above and in exercise of the powers conferred by regulations 5(6) and 6(4) of the 1999 Regulations and the authority referred to in paragraph 2 above, I hereby direct that the development the subject of this application is not "EIA development" within the meaning of the 1999 Regulations.
12. You should bear in mind that my opinion on the likelihood of the development having significant environmental effects is reached only for the purposes of this direction.
13. I am copying this letter to the Vale of Glamorgan Council, Cadw and NRW.

Yours faithfully



Stephen M Jones
Deputy Head
Decisions Branch
Planning Division

Signed under the authority of the Minister for Housing and Regeneration,
one of the Welsh Ministers.