

**THE VALE OF
GLAMORGAN COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990

APPROVED

SUBJECT TO COMPLIANCE WITH CONDITIONS (IF ANY)

**Land to the North
of the Railway
Line (West)**

**Landscape and
Visual Appraisal**

Prepared by:
**The Environmental
Dimension
Partnership (EDP)**

On behalf of:
Taylor Wimpey Plc

May 2014
Report Reference
EDP2127_04a



THE
ENVIRONMENTAL
DIMENSION
PARTNERSHIP



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For EDP use	
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Section 1

Introduction and Purpose

- 1.1 The Environmental Dimension Partnership (EDP) is an independent environmental planning and design consultancy with offices based in Cirencester and Shrewsbury. The practice provides specialist advice to private and public sector clients in relation to a range of environmental issues, including landscape, ecology, archaeology, agricultural and rural land issues and Environmental Impact Assessment (EIA).
- 1.2 EDP has been commissioned by Taylor Wimpey Plc to undertake a landscape and visual appraisal of their proposed urban extension on Land to the North of the Railway Line (West) ('the Site').
- 1.3 The Site's location is shown on **Plan EDP 1**. It is enclosed by residential development to the north, west, and to the south-west (within Rhoose), and is accessed by means of an access track (also a Public Right of Way (PRoW)) from Porthkerry Road. The Site is roughly square in shape, including a 'wedge' of land to the east of the adjacent footpath, and covers an area of approximately 12.7 hectares (ha). It is located in the administrative area of the Vale of Glamorgan Council.
- 1.4 This report sets out the findings of the landscape and visual appraisal (LVA) of the Site and the proposed scheme, which is the subject of this planning application. The purpose of this landscape and visual appraisal is to 'test' the proposed development and create the evidence base to inform an outline planning application.
- 1.5 Specifically, EDP's work, as reported herein, has involved:
 - A review of the planning documentary context for the Site in **Section 3**;
 - A desktop study and web search of relevant background documents and maps. EDP's study has included review of aerial photographs, Local Planning Authority (LPA) publications, LANDMAP data and other landscape character assessments. EDP has also obtained, where possible, information about relevant landscape designations, such as Special Landscape Areas and Historic Parks and Gardens (as included on the Cadw/ICOMOS Register), as reported in **Sections 3 and 4**.
 - A field assessment of local circumstances, including a photographic survey that documents both the landscape character and visual amenity of the local area and the site in **Sections 4 and 5**;
 - A description of the proposed development is given in **Section 6**;
 - An analysis of the likely landscape and visual effects arising from the proposed scheme is discussed in **Section 7**;

- An informed, professional judgement, relating to the capacity of the receiving environment to accept the proposed development is discussed in **Section 7**; and
- A review of the findings of the study followed by EDP's conclusions with regard to the acceptability of the proposed development in landscape and visual terms at **Section 8**.

Study Areas

- 1.6 In order to establish the baseline and the potential limit of notable effects, it has been necessary to define a study area for the extent of likely landscape and visual effects predicted to arise as the result of the development of the Site.
- 1.7 A broad study area of up to 2km from the Site has been adopted following consultation with Robert Lankshear, Senior Planner at the Vale of Glamorgan Council (VoGC) on 19 February 2014. The study area limit has been derived from the topographic character of the landscape context and the Site's enclosure by existing built form, which together serves to limit potential landscape and visual effects beyond this threshold. This study area enables the geographical scope of the assessment to be defined and provides the wider geographical context of the study. Within this area, the search has focused on: the local planning policy context; identifying national and regional/local landscape and other associated designations (e.g. historic parks and gardens); and providing a general geographical understanding of the Site and its broader context (for example, in relation to landform, transport routes and the distribution and nature of settlement). This study area is illustrated on **Plan EDP 1**.
- 1.8 Following initial analysis and subsequent field work, and having an appreciation of the development proposed, a refinement of the study area has been developed, which focuses on those areas and features that are likely to be affected by the proposals. The extent of this study area is 1km from the Site, although occasional reference may be made to features beyond this 'limit' where necessary. This 'detailed study area' is illustrated on **Plan EDP 1**.

Section 2

Assessment Methodology

Introduction

- 2.1 Provided within this section is the methodology for Landscape and Visual Impact Assessment (LVIA), which is adopted for this Landscape and Visual Appraisal (LVA). The principal difference between LVIA and LVA is the requirement to identify significant effects in LVIA under the requirements of the EIA Regulations. However, this is not a requirement for a non-EIA LVA. In every other respect, however, the LVIA methodology will be applied, which will ensure a robust appraisal of effects, which conforms to best practice guidance. A glossary of terms can be found at **Appendix EDP 1**.

Methodology

- 2.2 The assessment methodology for assessing landscape and visual effects prepared by EDP is principally based on the following best practice guidance:
- Guidelines for Landscape and Visual Impact Assessment – Third Edition (LIIEMA, 2013);
 - LANDMAP guidance provided on the Countryside Council for Wales (CCW) website; and
 - Landscape Character Assessment – Guidance for England and Scotland (Swanick & LUC, 2002) produced on behalf of the Countryside Agency and Scottish Natural Heritage.
- 2.3 Other reference documents used to understand the baseline position in landscape terms comprise published landscape character assessments appropriate to the Site's location and the nature of the proposed development.
- 2.4 The nature of landscape and visual assessment requires both objective analysis and subjective professional judgement. Accordingly, the following assessment is based on the best practice guidance listed above, information and data analysis techniques. It uses subjective professional judgement and quantifiable factors wherever possible and is based on clearly defined terms (see Glossary, **Appendix EDP 1**).

Landscape Assessment

- 2.5 Landscape effects derive from changes in the physical landscape fabric that may contribute to changes in its character and how this is experienced. These effects need to

be considered in line with changes already occurring within the landscape and which help define the character of it.

- 2.6 Effects upon the wider landscape resource i.e. the landscape surrounding the development, requires an assessment of visibility of the proposals from adjacent landscape character areas, but remains an assessment of landscape character and not visual amenity.

Visual Assessment

- 2.7 The assessment of effects on visual amenity draws on the predicted effects of the development, the landscape and visual context, and the visibility and viewpoint analysis, and considers the significance of the overall effects of the proposed development on the visual amenity of the main visual receptor types in the study area.

Identifying Landscape and Visual Receptors

- 2.8 This assessment has sought to identify the key landscape and visual receptors that may be affected by the changes proposed.
- 2.9 The assessment of effects on landscape as a resource in its own right draws on the description of the development, the landscape context and the visibility and viewpoint analysis to identify receptors, which, for the proposed development, may include, but not be limited to, the following:
- The landscape fabric of the Site;
 - The key landscape characteristics of the local context;
 - The 'host' landscape character area that contains the proposed development;
 - The 'non-host' landscape character areas where there is the potential for secondary effects beyond the host landscape character area; and
 - Landscape designations on a national, regional or local level (where relevant).
- 2.10 The locations and types of visual receptors within the defined study areas are identified from Ordnance Survey maps and other published information (such as walking guides), from fieldwork observations and from local knowledge provided during the consultation process. Examples of visual receptors may include, but not be limited to, the following:
- Settlements and private residences;
 - Users of National Cycle Routes and National Trails;
 - Users of local/regional cycle and walking routes;

- Those using local rights of way – walkers, horse riders, cyclists;
- Users of open spaces with public access;
- People using major (Motorways, A and B) roads;
- People using minor roads; and
- People using railways.

Assessment of Landscape and Visual Effects

2.11 The assessment of effects on the landscape resource includes consideration of the potential changes to those key elements and components that contribute towards recognised landscape character or the quality of designated landscape areas; these features are termed a landscape receptor. The assessment of visual amenity requires the identification of potential visual receptors that may be affected by the development. As noted, following the identification of each of these various landscape and visual receptors, the effect of the development on each of them is assessed through consideration of a combination of:

- Their overall sensitivity to the proposed form of development that includes the value attached to the receptor following the baseline appraisal, combined with the susceptibility of the receptor to the change proposed, determined during the assessment stage; and
- The overall magnitude of change that will occur - based on the size and scale of the change, its duration and reversibility.

Defining Receptor Sensitivity

2.12 A number of factors influence professional judgement when assessing the degree to which a particular landscape or visual receptor can accommodate change arising from a particular development. Sensitivity is made up of judgements about the 'value' attached to the receptor, which is determined at baseline stage, and the 'susceptibility' of the receptor, which is determined at the assessment stage when the nature of the proposals, and therefore the susceptibility of the landscape and visual resource to change, is better understood.

2.13 Susceptibility indicates '*the ability of a defined landscape or visual receptor to accommodate the specific proposed development without undue negative consequences*'¹. Susceptibility of visual receptors is primarily a function of the expectations and occupation or activity of the receptor. A degree of professional

¹ Landscape Institute and Institute of Environmental Management and Assessment (2013) Guidelines for Landscape and Visual Impact Assessment, Third Edition Page 158.

judgement applies in arriving at the susceptibility for both landscape and visual receptors and this is clearly set out in the technical appendices to this assessment.

- 2.14 A location may have different levels of sensitivity according to the types of visual receptors at that location and any one receptor type may be accorded different levels of sensitivity at different locations.
- 2.15 **Table EDP 2.1** provides an indication of the criteria by which the overall sensitivity of a landscape receptor is judged within this assessment, and considers both value and susceptibility independently.

Table EDP 2.1: Landscape sensitivity criteria

Category	Landscape Receptor Value Criteria	Landscape Susceptibility to Change Criteria
Very High	Nationally/Internationally designated/valued countryside and landscape features; strong/distinctive landscape characteristics; absence of landscape detractors.	Strong/distinctive landscape elements/-aesthetic/perceptual aspects; absence of landscape detractors; landscape receptors in excellent condition. Landscapes with clear and widely recognised cultural value. Landscapes with a high level of tranquillity.
High	Locally designated/valued countryside (e.g. Areas of High Landscape Value, Regional Scenic Areas) and landscape features; many distinctive landscape characteristics; very few landscape detractors.	Many distinctive landscape elements/-aesthetic/perceptual aspects; very few landscape detractors; landscape receptors in good condition. The landscape has a low capacity for change as a result of potential changes to defining character.
Medium	Undesignated countryside and landscape features; some distinctive landscape characteristics; few landscape detractors.	Some distinctive landscape elements/-aesthetic/perceptual aspects; few landscape detractors; landscape receptors in fair condition. Landscape is able to accommodate some change as a result.
Low	Undesignated countryside and landscape features; few distinctive landscape characteristics; presence of landscape detractors.	Few distinctive landscape elements/-aesthetic/perceptual aspects; presence of landscape detractors; landscape receptors in poor condition. Landscape is able to accommodate large amounts of change without changing these characteristics fundamentally.
Very Low	Undesignated countryside and landscape features; absence of distinctive landscape characteristics; despoiled/-degraded by the presence of many landscape detractors.	Absence of distinctive landscape elements/aesthetic/perceptual aspects; presence of many landscape detractors; landscape receptors in very poor condition. As such landscape is able to accommodate considerable change.

- 2.16 For visual receptors, judgements of susceptibility and value are also closely interlinked considerations. For example, the most valued views are those that people go and visit

because of the available view – and it is at those viewpoints that their expectations will be highest and thus most susceptible to change.

- 2.17 **Table EDP 2.2** provides an indication of the criteria by which the overall sensitivity of a visual receptor is judged within this assessment, and considers both value and susceptibility independently.

Table EDP 2.2: Visual receptor sensitivity

Category	Visual Receptor Criteria
Very High	Designed view (which may be to or from a recognised heritage asset or other important viewpoint), or where views of the surroundings are an important contributor to the experience. Key promoted viewpoint e.g. interpretative signs. References in literature and art and/or guidebooks tourist maps. Protected view recognised in planning policy designation. Examples may include views from residential properties, especially from rooms normally occupied in waking or daylight hours; national public rights of way e.g. National Trails and nationally designated countryside/landscape features with public access which people might visit purely to experience the view; and visitors to heritage assets of national importance.
High	View of clear value but may not be formally recognised e.g. framed view of high scenic value, or destination hill summits. It may also be inferred that the view is likely to have value e.g. to local residents. Examples may include views from recreational receptors where there is some appreciation of the landscape e.g. golf and fishing; local public rights of way, access land and National Trust land, also panoramic viewpoints marked on maps; road routes promoted in tourist guides for their scenic value.
Medium	View is not promoted or recorded in any published sources and may be typical of the views experienced from a given receptor. Examples may include people engaged in outdoor sport other than appreciation of the landscape e.g. football and rugby, or road users on minor routes passing through rural or scenic areas.
Low	View of clearly lesser value than similar views experienced from nearby visual receptors that may be more accessible. Examples may include road users on main road routes (motorways/A roads) and users of rail routes or people at their place of work (where the place of work may be in a sensitive location). Also views from commercial buildings where views of the surrounding landscape may have some limited importance.
Very Low	View affected by many landscape detractors and unlikely to be valued. Examples may include people at their place of work, indoor recreational or leisure facilities or other locations where views of the wider landscape have little or no importance.

- 2.18 The tables above offer a template for assessing overall sensitivity of any landscape or visual receptor as determined by combining judgements of their susceptibility to the type of change or development proposed and the value attached to the landscape as set out at paragraph 5.38 of GLVIA 3rd Edition (2013). However, the narrative in this report

may demonstrate that assessment of overall sensitivity can change on a case-by-case basis.

- 2.19 For example, a high susceptibility to change and a low value may result in a medium overall sensitivity, unless it can be demonstrated that the receptor is unusually susceptible or is in some particular way more valuable. A degree of professional judgement applies in arriving at the overall sensitivity for both landscape and visual receptors.

Magnitude of Change

- 2.20 The magnitude of any landscape or visual change is determined through a range of considerations particular to each receptor. The three attributes considered in defining the magnitude are:

- Scale of Change;
- Geographical Extent; and
- Duration and Reversibility/Proportion.

- 2.21 Receptor locations from which views of the proposed development are not likely to occur will receive no change and therefore no effect. With reference to the Zone of Theoretical Visibility (ZTV) and site survey, the magnitude of change is defined for receptor locations from where visibility of the proposed development is predicted to occur.

- 2.22 **Table EDP 2.3** provides an indication of the criteria by which the size/scale of change at a landscape or visual receptor is judged within this assessment.


Table EDP 2.3: Scale of change criteria

Category	Landscape Receptor Criteria	Visual Receptor Criteria
Very High	Total loss of, or major alteration to, key elements/features/characteristics of the baseline condition. Addition of elements that strongly conflict with the key characteristics of the existing landscape.	There would be a substantial change to the baseline, with the proposed development creating a new focus and having a defining influence on the view.
High	Notable loss or alteration to one or more key elements/features/characteristics of the baseline condition. Addition of elements that are prominent and may conflict with the key characteristics of the existing landscape.	The proposed development will be clearly noticeable and the view would be fundamentally altered by its presence.

Category	Landscape Receptor Criteria	Visual Receptor Criteria
Medium	Partial loss or alteration to one or more key elements/features/characteristics of the baseline condition. Addition of elements that may be evident but do not necessarily conflict with the key characteristics of the existing landscape.	The proposed development will form a new and recognisable element within the view which is likely to be recognised by the receptor.
Low	Minor loss or alteration to one or more key elements/features/characteristics of the baseline landscape. Addition of elements that may not be uncharacteristic within the existing landscape.	The proposed development will form a minor constituent of the view being partially visible or at sufficient distance to be a small component.
Very Low	Barely discernible loss or alteration to key elements/features/characteristics of the baseline landscape. Addition of elements not uncharacteristic within the existing landscape.	The proposed development will form a barely noticeable component of the view, and the view whilst slightly altered would be similar to the baseline situation.

2.23 **Table EDP 2.4** provides an indication of the criteria by which the geographical extent of the area affected is adjudged within this assessment.

Table EDP 2.4: Geographical extent criteria

	Landscape Receptors	Visual Receptor Criteria
Largest  Smallest	Large scale effects influencing several landscape types or character areas.	Direct views at close range with changes over a wide horizontal and vertical extent.
	Effects at the scale of the landscape type or character areas within which the proposal lies.	Direct or oblique views at close range with changes over a notable horizontal and/or vertical extent.
	Effects within the immediate landscape setting of the Site.	Direct or oblique views at medium range with a moderate horizontal and/or vertical extent of the view affected.
	Effects at the Site level (within the Site itself).	Oblique views at medium or long range with a small horizontal/vertical extent of the view affected.
	Effects only experienced on parts of the Site at a very localised level.	Long range views with a negligible part of the view affected.

2.24 The third, and final, factor, in determining the predicted magnitude of change is duration and reversibility. Duration and reversibility are separate but linked considerations. Duration is judged according to the defined terms set out below, whereas reversibility is a judgement about the prospects and practicality of the particular effect being reversed in, for example, a generation. The categories used in this assessment are set out below.

Duration:

- Long term (20 years+);
- Medium to Long term (10 to 20 years);
- Medium term (5 to 10 years);
- Short term (1 year to 5 years); and
- Temporary (less than 12 months).

Reversibility:

- Permanent with unlikely restoration to original state e.g. major road corridor, power station, urban extension etc.;
- Permanent with possible conversion to original state e.g. agricultural buildings, retail units;
- Partially reversible to a different state e.g. mineral workings;
- Reversible after decommissioning to a similar original state e.g. wind energy development; and
- Quickly reversible e.g. temporary structures.

Residual Effects

- 2.25 Residual effects are those that remain once the landscape mitigation measures have taken effect, and unless otherwise stated, all effects described within this assessment represent residual effects.

Level of Effect

- 2.26 In order to consider the likely level of any effect, the sensitivity of each receptor is combined with the predicted magnitude of change to determine the level of effect, with reference also made to the geographical extent, duration and reversibility of the effect within the assessment. Having taken such a wide range of factors into account when assessing sensitivity and magnitude at each receptor, the level of effect can be derived by combining the sensitivity and magnitude in accordance with the matrix in **Table EDP 2.5**.

Table EDP 2.5: Level of effects matrix

Overall Sensitivity	Overall Magnitude of Change				
	Very High	High	Medium	Low	Very Low
Very High	Substantial	Major	Major/ Moderate	Moderate	Moderate/ Minor
High	Major	Major/ Moderate	Moderate	Moderate/ Minor	Minor
Medium	Major/ Moderate	Moderate	Moderate/ Minor	Minor	Minor/ Negligible
Low	Moderate	Moderate/ Minor	Minor	Minor/ Negligible	Negligible
Very Low	Moderate/ Minor	Minor	Minor/ Negligible	Negligible	Negligible/ None

- 2.27 In certain cases, where additional factors may arise, a further degree of professional judgement may be applied when determining whether the overall change in the view will be significant or not and, where this occurs, this is explained in the assessment.

Definition of Effects

- 2.28 Taking into account the levels of effect described above, and with regard to effects being either adverse or beneficial, the following table represents a description of the range of effects likely at any one receptor.

Table EDP 2.6: Definition of effect

Effect	Definition
Substantial	Changes resulting in a complete variance with the landscape resource or visual amenity.
Major	Changes resulting in a fundamental change to the landscape resource or visual amenity.
Moderate	A material but non-fundamental change to the landscape resource or visual amenity.
Minor	A slight but non-material change to the landscape resource or visual amenity.
Negligible	A detectable but non-material change to the landscape resource or visual amenity.
None	No detectable change to the landscape resource or visual amenity.

Nature of Effect

- 2.29 Effects can be adverse (negative), beneficial (positive) or neutral. The landscape effects will be considered against the landscape baseline, which includes published landscape strategies or policies if they exist. Changes involving the addition of large scale man-made objects are typically considered to be adverse as they are not usually actively promoted as part of published landscape strategies. Accordingly in the assessment landscape effects as a result of these aspects of the proposed development will be assumed to be adverse, unless otherwise stated within the assessment.

- 2.30 Visual effects are more subjective as people's perception of development varies through the spectrum of negative, neutral and positive attitudes. In the assessment of visual effects, the assessor will exercise objective professional judgement in assessing the level of effects and, unless otherwise stated, will assume that all effects are adverse, thus representing the worst case scenario.

Cumulative Effects

- 2.31 Cumulative effects generally occur where there may be simultaneous or sequential visibility of two or more developments of the same type and scale, or where the consideration of other schemes would increase an effect identified, or create a new effect. Where other similar schemes are in the planning system and known to the applicant, or are under construction, these are considered in conjunction with the proposed scheme.
- 2.32 In this case, it is known that the land to the east of the Site, and north of the railway, is subject to a planning application (VoGC planning application ref. 2010/00686/EAO) for the construction of up to 350 dwellings, the laying out of formal and informal open space and new means of vehicular access onto Pentir Y De and associated infrastructure. The application therefore forms part of the known baseline of cumulative schemes to be considered in conjunction with the proposed scheme.
- 2.33 Immediately to the south of the Site, south of the railway, there is a vacant rectangular shaped area of land measuring some 2.95ha, located along the northern boundary of the Rhose Point housing estate. The site is currently subject of an undetermined planning application (VoGC planning application ref. 2012/00937/FUL), for residential development. As such, the future development of this site is considered to be reasonably foreseeable and has been included in the baseline for this assessment.

Section 3

Review of Landscape Policy and Designations

- 3.1 EDP has conducted a review of relevant planning policy and landscape designations. This review focuses on local plan policy, since such policy is more specific to the Site and reflects Welsh Assembly advice regarding landscape issues. The adopted statutory development plan that applies to the Site is the Vale of Glamorgan Adopted Unitary Development Plan (UDP) 1996-2011.
- 3.2 The Adopted UDP constitutes the development plan for the authority. It provides the strategic and detailed policy framework for the Vale of Glamorgan and was formally adopted on 18 April 2005.
- 3.3 The Vale of Glamorgan Council is currently in the process of preparing a new Local Development Plan (LDP), which will eventually replace the adopted UDP, and will set out how land within the Vale of Glamorgan is used between 2011 and 2026. The final report will be presented to Cabinet in April/May 2015 on the representations received to the Deposit LDP consultation documents and the alternative sites' consultation. For completeness, a review of relevant Deposit LDP policy has also been undertaken.

The Vale of Glamorgan Adopted Unitary Development Plan (UDP) 1996-2011

- 3.4 The following policies of the adopted UDP are relevant to the site in respect of landscape and/or visual issues. These include:
- **Strategic Environment Policy 1**, which seeks to protect and enhance the Vale of Glamorgan's distinctive rural, urban and coastal character;
 - **Strategic Environment Policy 2**, which states that proposals that encourage sustainable practices will be favoured including, *inter alia*, the quality of the environment through the utilisation of high standards of design;
 - **Policy ENV 4** 'Special Landscape Areas', which states that "*New development within or closely related to ... Special Landscape Areas will be permitted where it can be demonstrated that it would not adversely effect the landscape character, landscape features or visual amenities of the Special Landscape Area*";
 - The Site lies within the 'Developed Coast' area as identified by **Policy ENV 6**. The UDP seeks to ensure that development that requires a coastal location is located in areas that are presently developed, as is the case for the Site;
 - **Policy ENV 11** 'Protection of Landscape Features', which states that development will be permitted if it does not unacceptably affect features of importance to

landscape or nature conservation including: trees, woodland, hedgerows, river corridors, ponds, stone walls and species rich grasslands;

- **Policy ENV 12** 'Woodland Management', which states that the improvement, management and extension of woodland, tree cover and hedgerows, particularly of broadleaf native species, will be favoured especially where it: makes a significant improvement to the landscape such as on the urban fringe; helps to diversify and extend wildlife habits; or adds to recreational and educational opportunities;
- **Policy ENV 17** 'Protection of Built and Historic Environment', which states that the environmental qualities of the built and historic environment will be protected. Development that has a detrimental effect on the special character, appearance or setting of, *inter alia*, listed buildings, conservation areas (CAs), scheduled monuments (SMs), designed landscapes, parks or gardens of historic, cultural or aesthetic importance will not be permitted;
- **Policy ENV 20** 'Development in Conservation Areas', which states that proposals for new development within Conservation Areas will be permitted where it preserves or enhances the character of the conservation area. Such proposals will need to reflect the scale, design, layout, character, materials and setting of those buildings that establish the character of the area; the patterns of use that establish the character of the area; important open space within and adjoining conservation areas; important trees and hedgerows; and ponds and streams; and
- **Policy ENV 27** 'Design of New Developments', which states that proposals for new development must have full regard to the context of the local natural and built environment and its special features. New development will be permitted where, in landscape and/or visual terms it: complements or enhances the local character of buildings and open spaces; minimises any detrimental impact on adjacent areas; ensures existing soft and hard landscaping features are protected and complemented by new planting, surface or boundary features; and ensures clear distinction between public and private spaces.

The Vale of Glamorgan Deposit Local Development Plan (DLDP) 2011-2026

- 3.5 This document and its policies are a material consideration, depending on the extent to which they may conflict with objections raised through public consultation of the Deposit. Those policies that are relevant to the Site in respect of landscape and/or visual issues include:
- **Policy SP 1**, which aims to promote the enjoyment of the countryside and coast and manage important environmental assets.

- **Policy SP 10**, which states that development proposals must preserve, and where appropriate, enhance the rich and diverse built and natural environment and heritage of the Vale of Glamorgan.
- **Policy MD 2**, which states that development will be favoured where it contributes to creating high quality, healthy, sustainable and locally distinct places.
- **Policy MD 3**, which relates to the design of new development.
- **Policy MD8**, which states that development proposals will be required to demonstrate that they will not result in an unacceptable impact on people, residential amenity or, *inter alia*, the natural environment.
- **Policy MD 9** which states that development proposals must protect the qualities of the built and historic environment of the Vale of Glamorgan.

Landscape Designations

National Landscape Designations

- 3.6 The Site does not fall within, or in close proximity to, any nationally designated landscapes (i.e. National Parks or Areas of Outstanding Natural Beauty).

National Landscape Designations

Special Landscape Areas

- 3.7 Special Landscape Areas (SLAs) identify those landscapes that are of particularly high intrinsic value within the Vale, which require special protection for their own sake as part of the County's landscape resource.
- 3.8 The Site does not lie within, or in close proximity to any SLA. The nearest SLA is 'Nant Llancarfan', at its closest point situated some 1.6km to the north of the Site, beyond the existing settlement of Rhoose, Cardiff International Airport and the A4226 (see **Plan EDP 1**). SLAs are protected through Policy ENV 4 of the adopted UDP.

East Vale Coast

- 3.9 The East Vale Coast defines those areas outside of the Glamorgan Heritage Coast, and within areas defined as 'Undeveloped Coastal Zone'. The Undeveloped Coast includes land to the south of Rhoose Point and east of Pentir Y De, but excludes the Site.

Heritage Policies

- 3.10 The following summarises policy protection afforded to heritage features of landscape interest, namely Historic Parks and Gardens and Conservation Areas.

Parks and Gardens of Special Historic Interest

- 3.11 Parks and gardens of national importance have been included on the Cadw/ICOMOS Register of Parks and Gardens of Special Historic Interest in Wales.
- 3.12 Historic Parks and Gardens (HPGs) do not benefit from statutory protection, but Planning Policy Wales (2012) (PPW), paragraph 6.1.1, states that one of the objectives of the Welsh Government includes the preservation or enhancement of the historic environment (including parks and gardens on the Cadw/ICOMOS Register). PPW goes on to say that development plans should reflect national policies (paragraph 6.4.1) and that local planning authorities should take account of the Register when preparing development plans (paragraph 6.4.9).
- 3.13 The location of the nearest HPG is shown on **Plan EDP 1**. Fonmon Castle is situated some 2.2km to the north-west of the Site, and is a registered 'Landscape, Park and Garden of Special Historic Interest in Wales'. The 'essential setting' of the HPG lies to the west of the Castle, and north of the B4265. The 'significant view' available from Fonmon Castle is orientated in a broadly south-west to north-east direction and, therefore, away from the Site.
- 3.14 Enclosing Fonmon Castle to the north and east is an area of Llancarfan included in the Register of Landscapes of Outstanding Historic Interest in Wales. The landscape park is situated some 2.1km to 2.7km from the Site, beyond the plateau and separated by the intervening B4265 and Cardiff Airport International.

Scheduled Monuments and Listed Buildings

- 3.15 There are no SMs within the Site. The nearest SM is Bulwarks Fort, approximately 800m to the south-east of the Site. There is no intervisibility between the Fort and the Site as a result of the intervening rising ground to the north of the railway line, and the robust planting that encloses both the fort and nearby railway. The location of the SM is illustrated on **Plan EDP 1**.
- 3.16 There are no Listed Buildings within or in close proximity to the Site. There are several Grade II Listed Buildings within the core of the settlement, to the west of the Site, but there is no intervisibility between these heritage assets and the Site itself.
- 3.17 It should be noted that only the landscape and visual setting of places of interest that happen to also be heritage resources is assessed in this LVA; consideration of specific heritage assets is restricted to the contribution they make to present-day landscape character and visual amenity. The historic 'setting' of heritage assets such as scheduled

monuments, listed buildings, conservation areas and historic parks and gardens is dealt with in the separate Archaeology and Heritage Baseline (report ref **EDP2127_03**), which contains a detailed description and assessment of the historic environment.

Conservation Areas

- 3.18 Conservation Areas (CAs) are afforded statutory protection by the Planning (Listed Buildings and Conservation Areas) Act and Regulations 1990, and development planning policy protection via the adopted UDP Policy ENV 17 (Protection of Built and Historic Environment) and UDP Policy ENV 20 (Development in Conservation Areas); and by Policy MD 9 of the emerging DLDP.
- 3.19 Although not a landscape designation *per se*, CAs are an indication of areas that have a sensitive landscape or townscape, and which, by virtue of their sensitivity, contribute to overall landscape character and visual amenity.
- 3.20 Rhoose CA is situated within the settlement; its location is illustrated on **Plan EDP 1**. This area has been designated to maintain the historic centre of the village. Effects on the setting of the CA are addressed by the masterplan through the provision of an appropriate form of landscape mitigation as described in **Section 5** and assessed in **Section 7**.

Interim Conclusions: Planning Policy

- 3.21 Policy ENV 11 and ENV 12 reflect the importance of landscape features of the Site, and highlight that any woodland that might be present is not unacceptably damaged by new development, and is instead retained and enhanced within the proposals.
- 3.22 Policies ENV 17 and ENV 20 pertain to the historic environment. This is of particular relevance to the Rhoose CA. These policies state that the built and historic environment should be protected and proposals should preserve or enhance the character of CAs.
- 3.23 Overarching policy ENV 27 states that proposals for new development must have full regard to the context of the local natural and built environment and its special features; in landscape and/or visual terms, the development should complement or enhance the local character of buildings and open spaces; should minimise any detrimental impact on adjacent areas; ensure existing soft and hard landscaping features are protected and complemented by new planting, surface or boundary features; and ensure clear distinction between public and private spaces.
- 3.24 This baseline appraisal concludes that, as the Site is not located within or in close proximity to any landscape designations, there is no 'in principle' landscape constraint that would prevent development of the Site. At the same time, the appraisal concludes that, whilst general development policies are applicable to the Site, they are not

insurmountable given the evolution of the masterplan in addressing the range of environmental constraints and opportunities.

Section 4

Baseline Conditions: Landscape Character

Establishing the Landscape and Visual Baseline

- 4.1 Landscape assessment is comprised of a study of two separate but interlinked issues:
- Landscape character is the physical make-up and condition of the landscape itself. It arises from a distinct, recognisable and consistent pattern of physical and social elements, aesthetic factors and perceptual aspects; and
 - Visual amenity is the way in which the Site is seen and experienced; views to and from the Site, their direction, characteristics and sensitivity to change.
- 4.2 This section addresses baseline landscape character issues by reviewing published landscape character assessments and examining the local landscape character through site assessment. Visual amenity issues are addressed in **Section 5**. The potential landscape and visual effects of the development of the Site are considered in **Section 7**.

Landscape Character Context

- 4.3 The landscape character of the Site and the surrounding area is defined at a range of scales; in this instance only District assessments are available. In respect of landscape assessment at a national scale, the Regional Landscape Character Assessment (RLCA) for Wales is currently nearing completion. *Pers comms* with John Briggs, landscape architect at Natural Resources Wales (NRW), has confirmed that Regional Landscape Character Area (RLCA) descriptions have never been formally adopted. NRW anticipate the RLCA descriptions will be completed in 2014.
- 4.4 A detailed baseline of the Site's landscape character context as described within published assessments is presented at **Appendix EDP 2** to this LVA, whilst a summary of this is provided below.
- 4.5 At a District scale, within the Vale of Glamorgan area, there are two publically available sources of published information relating to landscape character assessment: the 'Landscapes Working for the Vale of Glamorgan' (1999); and the 'Designation of Landscape Character Areas – Background Paper' (2013).
- 4.6 'Landscapes Working for the Vale of Glamorgan' (LWVG) was produced by White Consultants on behalf of the Vale of Glamorgan Council in January 1999. Although dated, the LWVG remains the definitive landscape character assessment for this area, and forms part of the evidence base for the Adopted UDP.

- 4.7 The LWVG identifies 33 Landscape Character Areas within the Vale of Glamorgan Regional Character Area (36). The Site is within Landscape Character Area 18 '*Rhoose Environs*'. A full description and extracts of this 'host' character area and LANDMAP assessment is contained at **Appendices 2 and 3**.
- 4.8 LWVG cross-references LANDMAP aspect areas. LCA18 scores as Modest for visual (16), geology (4), vegetation (25) aspects of LANDMAP; historical (7 and 5) scores Modest-High; and cultural is High. Therefore, the overall evaluation for this LCA would be Modest; equivalent to medium sensitivity within the methodology framework of this appraisal.
- 4.9 In 2008, TACP Consultants were commissioned by the Vale of Glamorgan Council to undertake a review of the 1999 'Landscapes Working for the Vale of Glamorgan' study. The 2008 'Designation of Landscape Character Areas – Background paper' (DLCA) was undertaken for two reasons:
- i) The original study was carried out using the then emerging LANDMAP methodology. The LANDMAP methodology was subsequently updated in 2003. CCW's quality assessment programme required that all LANDMAP studies be reviewed against the 2003 methodology. The Council has recently updated its LANDMAP Information System against this method, which has resulted in some instances to amendments to aspect areas, revision of some boundaries and amended evaluation levels; and
 - ii) The Council required an up to date evidence base in support of the DLDP.
- 4.10 The Site falls wholly within LCA 26 'Rhoose – Porthkerry Hinterland' character area (the revised 'host' character area). The Site is also adjacent to land that falls outside the character areas described in the 2008 DLCA (essentially, the urban area of Rhoose). This is not an insignificant point to bear in mind, as the urban setting is a notable feature of the Site's landscape context. The full published baseline study of this character area and the wider character context identified by the DLCA is contained at **Appendix EDP 4**.
- 4.11 Overall, the average grade ascribed by the DLCA to the host landscape character would be high-medium sensitivity (note: the DLCA also uses the term 'modest', which is equivalent to 'medium' sensitivity within the methodology framework of this appraisal). Although the 2008 DLCA does not ascribe notional value or sensitivity to each LCA, LANDMAP evaluation applies a scale of geographical importance.
- 4.12 Finally, EDP has carried out its own landscape character assessment of the Site and its immediate surroundings (its landscape context).

EDP's Landscape Character Assessment

- 4.13 While the published landscape assessments provide a helpful contextual appreciation of the wider landscape, none include any specific description of the character of development on the Site.
- 4.14 Accordingly, EDP has undertaken such an assessment. A site visit was conducted on 23 January 2014 in dry clear weather. The site visit was conducted during winter months, when leaf cover is at its lowest, and consequently the potential visibility of the Site from within the wider landscape would be at its greatest. The site visits were complemented by a review of aerial photography, mapping and field assessments from publically accessible locations (e.g. from local roads and public rights of way). The following key points can be drawn from this work:

Topographic and Hydrological Character

- 4.15 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.
- 4.16 The Site's elevated position on the upper slopes leading to the plateau area to the north, in combination with its southerly aspect, affords long-distance views to the south and south-south-east towards the Bristol Channel. There are some minor topographic variations within the Site, including a broad depression at the south-west corner of the Site that extends in a broadly north-westerly direction from the railway line.
- 4.17 Field ditches were observed to the west of the access track that bisects the Site; the track itself was under running water during the site survey. Analysis of aerial photography and OS mapping suggests that, with the exception of potential field ditches as described above, there are no permanent hydrological features on site that may contribute to its landscape character. Analysis of previous site survey photography shows waterlogging along the Site's southern boundary concurrent to the railway embankment. Overall, hydrological features that might be present on site are likely to be ephemeral/seasonal and, therefore, contribute little as landscape/visual features in their own right.
- 4.18 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. Overall, the

topographic and hydrological character of the Site is assessed to have a medium sensitivity.

Visual and Sensory Character

- 4.19 The Site comprises a parcel of rough grazing agricultural land of approximately 12.7ha. The Site is divided by an access track (also public right of way (PRoW)) that joins Porthkerry Road in the north to Trem Echni road in the south, crossing the Vale of Glamorgan Line railway in the process.
- 4.20 The PRoW/access track is enclosed by vegetation on both sides; to the east, the track is bounded by a low managed hedgerow, and by tree and scrub vegetation to the rear of gardens associated with properties at Murlande Way at its northern extent; to the west, the vegetation is predominantly trees with some scrub. The vegetation enclosing the western side of the access track is noticeably denser to the south, whereas to the north the vegetation has become degraded as a result of a lack of management or maintenance. Nevertheless, the vegetation along the access track divides the Site into two parcels, which as a result read separately within the landscape.
- 4.21 The Vale of Glamorgan Line railway forms a strong physical man-made feature along the southern boundary of the Site. The line is elevated above grade on a raised embankment (see **Photoviewpoint EDP 3**), and is enclosed by intermittent trackside vegetation where it runs concurrent to the Site boundary. The result is that, other than in close proximity to the railway line, one is still able to appreciate distant views south across the Bristol Channel, and conversely there are views of the northern parts of the Site from the landscape to the south, seen above the railway.
- 4.22 Existing residential development within Rhoose defines the northern and western boundaries of the Site (as demonstrated by **Photoviewpoints EDP 1, 3, 6 and 7**). A number of properties along the Site's northern boundary enjoy an elevated aspect across the Site and beyond to the Bristol Channel; in particular, properties associated with Porthkerry Road and Murlande Way. Properties to the west of the Site include those associated with Torbay Terrace, Castle Road, St. Curig's Close and Rhoose Road. The orientation of these dwellings varies, but generally they face east-west, and back onto the Site. There is generally little vegetation along the garden boundaries, with the exception of a small number of mature trees, and commonly the boundaries are formed by post and wire, low stone walls or close-board fencing. The proximity of existing development creates a sense of localised enclosure to the west; in stark contrast to the open views to the south.
- 4.23 The internal Site boundaries comprise hedgerows that have been significantly degraded (see **Photoviewpoints EDP 1 and 2**), such that partially filtered and/or open views are available across the Site in most directions, only curtailed by the vegetation that lines the central access track. The height of the hedgerows varies across the Site, and with it the amount of screening provided.

- 4.24 A combination of the largely open rough-grazing land-use, southerly aspect and elevated position on the plateau slope results in coastal views from elevated and/or more open parts of the Site (see **Photoviewpoint EDP 1**); seen beyond the railway, modern Rhoose Point development and former quarries, to the Bristol Channel and beyond to the low silhouettes of the Somerset coast.
- 4.25 Consequently, however, from elevated parts of the Site, one is also able to gain views of the Aberthaw Power Station tower to the west (see **Photoviewpoint EDP 1**); a notable visual detractor. Similarly, the existing modern and infill residential development of Rhoose and Rhoose Point, former quarries at Rhoose Point, and the nearby railway line are urbanising influences and visual detractors within the panorama, as illustrated on **Photoviewpoints EDP 1, 3, 6 and 7**.
- 4.26 The Site's proximity to Cardiff International Airport results in audible 'whine' or 'drone' as aircraft land, take-off or taxi. The Vale of Glamorgan Line railway to the south, in addition to carrying passenger trains, services the Aberthaw Power Station and Cement Works. As a result, noise is an ever-present perceptual quality of the Site that adversely affects its tranquillity.
- 4.27 Overall, the visual and sensory character of the Site has been appreciably altered by the presence of infrastructure corridors to the south, nearby modern residential development, views towards the Aberthaw Power Station cooling tower to the west and the presence of Cardiff International Airport to the north. However, the corollary of the Site's location on the upper slopes leading towards the lowland plateau is an appreciation of views to and across the Bristol Channel to the south. On balance, however, this character aspect of the Site is assessed to have low sensitivity.

Landscape Fabric and Biodiversity

- 4.28 The landscape fabric of the Site is relatively simple, comprising medium scale fields currently managed as agricultural pasture land.
- 4.29 The field pattern is subdivided by a weak, denuded hedgerow network. Several hedgerows are located along stone work boundaries that have also fallen into disrepair.
- 4.30 The separate Hedgerow Report (**EDP2127_01**) produced by EDP to inform this application, summarises that hedgerows on site are predominantly species-poor, being dominated by Hawthorn stands and small Elm trees, unmanaged and often gappy in nature. Of the 15 hedgerows surveyed, three qualify as 'important' according to the Hedgerow Regulations (1997). While not species-rich, these hedgerows are considered to be important owing to their additional interest features and provide corridors for the movement of wildlife.
- 4.31 While the other hedgerows were not considered to qualify as 'important' they provide corridors for wildlife through the Site, including potentially protected or notable species, and as such remain the most valuable habitat present on site.

- 4.32 The Arboricultural Assessment (**EDP2127_05**), also submitted by EDP to inform this application, records a total of for eight individual trees, 24 groups of trees, and five hedgerows, totalling 37 items. In all, 13 species are recorded throughout the Site, with the most common being Hawthorn, Ash and Elm, predominating throughout the site hedgerow and boundary assemblages. Generally, the tree stock is considered to be predominantly of a low quality, reflecting the lack of formal management. One significant issue identified is that a number of the hedgerows contained English Elm that have become infected with Dutch Elm Disease.
- 4.33 *Pers comms* with Margaret Krzemieniewski, Assistant Planner - Tree Preservation, at VoGC (see **Appendix EDP 5**) has confirmed that there are no tree preservation orders in effect within or adjacent to the Site.
- 4.34 Overall, the fabric of the Site is considered to be in denuded and generally poor condition. EDP's ecological and arboricultural assessments corroborate this view, concluding that this is not a piece of agricultural land with high ecological value. Conversely, by virtue of the loss of hedgerows within the Site's interior and generally poor condition of the tree stock and remaining hedgerows, considerable scope exists for improvements and enhancements to the Site's landscape fabric, which is assessed as being of low sensitivity in landscape terms.

Landscape Designations

- 4.35 Landscapes are designated at national, regional or local level, to reflect their acknowledged value. National level designations identify those landscapes of outstanding or highest quality and value, with regional or local designations reflecting a hierarchy of importance below this. All landscapes are different and all are valued to some degree, particularly by those who live, work and relax within them. The differing levels of designation, be it on a national, regional or local level, will have an intrinsic effect upon the inherent sensitivity of them to the development type proposed.
- 4.36 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.
- 4.37 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 lies over 1.6km to the north of the Site, beyond Cardiff International Airport and the B4265/A4226.
- 4.38 Landscape relevant designations, i.e. those that are not designated for their landscape value *per se*, but might be considered to contribute to the character of distinctiveness of the landscape, are also identified here. In this regard, this LVA considers the baseline position of Historic Parks and Garden and related heritage designations (i.e. Special Landscape Areas and Conservation Areas) within proximity to the Site (up to c.2km distance) as illustrated at **Plan EDP 1**.

Special Landscape Areas (SLA)

- 4.39 The Nant Llancarfan SLA is located some 1.6km to the north of the Site at its closest point, beyond Cardiff International Airport and the B4265/A4226 – the latter forms the SLA's southern 'defensible boundary'.
- 4.40 Intervisibility between the Site and this SLA is extremely limited as a result of the following factors:
- i) A comparison of the SLA boundary on **Plan EDP 1** and predicted Visual Envelope illustrated on **Plan EDP 3** shows that almost the entire SLA lies outwith the ZTV of the proposed development;
 - ii) The intervening separation distance of some 1.6km between the Site and the SLA boundary, across which one would naturally expect the perception of a site to diminish within the wider landscape context of the broad lowland plateau;
 - iii) Conversely, the screening effect of the rising topography to the north of the Site, beyond which lies the broad plateau occupied by Cardiff International Airport, would naturally obscure the Site in views south from the SLA;
 - iv) Screening provided by the existing built form of Rhoose along the Site's northern boundary – both to the north and south of Porthkerry Road – and by intervening built form associated with Cardiff International Airport; and
 - v) The SLA is concentrated on the valley landscapes to the north of the B4265/A4226, and as such is more inward looking, with a lesser visual association to the coastal areas to the south.
- 4.41 As a result there are unlikely to be any notable effects on this SLA and therefore further assessment of this locally designated landscape has been scoped out of this LVA.

Other Considerations

- 4.42 It should be noted that only the landscape and visual setting of places of interest that happen to also be heritage resources is assessed in this LVA; consideration of specific heritage assets is restricted to the contribution they make to present-day landscape character and visual amenity.
- 4.43 The historic 'setting' of heritage assets such as scheduled monuments, listed buildings, conservation areas and historic parks and gardens is dealt with in the separate Archaeology and Heritage Assessment (report ref. **EDP2127_03**), which contains a detailed description and assessment of the historic environment.

Historic Parks and Gardens (HPG)

- 4.44 Fonmon Castle is situated some 2.2km to the north-west of the Site, and is a registered 'Landscape, Park and Garden of Special Historic Interest in Wales'. The 'essential setting' of the HPG lies to the west of the Castle, and north of the B4265. The 'significant view' available from Fonmon Castle is orientated in a broadly south-west to north-east direction and, therefore, away from the Site.
- 4.45 Enclosing Fonmon Castle to the north and east is an area of Llancarfan included in the Register of Landscapes of Outstanding Historic Interest in Wales. The landscape park is situated some 2.1km to 2.7km from the site, beyond the plateau and separated by the intervening B4265 and Cardiff Airport International.
- 4.46 Intervisibility with the Site is unlikely from this HPG due to tree cover both within and surrounding the HPG, and intervening vegetation within the wider landscape between the HPG and the Site. Therefore, further assessment of this designated heritage asset has been scoped out of this LVA.
- 4.47 Although contributing factors to the wider landscape character of the study area, and worthy of further discussion where appropriate, they will not be assessed within this appraisal.

Scheduled Monuments and Listed Buildings

- 4.48 There are no SMs within the Site. The closest SM is Bulwarks Fort, approximately 800m to the south-east. There is no intervisibility between the Fort and the Site as a result of the intervening rising ground to the north of the railway line, and the robust planting that encloses both the fort and railway line. Taking these matters into account, this heritage asset has been scoped out of any further assessment in terms of its contribution to the landscape and visual resource of the Site and its context. Further assessment of this heritage asset can be found in the separate Archaeological and Heritage Baseline produced by EDP (report ref **EDP2127_03**).

Conservation Areas

- 4.49 Although not a landscape designation *per se*, Conservation Areas (CAs) are an indication of areas that have a sensitive landscape or townscape, and which by virtue of their acknowledged value contribute to overall landscape character and visual amenity. Within c.2km of the Site can be found the Porthkerry CA, c.1.5km to the east of the Site, and Rhoose CA located c.10m to the north-west.
- 4.50 Rhoose CA, which is located c.10m north west of the Site, is considered to be potentially sensitive to changes resulting from the development due to its proximity. This CA once extended further south east, into the north-west tip of the Site. As part of the VoGC (2009) 'Rhoose Conservation Area Appraisal and Management Plan', this was later removed as part of realignment of the designated area boundaries to exclude areas

of new development which no longer *"make a positive contribution to the conservation area"* (VoGC 2009. 22).

- 4.51 With regard to intervisibility and the likely effects on the CA, intervisibility is likely to be limited only to the very eastern extent of the Rhoose CA, and consequently potential effects would be largely contained by intervening built form within the CA itself. It should be noted that the CA covers a residential area and, therefore, views are generally from private dwellings; views from publically accessible locations are very limited and generally in heavily filtered slot views through and between existing built form. The corollary is that potential effects arising from the proposed development would be contained to an area of the CA acknowledged as having limited importance to the setting of the CA itself.
- 4.52 The Porthkerry CA would be unaffected by the proposed development, through a combination of distance and intervening urban and/or woodland screening. Therefore, this CA has been scoped out of any further assessment.
- 4.53 Being heritage assets, the effects on their setting are covered in detail within the separate Heritage Report which accompanies this application.

Tree Preservation Orders (TPO)

- 4.54 There are no TPOs within or adjacent to the Site.

Ancient/Semi-natural Woodland

- 4.55 There are no areas of Ancient Semi-natural Woodland (ANSW) within or in close proximity to the Site.
- 4.56 Areas of Ancient Semi-Natural Woodland (ASNW) can be found c.2km to the north, within the Nant Llancarfan SLA, and c.1.2km to the east within the incised valleys of Porthkerry Park.
- 4.57 As a result of underlying topography, there would be no intervisibility between the Site and these areas of ASNW. There would be no direct or indirect effects on these areas of woodland (not including visual effects, which would be considered separately). These areas are also described in the general landscape character assessments, and therefore these features will not be assessed further.

Interim Conclusions: Landscape Character

- 4.58 The published landscape character assessments provide a helpful contextual understanding of the defining characteristics of the wider landscape at a District-wide level. Overall, this is a coastal landscape with undulating topography. Both the national and regional level assessments describe the agricultural character of the landscape,

enclosed by hedgerows and hedge banks. Away from the coastal zone, the landscape has been significantly developed over the past century; Cardiff International Airport, Aberthaw Power Station, Aberthaw Cement Works, major transport infrastructure, settlement expansion and in-fill development are influential urbanising features within the Site's contextual landscape.

- 4.59 EDP's site survey and studies of relevant and publically accessible sources of information have identified that the Site's present rough grazing agricultural land use, subdivided by hedgerows of varying, but generally poor condition, means that it broadly matches the characteristics identified in published assessments.
- 4.60 The LANDMAP aspect scores for the host landscape character area, as assessed in the 1999 'Landscapes Working for the Vale of Glamorgan' are Modest for Visual (16), Geology (4), and Vegetation (25) aspects of LANDMAP; Historical aspect (7 and 5) scores Modest-High, and Cultural aspect is High (see **Appendices 2, 3 and 4** for a detailed review of landscape character and LANDMAP aspect areas). Therefore, the overall evaluation for this LCA would be Modest; equivalent to medium sensitivity within the methodology framework of this assessment.
- 4.61 The more recent (2008) 'Designation of Landscape Character Areas – Background paper' has updated the 1999 study based on revised LANDMAP methodology. The boundaries of some LCAs have been amended; notably the host character area, which is reclassified as LCA26 'Rhoose - Porthkerry Hinterland', and which has subsumed the former LCA20 'Coastal Strip – East of Aberthaw Power Station' identified by the LWVG. Nevertheless, the DLCA retains Moderate (LWVG: Modest) scores for Visual and Sensory and Landscape Habitat aspects, and High for the Cultural aspect, although Geological aspect now scores as High – presumably as a response to including more of the coastal zone.
- 4.62 Therefore, whilst the host landscape character area scores as High for Cultural and Geological aspects; the landscape fabric and Visual and Sensory aspects of the Site and its environs are clearly modest/moderate, which would corroborate the findings of EDP's own landscape character assessment, which indicates a range of sensitivities from medium to low.
- 4.63 EDP's own landscape character assessment finds that the Site's topographic and hydrological character is reflective of the contextual sloping landform of the upper plateau slopes on which Rhoose is situated, as a result, in EDP's opinion, this character aspect of the Site has a medium sensitivity. The visual and sensory character of the site is influenced by its proximity to the existing urban edge, its associated uses and nearby transport corridors, such that its sensitivity is assessed as low. The site's landscape fabric and biodiversity is considered to be denuded and in generally poor condition, as a result it has also been assessed as having low sensitivity in landscape terms.

Section 5

Baseline Conditions: Visual Amenity

- 5.1 This section describes the views available to and from the Site, their distribution, character and sensitivity to change. It also identifies those visual receptors that may be able to obtain views to and from the Site as well as their distribution, character and sensitivity to change.
- 5.2 EDP has conducted an assessment of the views available to and from the Site by the general public, by walking and driving (as appropriate) local roads and rights of way. Before doing so, a broad area of search was defined using a GIS-based computer programme which predicts the Zone of Theoretical Visibility (ZTV) of the Site based on bare earth landform only.

Zone of Theoretical Visibility

- 5.3 The ZTV predicts relatively limited visibility of the Site. This is primarily controlled by the south-facing slopes of the coastal landscape of the wider study area. The proximity of the Site to the coastline of the Bristol Channel inevitably results in there being widespread visibility of the Site from the water body as one would expect given the absence of screening features. However, in reality this effect would be tempered by atmospheric conditions and distance, such that the Site would be barely perceptible in isolation within the context of the settlement at Rhoose.
- 5.4 Whilst it was considered useful to undertake this analysis in order to demonstrate the areas from where views were unlikely to be gained due to intervening topography, the predicted visibility proved unrepresentative of the views to and from the proposed development and were therefore refined through further site-based assessment.
- 5.5 Even taking into account the increased visibility likely during the winter months (which this assessment does as per best practice, and as a result of the timing of the LVA photography and fieldwork assessment), the actual visibility of the proposal would be very limited geographically, principally due to urban development within the vicinity, topographic character of the wider landscape, and to a lesser extent by the vegetation across the Site and its context as noted above.
- 5.6 A combination of these factors will affect the future proposal's visual relationship with its surroundings appreciably, particularly to the north and west, where the extent of the ZTV would be most limited.
- 5.7 As would be expected, EDP found that the availability of views from ground level was in actuality far more limited than the initial ZTV analysis predicted. This is demonstrated by the findings of EDP's field assessment and subsequent visual appraisal, illustrated on **Plan EDP 3**.

The Visual Envelope and the Predicted Zone of Visual Influence of Development on the Site

- 5.8 The actual visibility of the Site is, of course, affected by those intervening elements within the landscape not identified on the 'bare earth' scenario of the ZTV. Furthermore, these elements will limit intervisibility to a different degree in winter and summer.
- 5.9 The visual envelope (VE) of the Site is a refined mapping exercise, derived from the broad ZTV and following an on-site assessment during winter months when visual exposure is greatest.
- 5.10 The VE is indicated on **Plan EDP 3**, and is where the proposed development would, in actuality, be visible to the casual observer on foot, cycling or driving. Views from within this VE would include the proposal, but it may not be immediately noticeable, but once recognised would be a perceptible addition to the view. The extent of the proposal within such views would vary, and in some cases it would be almost indistinguishable.
- 5.11 The VE indicates that the visibility of the proposal itself in the wider landscape, from surrounding ground-level viewpoints, is very limited indeed. In fact, it is so limited that notable potential views of the proposal are only available from within an area of up to 1km from the Site, as summarised below. Further information on the location and nature of Photoviewpoints can be found in **Table EDP 5.1**.

Description of Visual Envelope

- 5.12 EDP's on-site assessment was undertaken on 23 January 2014 in dry and bright conditions. It became clear that topography, being the principal influence on intervisibility within the wider area, limits views of the Site from much of the surrounding area. This is further reinforced by the existing urban areas immediately to the north and west of the Site's boundary, and by raised man-made structures within the wider landscape, namely the elevated section of Pentir Y De to the east, and the Vale of Glamorgan Line railway to the south. Hedgerows also limit views locally throughout the study area; however, as noted above, these are of varying density and condition and as such offer varying degrees of screening.
- 5.13 Along the Site's northern boundary, the line of houses to the south of Porthkerry Road, and those associated with Murlande Way, limit views of the Site from the wider landscape further to the north; the effect is further emphasised by built form within residential suburbs to the north of Porthkerry Road, and rising ground towards the broad plateau occupied by Cardiff International Airport.
- 5.14 To the east, the Site is bisected by PRoW 7/2/1, which runs north-south between Porthkerry Road and Rhoose Point. The PRoW is enclosed to the west by high hedgerow and hedgerow trees that serve to filter views from further east. To the east of the bridleway the Site abuts open agricultural land which is subject to a separate planning application (2010/00686/EAO); Pentir Y De road encloses this land to the east and is

elevated along c.550m of its total length from Porthkerry Road in the north to the junction with Trem Echni road in the south.

- 5.15 The principal views from the east would be from dwellings that are contiguous with the Site's northern boundary to the south of Murlande Way. These properties are slightly elevated above the ground level of the Site. Rear garden vegetation and boundary fencing may limit some ground-level views, but upper storey views would be open and direct. Further east, motorists using Pentir Y De, in particular from elevated sections of the road not enclosed by vegetation or barriers, are likely to have oblique views to the Site; although the majority of the Site area would be filtered by the intervening vegetation lining the bridleway.
- 5.16 To the immediate south of the Site, visibility is partially contained by the modern residential development at Rhoose Point; particularly to the south-west of the Site, where situated on higher ground. Furthermore, the Vale of Glamorgan Line railway, which defines the southern boundary of the Site, is raised on embankment above the grade of the surrounding landscape and thus offers some visual screening of the Site viewed from ground level from the south. Furthermore, the railway is bounded by intermittent vegetation, which in combination with the elevated track, serves to filter views of the southern area of the Site.
- 5.17 In light of the above, views from the west are restricted to the edges of the Site where receptors would have open views; to glimpsed 'slot' views from just within the suburban area; or from more open or elevated locations where, particularly from upper storey windows, partial views above or between neighbouring buildings may be available. Generally, however, views from within the suburban areas are constrained by other, neighbouring, buildings and features.

Representative Viewpoint Selection

- 5.18 In light of the prevailing visual context described above, and the field work observation undertaken, a number of representative viewpoints have been selected to aid the assessment of landscape and visual effects. The viewpoints have been selected to be representative of the visual sensitivities of the study area, and locations in the general vicinity of the viewpoint from which clear views of the proposed development may be obtained. The viewpoints therefore represent specific locations from which the maximum potential effect on landscape and visual receptors can be assessed (i.e. not all locations with potential visibility).
- 5.19 On the basis of the foregoing broad visual appraisal, EDP has selected seven Photoviewpoints (PVPs) which will be used to aid the assessment. The locations of these PVPs are illustrated on **Plan EDP 3** and the views illustrated on the Photoviewpoint sheets contained to the rear of this report. All seven PVPs are taken from public vantage points. This is deliberate on EDP's part, for two reasons:

- First, more weight is generally attached in LVIA/LVA methodology to changes to public views, on the basis that such views are seen by more people. Most LVIA's and LVAs therefore focus mainly on the nature of change to public rather than private views; and
- Second, the UK planning system does not accord private householders a 'right' to an unchanged view. That is not to say that such changes are irrelevant to the consideration of a proposal. However, the GLVIA advises that such changes become material only when private views are changed sufficiently extensively that taken collectively, the changes can be considered a 'community effect'; in other words, are widespread and affect a significant number of individual households. On this basis, it is considered prudent to consider private views, and this assessment undertakes this below.

5.20 Actual intervisibility between areas is normally greater in winter (when trees and hedgerows have no leaves). On this basis, the GLVIA states a preference that the 'worst case' scenario is used for visual assessment. The assessment was carried out in the winter months of early 2014, which conforms to best practice.

5.21 The findings of the visual appraisal are shown on **Plan EDP 3**, whilst the representative assessment viewpoints selected are shown in **Photoviewpoints EDP 1 to 7**. Details of each Photoviewpoint location are provided in **Table EDP 5.1**.

Table EDP 5.1: Representative Viewpoint Locations

PVP. No.	Location Description and Approximate Grid Reference	Distance from Site boundary and direction of view	Visual Receptor(s)
1	Public Right of Way 7/2/1 (306813,166526)	On boundary, 270° West	Users of the public right of way; nearby residents
2	South-west corner of the Site, adjacent to Torbay Terrace (306504, 166228)	On boundary, 45° North-east	Residents
3	Trem Echni road (306858, 166056)	121m, 335° North-west	Users of the minor road
4	Porthkerry Road (306895, 166586)	72m, 260° West	Users of the minor road
5	Porthkerry Road, east of Rhoose (307328, 166545)	500m, 260° West	Users of the minor road
6	Pentir Y De road (307403, 166139)	440m, 285° West-northwest	Users of the minor road
7	Wales Coast Path (306909,165613)	542m, 5° North	Users of the public right of way

Identification of Receptors

- 5.22 Study of the ZTV, in combination with the site visit and review of online aerial photography and OS mapping covering the study area, enables a range of visual receptors to be identified that have the potential to be affected as a result of the development. These are defined below in accordance with the criteria within the methodology at **Section 2**. In light of the visual appraisal (as presented at **Plan EDP 3**), and in particular, the nature of the development and the anticipated spread of visibility, the range of receptors likely to be affected has been 'scoped' down to include those from where an effect is likely. This is generally those within a 1km radius of the development, the 'detailed study area'.
- 5.23 By undertaking this filtering exercise, the assessment focuses on where notable effects are likely, the 1km 'detailed study area', rather than assessing all visual receptors within the preliminary 2km study area.

Public Rights of Way and Long Distance Recreational Routes

- 5.24 The detailed study area is crossed by a limited network of Public Rights of Way (PRoW). Within the network of routes, PRoW 7/2/1 (adjacent to the Site's eastern boundary along part of its length) links the central part of the study area with the Wales Coast Path (also Valeways Millennium Heritage Trail (VMHT)) to the south, while the remaining PRoW leads inland from the Wales Coast Path/VMHT and to the west of Cardiff International Airport.
- 5.25 PRoWs within 1km of the Site are shown on **Plan EDP 3**.
- 5.26 Visibility of the Site from the majority of these routes is somewhat limited either by built form, vegetation and/or topography (for example, see **Photoviewpoints EDP 1** and **7**). The view from the public footpath that heads northwards from the Wales Coast Path (VoGC ref. 4/1/2), to the west of the Site, does not generally include the Site itself.
- 5.27 As would be expected from any location on the boundary of development, there would be opportunities for views towards the Site from sections of PRoW 7/2/1 as it passes adjacent to the Site's eastern boundary. However, the availability of views along this section of the route would vary depending on the intervening vegetation, particularly to the west of the route. Views from this route to the south of the railway are in part screened by raised railway embankment and to a degree by the associated intermittent trackside vegetation.
- 5.28 There are two long distance walking routes that pass to the west of the Site: the Valeways Millennium Heritage Trail (VMHT); and the Wales Coast Path (WCP).
- 5.29 At its closest point to the Site, the WCP runs some c.500m to the south. It is very unlikely that there would be widespread visibility of the Site experienced by users of this

route as a result of the containment offered by the urban area of Rhoose to the west of the Site and Rhoose Point development to the south-west and south-east; by the elevated infrastructure of the Vale of Glamorgan Line railway and Pentir Y De road; and by vegetation lining these features. Where views are possible they would be limited to very short sections of the route, over a distance of some 500m.

- 5.30 The VMHT is a promoted route of approximately 111km, taking in the scenery of both coastal and inland areas of the Vale of Glamorgan. At its closest point, the VMHT passes c.168m to the west of the Site, within the urban area of Rhoose to the west of the Site. Principally as a result of intervening urban built form, there are unlikely to be any views of the Site experienced by users of this route and therefore further assessment of this route has been scoped out of this report.
- 5.31 There are no formal public open spaces, and no areas of Access Land, Common Land or other informal areas within 2km of the Site. There are also no national cycle routes within 2km of the Site.
- 5.32 Typically, all PRoWs have a high value. Regional walking routes have very high value. However, within the detailed study area one must consider the landscape context of these routes. In doing so, it is clear that the routes pass within, or in close proximity to, the existing urban area of Rhoose. As a result, EDP considers that the susceptibility to change to the type of development proposed would reduce accordingly, such that the sensitivity of these routes would be medium for PRoW, and in the case of national and/or regional routes, a sensitivity of high is assessed.

Public Highways

- 5.33 Roads within the detailed study area (within 1km of the Site) are primarily local, unclassified, rural roads. One main east-west route passes the Site: Porthkerry Road, which links the A4226 to the north with the B4265 via Rhoose and Aberthaw. Pentir Y de road to the east passes c.410m to the east of the Site's eastern boundary, while Trem Echni road, to the south, links Pentir Y De road with the Rhoose Point. The remaining roads are local suburban roads or minor rural roads/tracks.
- 5.34 Outwith the urban area of Rhoose and its environs, these roads are frequently bounded by hedgerows, which limit views locally, an effect further reinforced by intervening topography.
- 5.35 Analysis of available views leads to the following conclusions:
- i) Users of Porthkerry Road, being the most proximate route to the Site would, in actuality, only experience very short, glimpsed views of the Site in close proximity where the route passes the northern entrance to the Site (see **Photoviewpoint EDP 4**). Beyond such localised views of the Site, visibility would be restricted principally by suburban development along that part of the route

between the junction with Pentir Y De road (c.270m to the east) and along the remainder of the route to the west of the Site's entrance (within the greater urban area of Rhoose to the west);

- ii) There would be partially filtered, oblique views of parts of the Site from Pentir Y De road, particularly where the road is elevated above the grade of the surrounding agricultural landscape as it passes over the Vale of Glamorgan Line railway.

Photoviewpoint EDP 6 illustrates the visual context from this location; and

- iii) There would be direct to oblique views of the Site from a short section of Trem Echni road as it passes to the south of the site and adjacent to an open parcel of land to the south of the Vale of Glamorgan Line railway.

- 5.36 Typically, users of local roads such as those described above have a generally medium value. The contexts of the routes in proximity to the Site do not display any characteristics that would raise this value, and overall the sensitivity is considered to be medium.

Railways

- 5.37 The Vale of Glamorgan Line railway is utilised as a commuter line and heavy goods delivery route for Aberthaw Power Station and Cement Works to the west. The railway line and station at Rhoose is also the interchange for rail passengers arriving/returning from Cardiff International Airport.
- 5.38 The railway runs adjacent to the Site's southern boundary for c.420m. The railway is on an embankment, and thus passengers using this service would have unobstructed, close range views into the Site's interior as the track runs concurrent to the southern boundary.
- 5.39 Passengers on trains are considered to be of low sensitivity in visual terms due to a combination of the speed of travel and occupation of the receptor, which, as described would generally not be to gain an appreciation of the landscape. The urban context through which the route runs ensures that the susceptibility would not raise the level of sensitivity, which is considered to be low for this assessment.

Residential Receptors

- 5.40 It is an established planning principle that there is 'no right to a view'. Nevertheless, it is accepted best practice to consider the potential for unacceptable effects on residential visual amenity.

- 5.41 As would be expected of any site on the urban fringe of an existing settlement, there are likely to be views of the proposed development from nearby dwellings. The Site is no exception to this, being bordered to the north and west by existing settlement.
- 5.42 As part of the wider visual appraisal, it was found that there were unlikely to be views of the development beyond c.1km in any direction, and in reality any notable change would be restricted to the immediate areas adjacent to the Site's northern and western boundaries, and by an area c.0.5km to the east and south of the Site. In this regard, those properties that are likely to experience effects on visual amenity have been the subject of the preliminary review based on a site visit and reference to aerial photography. To aid the clarity of the assessment, the nearby properties likely to experience views of the proposed development have been grouped according to location, orientation or proximity to the Site. The location of the residential groups is shown on **Plan EDP 3**. Residential Groups A-F are described starting from those properties to the north of the Site and running in a clockwise direction:
- 5.43 Group A: This group of properties front onto Porthkerry Road, and consequently it is the rear elevations and gardens that face the Site. The dwellings are situated above the highest point of the Site and thus would have elevated views into the Site interior. The boundary treatment adjoining the Site varies, but is generally open and lacks boundary vegetation of any note other than occasional mature standard trees.
- 5.44 Group B: Comprises a small number of dwellings situated to the east of the entrance to the Site, and the westernmost properties associated with Murlande Way. The orientation of these dwellings varies; broadly speaking, however, it is the rear elevations of these dwellings that face the Site. Views from these properties would be direct and proximate to the Site. However, considerable screening is provided by two banks of intervening vegetation to the east and west of the access track to the west of this group.
- 5.45 Group C: This group of dwellings to the south of Murlande Way would experience elevated, direct and proximate views of residential development along the northern boundary of the Site to the east of the access track. However, the main 'primary' aspects of these dwellings face north with a suburban context, overlooking adjacent properties along Murlande Way.
- 5.46 Group D: Views from properties to the north of Maes y Gwenyn are entirely screened by the raised embankment and trackside vegetation of the Vale of Glamorgan Line railway that runs parallel and to the north of the dwellings. However, there are likely to be oblique views of the Site from those properties to the west of Maes Y Gwenyn.
- 5.47 Group E: Comprises properties within the modern Rhooose Point development to the north of Trem Echni road. Views from this group of dwellings would vary depending on the orientation and elevations concerned.

- 5.48 Group F: This group of dwellings are situated adjacent to the Site's western boundary. The orientation of the dwellings varies, although generally speaking most of the properties adjoining the Site are aligned such that their rear elevations and gardens face east and thus overlook the Site. The boundary treatment adjoining the Site varies, but is generally open and lacks boundary vegetation of any note other than occasional mature standard trees.
- 5.49 Views of the Site from houses beyond the urban-rural fringe, within central parts and to the east of Rhoose: Properties within the wider context are unlikely to be affected by the proposed development. There may be some glimpses, particularly from upper storey windows, from more elevated points where gaps between buildings and/or the absence of trees may afford a view, albeit probably an indistinguishable view of the proposals set against an existing developed context. However, for the vast majority of residential receptors there would be no view. Elsewhere, views are very unlikely and *de minimis* within the context of the assessment. Therefore these dwellings have been scoped out of further assessment.

Value of Views from Residential Receptors

- 5.50 The value of individual residential views cannot be accurately determined from public vantage points as it is not possible to know how rooms are used by residents, nor how the views are personally valued. For the purposes of this appraisal, all views facing the Site from private residences are considered to be of a very high value, except where the intrinsic quality of the view is undermined by the presence of obvious detractors, such as power lines, industrial buildings, visual clutter or existing suburban context, such that in some instances the sensitivity of these receptors will be moderated on the basis of the context of the visual environment. In these instances, the assessment will make note of such detractors and refer the susceptibility of change accordingly, which may change the overall level of sensitivity.

Summary of Baseline Visual Amenity Matters

- 5.51 This review of visual amenity has found that topography and suburban development have the greatest influence in limiting intervisibility between the Site and surrounding areas, although raised infrastructure also serves to provide localised containment of the Site. Potential notable visual effects arising from the proposals would be limited by the same features to an area of within c.1km. There are more distant areas from which the Site would also be visible, but these views are likely to be of part-screened by topography, or urban development, or over such a distance that change would be minimal. These distant glimpses would be intermittent and generally viewed within the context of existing development.
- 5.52 The proximity of the Site to the edge of Rhoose demonstrates that the Site is visually well-related to the existing settlement edge, and that any change in this context will generally engender a change that sits well within the local visual environment.

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Section 6

The Proposed Development

The Proposed Development

- 6.1 Based on the illustrative masterplan prepared by Focus on Design on behalf of Taylor Wimpey Plc (see **Appendix EDP 7**), the proposal is for a residential development comprising:
- Development of circa 350 residential dwellings;
 - New highway access from Porthkerry Road;
 - One form entry primary school;
 - Public open space, including new public footpaths and cycleways;
 - Associated infrastructure;
 - Green corridors; and
 - Sustainable urban drainage (SUDs).
- 6.2 The proposals would retain the public footpath adjacent to the Site's eastern boundary (and include provision of new public footpaths and cycleways), with possible links to the existing urban fabric of Rhoose to the west and future development on land to the east. Green corridors would be included in order to protect existing green infrastructure and provide opportunities for connectivity and associated uses, such as play areas. The development will also incorporate sustainable drainage systems.
- 6.3 The masterplan seeks to retain of the best quality representative or characteristic features and elements across the Site. Existing hedges and trees were examined during the analysis of the Site to understand their visual, historic and ecological importance. The hedgerows to the eastern boundary and the alignment of existing vegetation running north-south, which although in a relatively poor condition, will be re-created and reinforced through the planting of replacement hedgerows and trees.
- 6.4 The Site is well contained in visual terms by surrounding residential development and raised infrastructure of nearby transport corridors. Nevertheless, retention and enhancement of peripheral boundary planting is proposed to create a positive, attractive soft settlement edge, integrating and meshing with the adjacent settlement and filtering views of the new housing from the surrounding landscape.

- 6.5 Reinforced planting is proposed at the Site's north-western corner to reduce visibility of the proposals from within Rhoose Conservation Area.
- 6.6 Retained trees and hedges are proposed to be located within the public realm rather than in private gardens, so that the Council can control the future maintenance of these important landscape features.
- 6.7 The masterplan has been guided by the principles of Green Infrastructure, providing a series of green spaces and safe, attractive pedestrian linkages throughout the Site. These include a tree lined avenue, natural play areas, green corridors and a central nodal green space. Planting within these areas will also assist in breaking up the mass of the development and filtering views of the proposed housing from the surrounding landscape.
- 6.8 The proposal seeks to create a unique setting for the new buildings, where possible taking advantage of the Site's visual resource including views to and across the Bristol Channel to the south. It is not appropriate to comment on the detailed design of the proposals at this outline application stage. However, it is reasonable to assume that the visual amenity of existing dwellings will be protected through suitable offsets and rear gardens should, where possible, back onto existing rear gardens rather than side roads, service lanes or footpaths.
- 6.9 The layout of the development would be prepared with regard to the tree protection measures recommended by EDP, and would take into consideration the potential ecological habitats found on site and their possible links to the wider area.

6.10 Section 7

Anticipated Effects of the Proposed Development

- 7.1 Having taken such a wide range of factors into account when assessing sensitivity and magnitude at each receptor, the level of effect is derived by combining the sensitivity and magnitude in accordance with the matrix in **Table EDP 7.1**, with reference also made to the geographical extent, duration and reversibility of the effect within the assessment. See also **Section 2** for a full description of the methodology employed in this appraisal.

Table EDP 7.1: Levels of Effects Matrix

Overall Sensitivity	Overall Magnitude of Change				
	Very High	High	Medium	Low	Very Low
Very High	Substantial	Major	Major/ Moderate	Moderate	Moderate/ Minor
High	Major	Major/ Moderate	Moderate	Moderate/ Minor	Minor
Medium	Major/ Moderate	Moderate	Moderate/ Minor	Minor	Minor/ Negligible
Low	Moderate	Moderate/ Minor	Minor	Minor/ Negligible	Negligible
Very Low	Moderate/ Minor	Minor	Minor/ Negligible	Negligible	Negligible/ None

- 7.2 The elements of the development likely to lead to landscape and visual change are set out in **Section 6**.

Representative Viewpoint Assessment

- 7.3 As described above, the use of representative viewpoints aids the assessment of both landscape and visual receptors. An assessment of the effects at each representative viewpoint has been undertaken, with this provided in **Appendix EDP 2**.

Effects on Local Landscape Character

- 7.4 As noted earlier, the LANDMAP aspect scores for the host landscape character area, as assessed in the 1999 'Landscapes Working for the Vale of Glamorgan' are Modest for visual (16), geology (4), vegetation (25) aspects of LANDMAP; historical (7 and 5) scores Modest-High and cultural is High (see **Appendices EDP 2-4** for a detailed review of landscape character and LANDMAP aspect areas). Therefore, the overall evaluation for this LCA would be 'Modest' (considered to be equivalent to medium within the methodology framework of this assessment).

- 7.5 Principally, the effect of the proposed development on LCA 18 'Rhoose Environs' during the construction and operation will relate to the material change to approximately 12.7ha of rough grazing agricultural land to residential use and associated infrastructure. The magnitude of change would be locally very high (at site-level), where a material change to land use will be experienced. When combined with a medium sensitivity (within the local context, as described at **Appendix EDP 2**), the level of effect would be **major/moderate**, adverse and permanent.
- 7.6 The proposed development would not directly affect the wider landscape context of LCA18 as the physical effects of construction (i.e. changes to fabric and character) would be contained within the Site; likely effects on the host landscape resources have been assessed within the context of an individual character assessment of the Site – described subsequently. In actuality, the changes would quickly reduce as distance from the development increases, such that the changes to the perception of landscape character at 0.5km will be low and the effect **minor**.
- 7.7 The indirect effect on the wider LCA context would be perceived as a slight extension of the urban area of Rhoose to the south-east. Inherent mitigation measures, in the form of reinstated hedgerow boundaries, will be reflective of that found within the wider LCA context. As noted, this level of effect would be contained by the existing built form of the urban area of Rhoose and localised topographic character, such that beyond the Site's boundaries, and over the landscape as a whole, the level of effect would quickly diminish to, for example, **minor** to the east of the Site to where Pentir Y De marks the extent of visibility, as demonstrated by **Photoviewpoint EDP 6**, and where in reality there would be very little change to the wider perception of landscape character.
- 7.8 Similarly, indirect effects on the neighbouring LCA20 'East of Aberthaw Power Station' would be limited geographically to those areas within proximity of the Site's southern boundary, to the south of the Vale of Glamorgan Line railway, north of and including a short section of Trem Echni minor road, and along a short elevated section of the coastline beyond. For example, at **Photoviewpoint EDP 3** (at Trem Echni minor road), the magnitude of change, notwithstanding the close proximity, is considered to be low, resulting from the loss of a small parcel of agricultural land and landscape features noted above as substantially denuded, and taking into account the addition of urban elements not uncharacteristic within this, and adjacent, LCAs, for example the Rhoose Point development. Combined with a High sensitivity (see **Appendix EDP 2**), the level of effect, experienced only locally, would, at worst, be **moderate/minor**. At more distant locations, for example at **Photoviewpoint EDP 7** where the magnitude of change is considered to be very low, the maximum level of effect would be **minor** (and in the majority of cases, much lower than this).
- 7.9 In respect of LCA19 'Cardiff Wales Airport and Environs', there are likely to be no indirect effects on this neighbouring LCA to the north of the site principally as a result of the screening effect of the existing urban suburbs of Rhoose to the north and north-east of the Site. This screening effect is further emphasised by the change in topography between the broad plateau of LCA19, and plateau slopes occupied by LCA18 (the 'host'

LCA). The effect this topographic variation has when approaching or viewing Rhoose from the north within LCA19 is that only the leading edge of the settlement is visible; the remaining built form occupies lower topography beyond the urban edge and thus remains hidden. The resultant effect is to limit views from the majority of the wider landscape to the north, west and further east from within LCA19; this effect is further accentuated by vegetation within the plateau. Taking these matters into account, it is considered that there will be **no indirect effects** on this character area.

- 7.10 With regard to the 2008 DLCA assessment, as with the 1999 LWVG, there would be a very high magnitude of change to the landscape character of the Site, which would result in a **major** to **major/moderate** level of effect that would be adverse and permanent. Notwithstanding the greater level of effect, as a result of the DLCA's revised 'grade' for the host LCA, the potential effects predicted to arise as a result of the introduction of the proposed development would only be appreciable at the site level.
- 7.11 It is important to consider that the boundary for LCA26 'Rhoose – Porthkerry Hinterland' (the host LCA, as determined by the 2008 DLCA) was revised to include the former LCA20 'Coastal Strip – East of Aberthaw Power Station' identified by the LWVG. Therefore, while there may be an elevated level of effect when assessed in terms of the DLCA area, the proportion of the LCA that may experience indirect (secondary) effects would, consequently, be smaller. Change would be perceived as a slight increase in the urban area of Rhoose to the east, experienced within the context of an area of LCA26 already strongly defined by the presence of suburban development and man-made physical features. The magnitude of change even in close proximity, as evidenced by **Photoviewpoint EDP 3**, would be low, diminishing rapidly to very low at more distant locations, such as **Photoviewpoint EDP 7**; the corollary is that indirect effects on 2008 DLCA LCA26 'Rhoose – Porthkerry Hinterland' would not exceed **moderate**, and in most instances, would be much lower than this.

EDP's Landscape Character Assessment

- 7.12 Notwithstanding the dearth of landscape features within the Site as described previously, the masterplan of the proposed development would seek to integrate viable hedgerows, trees and other landscape features of value. In so doing, this would ensure that the scheme can be more successfully integrated into its landscape context, notwithstanding the changes that will be apparent locally and within the existing settlement context.
- 7.13 The inherent mitigation of the proposed development (that is, its broad location and detailed layout, which will be designed to avoid any sensitive features), and any appropriate additional mitigation (such as structure planting), would reinforce the intrinsic character where it exists and restore the landscape features where they have deteriorated. This includes the hedgerows and hedgerow trees.

Topographic and Hydrological Character

- 7.14 No substantial modification to the topography of the Site is proposed. The masterplan shows that the road alignments have, where possible, been chosen to run parallel to the contours of the sloping ground present on the Site. It would be inappropriate at this Outline Planning Application stage to prescribe finished floor levels or road levels, but it is reasonable for the following two reasons to presume that all new dwellings and roads will be laid over the existing contours of the landscape:
- i) The masterplan has been prepared with the benefit of slope analysis; and
 - ii) It is reasonable to presume that the developer will take all reasonable steps to avoid 'abnormal' and avoidable overhead costs, such as major cut and fill.
- 7.15 Therefore, the physical amendment of the underlying topography will be minimal and represent a low magnitude of change.
- 7.16 In landscape terms, there are no permanent water bodies or features that might contribute to the Site's character. As noted above, there are some field ditches, but these are ephemeral and therefore contribute little in their own right. The masterplan proposes drainage attenuation features as part of the public open space to the west of the PRoW that bisects the Site. This would offer an opportunity to manage water on the Site as part of an integrated sustainable urban drainage scheme (SUDs) which would potentially create a benefit in both landscape and ecological terms.
- 7.17 Overall, the level of effect of the proposed development on the topographic and hydrological character of the Site would be **minor** adverse and only appreciable at the local level.

Visual and Sensory Character

- 7.18 The visual and sensory sensitivity of the Site is assessed as low as a result of the following reasons:
- i) The presence of strong urbanising features, namely the Vale of Glamorgan Line railway to the south, existing modern residential development within Rhoose to the north and west and Rhoose Point to the south, and distant views to the Aberthaw Power Station cooling tower; and
 - ii) The visual character of the Site is agricultural land with a dearth of landscape elements. The baseline characterisation describes the presence of landscape detractors such as post-and-wire fencing and damaged stone work topped with concrete – presumably an artefact of modern agricultural reinforcement of a boundary – within a landscape not designated for its landscape value.

- 7.19 As would be expected for any development of a greenfield site, there will be a very high magnitude of change to the Site's landscape fabric. This isn't a reflection of the appropriateness of the proposals, but of the inevitable consequences of development.
- 7.20 The principal effect on the visual and sensory character of the Site will be a gradual transition from a parcel of pastoral agricultural land to urban development, experienced over a period of time within a landscape not designated for its landscape value.
- 7.21 The proposed development, although representing a very high magnitude of change of the Site itself, would be perceived in the context of a locally appreciated area of land within an undesignated landscape that contains some landscape detractors and within which landscape receptors are in poor condition.
- 7.22 A very high magnitude of change to a low sensitivity landscape gives rise to a **moderate** adverse level of effect.

Landscape Fabric and Biodiversity

- 7.23 The landscape fabric of the Site comprises predominantly rough pasture grazing land, subdivided by vegetation resources that have been significantly denuded, or are in age-related decline. None of the landscape components are unusual or particularly rare within the local landscape context, and generally speaking are typical of many urban fringe landscapes and have already had much of their value denuded by lack of regularised management and maintenance. For these reasons, EDP has assessed the landscape fabric and biodiversity aspect of the Site as having low sensitivity.
- 7.24 Within the Site, the vegetation resources are limited to hedgerow boundaries and some hedgerow trees. The ecological and arboriculture assessments that accompany this application describe the declining and/or poor condition of many of the landscape elements on site. The best and most viable landscape features will be retained and integrated as features of the proposed development.
- 7.25 Given the lack of vegetation resources within the Site, the overall magnitude of change to the landscape fabric and biodiversity of the Site will be medium, principally as a result of the loss of agricultural land, although even this falls within sub-grade 3b and, therefore, not classified as 'best and most versatile land'; the level of effect on the landscape fabric and biodiversity is judged to be **minor** adverse, and only appreciable at the local level.

Cumulative Effects on the Wider Landscape Character

- 7.26 There are two cumulative assessment schemes: the allocated land to the east of the Site and west of Pentir Y De (VoGC ref. 2010/00686/EAO); and land immediately to the south of the Site, south of the railway, which is currently the subject of an undetermined planning application (VoGC ref. 2012/00937/FUL), which at the time of writing (Spring 2014) are in planning or, for reasons of political aspirations and likely

project timescales, are likely to come forward before the Site. This assessment has been undertaken with the confidence that these schemes will be subject of a live application by the time the proposed development is completed. The location of these schemes is shown on **Plan EDP 1**. The scheme details are as follows:

- Scheme 1: Land to the north of the railway line off Pentir Y De, Rhoose: 350 dwellings, formal and informal open space and new means of vehicular access onto Pentir Y De and associated infrastructure; and
- Scheme 2: Land south of the railway line, Trem Echni, Rhoose Point, Rhoose: proposed development of 87 residential units with associated public open space, landscaping, the creation of two new access points into the Site from Trem Echni and diversion of the Public Right of Way. This application is currently undetermined.

7.27 Both the Site and Scheme 1 are located within, and on the urban edge adjoining, LCA18 'Rhoose Environs' as described by the 1999 LWVG. The addition of these developments into the urban fringe/hinterland landscape of this LCA would result in the loss of some 26.8ha of previously open agricultural land; however, this loss would be perceived within context of the relatively large geographic area of the LCA which, excluding the area of Cardiff Wales Airport and Environs (LCA19), extends from Porthkerry in the east to Aberthaw in the west, as far as the incised valley of the River Waycock in the north and bounded to the south by the Vale of Glamorgan Line railway.

7.28 The addition of the proposed development into a baseline including Scheme 1 would only result in limited cumulative landscape character effects for the following reasons:

- i) The scheme to the east of the Site occupies some 14.0ha of land, compared to which the proposed development would result in the loss of approximately 12.7ha of previously open agricultural land. Even the combined loss of this open agricultural land, within this extensive LCA, would not lead to a loss of its key characteristics;
- ii) It is likely that, by the time construction of the proposed development commences, the open agricultural land to the east of the Site will already have materially changed to residential land use. As a result, this part of LCA18 would 'read' as an area principally defined by the presence of urban character and associated uses, within which the proposed development would not be considered uncharacteristic;
- iii) The illustrative masterplan (contained at **Appendix EDP 7**) demonstrates that appropriate measures have been taken to integrate with the existing and future urban fabric; and
- iv) As noted above, although the Site and the adjoining open land subject to future development share some of the characteristics of LCA18, the landscape fabric has become denuded as a result of a lack of management and maintenance, existing urban-fringe context, and nearby strong man-made urbanising features. As a result,

the susceptibility to change to the type of development proposed is, consequently, reduced.

- 7.29 Scheme 2 is located in the adjacent LWVG LCA20, outwith the host LCA, and therefore there will be no cumulative effects on this adjoining character area.

Effects on Designated Landscapes

Rhoose Conservation Area

- 7.30 The Rhoose Conservation Area is located c.10m to the north-west of the Site's boundary. However, this CA once extended further south-east, into the north-west tip of the Site. This was later removed as part of realignment of the designated area boundaries to exclude areas of new development that no longer '*make a positive contribution to the conservation area*' (VoGC 2009. 22).
- 7.31 It should be noted that the CA covers a residential area and, therefore, views are generally from private dwellings; views from publically accessible locations are very limited and generally in heavily filtered slot views through and between existing built form. It is unlikely that the proposed development will be visible from the wider CA. However, the introduction of the proposed development will change the nature of the landscape setting to the south-east of the CA from rough grazing land to urban edge.
- 7.32 Overall, the proposed development will form a new element in views from the south-east corner of the CA. From this location, the proposals will be recognisable, but only partially visible once proposed planting along the Site's boundary at this location has matured.
- 7.33 A detailed assessment of the potential effects on the Rhoose Conservation Area is provided in EDP's separate Archaeological and Heritage Baseline (Report ref. **EDP2127_03**).

Effects on Visual Amenity

- 7.34 This section should be read in conjunction with **Appendix EDP 6** 'Viewpoint Assessment Table', which provides a detailed description of effects for each representative photoviewpoint as described and evaluated subsequently.

Public Rights of Way and Long Distance Recreational Routes

- 7.35 The view of the development from the public footpath (VoGC ref 7/2/1), which bisects the Site (adjacent to its eastern boundary) would be partially filtered and direct-to-oblique. The route is proposed to be retained within the development (see **Appendix EDP 7**). There are likely to be parts of the route from which views of

development would be limited by existing vegetation to the east and west; however, it must also be assumed that there would be unscreened views of new housing from gaps in this vegetation such as the new access points proposed off of this track.

- 7.36 With reference to **Photoviewpoint EDP 1**, the magnitude of change would be very high at locations within and along the boundary of the Site, where occasional unobstructed views are available. Combined with an overall sensitivity of medium, the level of effect would be **major/moderate**, adverse and permanent. Beyond the Site's eastern boundary, the route crosses the Vale of Glamorgan Line railway, and continues through the modern Rhoose Point development. Here, the magnitude of change would reduce to low, due to screening by the railway embankment and associated intermittent trackside planting, resulting in a **minor** level of effect, which is adverse and permanent.
- 7.37 However, elsewhere to the west of the Site, views of the development from public rights of way would be constrained by the built form of urban areas, or by variations in topography; in most cases resulting in no change to the view, and therefore **no effect**.

Wales Coast Path

- 7.38 Views towards the Site from the Wales Coast Path (WCP) public footpath are limited to c.400m of the entire 1400km route; a very small proportion of the overall route. The approximate length of the route within the VE of the proposals is indicated on **Plan EDP 3**, and the visual context of this section of the route, looking north towards the Site, and urban area of Rhoose, is illustrated by **Photoviewpoint EDP 7**. Views from this section of the route would be partially fragmented by the built form of the modern Rhoose Point development to the south of the railway, particularly to the south-west and south-east of the Site, such that the Site would not be visible in its entirety from any one location along the WCP.
- 7.39 With reference to **Photoviewpoint EDP 7**, the magnitude of change at this general location along the WCP would be low. Although typically a promoted route of National importance, such as the WCP, is considered to have very high sensitivity, it is often the case that along such long-distance trails the route will pass through areas of varying scenic/landscape quality. It is also important to consider what the expectations of people using the route might be, it's 'key characteristics', and whether these characteristics or expectations might be susceptible to change as a result of the type of development proposed.
- 7.40 This assessment recognises that, by its very nature, the WCP has a close relationship to views of the coastline and outwards to the Bristol Channel. Views inland are part of the experience 'in the round', but since the path runs parallel to the coast, it is reasonable to surmise that one's attention would naturally be focussed on the view out to sea in most cases.
- 7.41 As **Photoviewpoint EDP 7** demonstrates, inland views from this location are characterised by the presence of existing modern settlement and a number of

urbanising features: the open former quarry in the fore-to-middle ground of the view; the Rhoose Point development, which defines the middle ground of the view and part of the skyline to the north-west; and the existing properties to the south of Porthkerry Road, along the northern boundary of the Site.

- 7.42 Consequently, we consider that this section of the WCP is less susceptible to the addition of built form of the type proposed, and that the sensitivity of this section of the route is, accordingly, assessed as high. The corollary is that, for a low magnitude of change to a high sensitivity route, the level of effect predicted to arise as the result of the introduction of the proposals for people enjoying the WCP at this location would be **moderate/minor** at most; in actuality, the seaward emphasis of views from the WCP would reduce the visual effect of the proposals, probably quite considerably.

Public Highways

- 7.43 Views of the development from local public highways would be largely limited by intervening built form, planting within and along the curtilage of local residential areas and topography.
- 7.44 Notable effects would only occur in close proximity to the Site. For example, with reference to **Photoviewpoint EDP 4**, close-ranging views of the development would be available from a very limited section of Porthkerry Road directly adjacent to the Site's northern access point. At this point, notwithstanding the close proximity to the Site, views of the proposed development would be oblique to the line of the road, and heavily filtered by the vegetation associated with numbers 44 and 46 Porthkerry Road to the east and west of the Site entrance, and by sections of the vegetation lining the access track proposed to be retained as part of the proposed development. The proposed development would be partially visible, set back from this location and seen in a narrow framed view between existing built form. As a result the magnitude of change from this very short section of minor road will be low, and the resultant level of effect **minor**.
- 7.45 Trem Echni road runs parallel to the southern boundary of the Site, south of the railway line. **Photoviewpoint EDP 3** illustrates the visual context looking north from this location. With reference to **Photoviewpoint EDP 3**, the upper portions of the southern edge of the proposals, and rooflines of properties within and to the north of the proposed development, are likely be visible, seen beyond the railway line to the north, and partially filtered by its intermittent trackside planting. At this location, and along this open stretch of Trem Echni, the maximum magnitude of change would be medium. Combined with a medium sensitivity, the maximum, and very localised, level of effect would be **moderate/minor**, adverse and permanent. As this route passes beyond the Site's boundaries, the level of effect would diminish quickly as it enters the urban areas of Rhoose Point to the west or east; elsewhere along this route, views of the development would be very limited to, at most, very occasional, fleeting glimpses of the proposed development seen between and beyond existing built form which would be hardly noticeable by the casual observer, if at all.

- 7.46 Pentir Y De minor road is somewhat unique to the prevailing visual characteristics of nearby publically accessible locations in so far that along approximately 510m of its total c.900m length (south of the junction with Porthkerry Road, to the junction with Trem Echni) it is elevated – at its highest point c.10m above grade of the surrounding landscape as it traverses the Vale of Glamorgan Line railway. Consequently, wide-reaching views are available to the west, as demonstrated by **Photoviewpoint EDP 6**.
- 7.47 At this location, the small section of the Site to the east of the access track would be visible over some 400m, although partially filtered by intervening, intermittent field boundary vegetation; the Site area to the west of the access track would be filtered to a greater extent by the more robust vegetation which encloses the footpath. However, with reference to **Photoviewpoint EDP 6**, the existing settlement of Rhoose is a characteristic feature of the view, which includes other urbanising features such as the railway line to the south and Aberthaw Power Station on the horizon; the corollary is that the magnitude of change as the result of the introduction of the proposed development would be medium. A medium magnitude of change to a medium sensitivity receptor will result in a **moderate/minor** level effect, which is adverse and permanent.
- 7.48 Views from other public roads would be extremely limited to occasional glimpses, seen in narrow 'slot' views between existing built form; the corollary being that the maximum magnitude of change from these local roads would be low, which, when combined with a medium sensitivity, would result in a **minor** level of effect, which would be adverse and permanent.
- 7.49 There would be **no effects** of any note on other public highways.

Railways

- 7.50 The railway line that forms the southern boundary of the Site is considered to have a low value. The route is primarily a commuter route, and as such views from it are secondary, leading to a low susceptibility to change, and is assessed as having an overall sensitivity of low.
- 7.51 Although in very close proximity to the proposed development, the railway line is partially vegetated along its boundary with the Site. However, since the railway runs along a raised embankment, it is likely that much of the potential screening effect of this vegetation would be negated, notwithstanding increased leaf cover during summer months, and even considering the scenario whereby the vegetation continues to grow and mature.
- 7.52 The southern edge of the proposed development, and ridgelines of houses within the Site, would be visible to the north of the line where it runs concurrent to the Site boundary. Beyond the immediate extents of the Site, views would rapidly be screened by other features within the landscape.

- 7.53 As the Vale of Glamorgan Line railway leaves Rhoose, travelling eastwards, it is enclosed by existing built form associated with Torbay Terrace to the north and Rhoose Point to the south.
- 7.54 The greatest change would be evident over a length of c.540m, and would be perceived as a slight extension of the visual context of this route as it exits the settlement. Here, the predicted magnitude of change would be no greater than low for the reasons that the introduction of the proposed development would not be uncharacteristic of the existing views available from this route, and that such change would be experienced oblique to the direction of travel, for a short stretch of the route relative to its total length, and experienced fleetingly whilst travelling at speed. For this low sensitivity receptor a low magnitude of change yields a **minor/negligible** level of effect.

Residential Receptors

- 7.55 It is an established planning principle that there is 'no right to a view'. Nevertheless, it is accepted best practice to consider the potential for unacceptable effects on residential visual amenity.
- 7.56 As would be expected of any edge of settlement development, there are likely to be a number of dwellings with the potential to perceive some, or all of the proposed development. For the ease of assessment, the nearby properties likely to experience views of the proposed development have been grouped according to location, orientation or proximity to the Site. The location of the residential groups is shown on **Plan EDP 3**; residential Groups A-F are assessed starting from those properties in the north and running in a clockwise direction:
- 7.57 Group A: This group of properties are situated to the south of Porthkerry Road and define the Site's northern boundary. These dwellings are situated above the highest contour of the Site and thus would have direct, elevated views of new residential dwellings along the Site's northern boundary. It should be noted that the primary 'main' aspect of these dwellings, their principal access points and frontages, face north. The magnitude of change to the view at this location is considered to be very high, and would be experienced from upper and lower storeys of the rear elevation of these dwellings; when combined with a high sensitivity (reduced from very high on account of the local suburban context and presence of strong man-made physical features within the view), results in a **major** adverse and permanent level of effect. **Photoviewpoint EDP 1** is illustrative of the visual context from these dwellings. Furthermore, it is important to consider the availability of views 'in the round'; although the development would become the new defining feature of views to the south, the properties are located in a suburban setting where views of housing are not uncharacteristic. One must also take into consideration that the principal orientation of these dwellings is to the north.
- 7.58 Group B: Comprises a small number of dwellings situated to the east of the entrance to the Site, and the westernmost properties associated with Murlande Way. The

orientation of these dwellings varies; broadly speaking, it is the rear elevations of these dwellings that face the Site. Views from these properties would be direct and proximate to the Site. However, considerable screening is provided by two banks of intervening vegetation to the east and west of the access track to the west of this group. As a result it is likely that views from ground-level living spaces and rear gardens will be heavily filtered, even during winter months.

- 7.59 Views from upper storey windows may be more open, but are likely to still experience a filtering effect from the tops of the intervening vegetation. Overall, the proposed development would become a perceptible, but not defining, feature of these views. Furthermore, the properties are located in a suburban setting where views of housing are not uncharacteristic. The magnitude of change for this group of properties would, at worst, be medium; when combined with a high sensitivity (reduced from very high on account of the local suburban context), the resulting level of effect would be **moderate**, adverse and permanent.
- 7.60 Group C: This group of dwellings to the south of Murlande Way would experience elevated, direct and proximate views of residential development along the northern boundary of the Site to the east of the dividing PRoW. However, the main 'primary' aspects of these dwellings face north, overlooking adjacent properties along Murlande Way. Taking into account the suburban context of these dwellings when considered 'in the round', the overall sensitivity of these properties would be high due to a lower susceptibility to the type of change proposed. Nevertheless, given the proximity to the Site, lack of intervening screening features and elevated location, the magnitude of change would be very high for this group; when combined with a high sensitivity would experience a **major** level of effect.
- 7.61 Group D: Dwellings to the west of Maes Y Gwenyn would have direct-to-oblique views of the southern edge of the Site (west of the access track) from rear elevations only. These views include existing dwellings at Rhose Point to the west, in particular those properties associated with Cwrt Newton Pool, which are at a similar distance and direction as the proposed development, and which would be perceived at a similar scale and in a similar context. Furthermore, these dwellings are separated from the Site by the intervening Vale of Glamorgan Line railway, which runs parallel and to the north of this group. Taking these matters into account, this group of dwellings would also have a reduced level of sensitivity due to a reduced susceptibility to change. Given the intervening major infrastructure, and the partially screened nature of views from rear elevations only, the magnitude of change is considered to be medium at most, and for high sensitivity residential receptors would result in a **moderate** level of effect.
- 7.62 Group E: Views of the development from houses on Cwrt Newton Pool, Maes Slowes Lyes and Lon Lyndis would vary depending on the orientation and elevations concerned, and the presence of a strong physical feature of the railway line to the north and its associated hedgerow/scrubby tree belt. In most cases, views would be limited or part-screened/filtered. For the majority of these dwellings, the magnitude of change would be low at most, and assuming a high sensitivity (due to a lower susceptibility to

the type of change proposed), the maximum level of effect would be **moderate/minor** adverse and permanent.

- 7.63 Group E: This group of dwellings are situated adjacent to the Site's western boundary. The orientation of the dwellings varies, although generally speaking most of the properties adjoining the Site are aligned such that their rear elevations and gardens face east. The boundary treatment adjoining the Site varies, but is generally open and lacks boundary vegetation of any note other than occasional mature standard trees. Views from this group of dwellings would, therefore, be direct, proximate to the Site and relatively unobstructed, although from rear elevations only. The magnitude of change to the view at this location is considered to be very high, and would be experienced from upper and lower storeys of the rear elevation of these dwellings.
- 7.64 When combined with a high sensitivity (reduced from very high on account of the local suburban context and presence of strong man-made physical features), there results a **major** adverse and permanent level of effect. **Photoviewpoint EDP 2** is representative of views from these dwellings. It is important to consider the availability of views 'in the round'; although the development would become the new defining feature of views to the east, the properties are located in a suburban setting where views of housing is not uncharacteristic. One must also take into consideration that the principal orientation of these dwellings is to the west and, therefore, away from the Site.
- 7.65 Views of the proposed development beyond the urban-rural fringe, within central parts and to the west of Rhoose would be limited by the intervening built form of the existing settlement. As a result, views would be limited to some glimpses from isolated locations, which would in all likelihood be indistinguishable when set against an existing developed context.

Predicted Cumulative Visual Effects

- 7.66 Cumulative effects generally occur where there may be simultaneous or sequential visibility of two or more developments of the same type and scale, or where consideration of other schemes would increase an effect identified to arise as a result of the proposed development.
- 7.67 Cumulative schemes addressed here are the same as described previously at paragraph 7.27 and their location is illustrated **Plan EDP 1**. Due to the proximity of the cumulative schemes to the east and south, there are likely to be locations further to the east and south where views of these schemes either in combination or succession would be gained with the proposed development. However, due to the urban-fringe location, there are highly unlikely to be locations to the north and west with views of these cumulative schemes beyond the proposed site development, and consequently there will be no cumulative visual effects with these schemes in views from these broad locations.
- 7.68 The following cumulative effects are predicted to occur:

Public Rights of Way

- 7.69 For people using PRoW 7/2/1 there will be sequential views of all three schemes as the footpath traverses the landscape from Porthkerry Road in the north before it exits onto Trem Echni road at its southern extent. An assessment of the future scenario for this route shows that:
- i) Users of PRoW 7/2/1 are likely to experience simultaneous views of the proposed development and Scheme 1 from approximately 380m of the route to the north of the railway line. However, the sensitive treatment of the footpath boundaries – the retention and strengthening of existing hedgerows, and location of public open space to the east and west of the PRoW, which will offset development – will assist in retaining some of the route’s enclosed, rural characteristics; and
 - ii) The proposed development is unlikely to come forward until both schemes are consented; therefore, it is assumed that these sites will be developed prior to the Site. Under this scenario, the urban/rural hinterland context of the route would already be materially altered such that it would be considered ‘urban edge’; by enclosing the route further the effect of the introduction of the proposed development would be to modify this to an ‘urban’ context. It is considered that the change brought about by the land off Pentir Y De scheme would cause the greatest change to the baseline conditions, and furthermore, that views from the PRoW are more open to the east and as such, this change will be most perceptible to users of the route. Although the proposed development would infill the land to the west of the footpath, views in this direction are generally more filtered.
- 7.70 In summary, the magnitude of change experienced by users of PRoW 7/2/1 as a result of the change from an ‘urban/rural hinterland context’ to ‘urban edge’ is considered to be materially greater than that of a change from ‘urban edge’ to ‘urban’. For this reason, the greater level of effect will be brought about by Scheme 1. Potential cumulative effects to the route attributable to the proposed development, although further modifying this urban context, would not create more than a limited change to the route which would not be considered ‘unacceptable’ in light of the future baseline conditions.
- 7.71 Users of public rights of way 7/2/2 and 7/2/3 are unlikely to perceive the schemes as a result of the underlying sloping landform and screening effect of intervening built form of properties within Rhoose Point and associated vegetation within the curtilage of these dwellings. As a result, there would be no cumulative effects attributable to the proposed development.
- 7.72 For people using the Wales Coast Path to the south of the Site, views towards the proposed development would be obscured by the intervening land south of the railway site at Rhoose Point. As a result, there would be no cumulative effect for users of this route attributable to the proposed development.

Road receptors

- 7.73 Users of Pentir Y De road will experience simultaneous views to the proposed development and land south of the railway, seen across the intervening future development at land off Pentir Y De; however, such views will only be possible from a short elevated section of the road. At this location, the greater level of effect will be caused by the adjacent development to the west of Pentir Y De.
- 7.74 It is likely that users of Trem Echni road would, at worst, experience heavily fragmented views of the proposed development and the adjoining land to the east of the Site (west of Pentir Y De), seen in 'slot' views through and beyond the intervening land south of the railway site, which, in combination with the wider Rhose Point development, would curtail views further north of the road. At this general location, there would be no additional cumulative effects as the result of the proposed development; indeed, the far greater level of effect will be brought about by the development adjacent to the north of the road.

Railways

- 7.75 Passengers using the Vale of Glamorgan Line railway will experience sequential views of the schemes along approximately 918m of its overall length, which extends to Bridgend some 20km to the west and Cardiff some 16km to the east. Where there are simultaneous views of the land off Pentir Y De scheme and proposed development, they would be perceived as an extension of the urban area of Rhose, which would enclose the land to the north of the railway. It is reasonable to assume that the adjacent scheme (Scheme 1) will be developed prior to the Site land, and as a result the context of the northern edge of the route will already have been modified and partially enclosed by built form, such that the proposals will extend this effect over a relatively small length of the line (c.540m), and that there would only be limited simultaneous cumulative effects attributable to the proposed development.
- 7.76 There would be successive views, i.e. those which would require a passenger to turn their heads in order to see one or more schemes, of the proposed development and land off Pentir Y De schemes, with the scheme south of the railway, from approximately 450m of the route, where passengers pass between the sites. However, this change would extend the existing context of the route as it passes within the urban area of Rhose, and as such would represent a low level of cumulative change overall.
- 7.77 In summary, passengers using commuter lines, such as the Vale of Glamorgan Line railway, are unlikely to be doing so in order to gain an appreciation of the landscape, and as such are considered to be of low value; notwithstanding the existing urban context of this section of the route, there would be only limited cumulative effects attributable to the proposed development.

Nearby Residences

- 7.78 With reference to the residential receptor groups as identified in **Section 5**, Groups A, B and F (as illustrated on **Plan EDP 3**) would have their views to the cumulative schemes obscured by the intervening built form of the proposed development, as such would experience no cumulative effects greater than those as a result of the introduction of the proposals in isolation.
- 7.79 It is likely that some dwellings within Group C would have combined views of the proposed development and Scheme 1; development of the land at Scheme 1 is likely to come forward before the development of the Site. The result is that, for these dwellings, views will be characterised by new residential development to the south, and that the proposed development will infill a 'wedge' of land to the east of PRoW 7/2/1, which will bring development closer to these properties. However, but the far greater level of effect would be brought about by the preceding change to the landscape as a result of the land off Pentir Y De scheme, and the cumulative change resulting from the proposed development would be limited.
- 7.80 Similarly, properties to the north of Group D would experience change as a result of in-combination views of Scheme 2 and the proposed development. Here, views of the proposed development would be oblique, seen beyond the line of the railway, and the far greater level of effect will be caused by the scheme immediately to the west – which will enclose open land adjoining these dwellings. As such, the cumulative change resulting from the proposed development is limited.
- 7.81 The cumulative effect experienced by properties along the eastern edge of Group E will be broadly similar to those experienced in Group D. Those properties along the north of Group E are unlikely to experience cumulative views of the cumulative schemes as a result of the intervening raised embankment of the Vale of Glamorgan Line railway to the north of the Group, combined with the heavily oblique views towards the two schemes, which would, in any case, be screened by the built form of the proposed development to the north.

Section 8

Review and Conclusions

- 8.1 The Environmental Dimension Partnership (EDP) has been commissioned by Taylor Wimpey Plc to undertake a landscape and visual appraisal of a proposed residential development, public open space and primary school on land to the north of the railway, Rhose. The landscape and visual appraisal accompanies a suite of ecology, arboriculture and archaeology assessments undertaken by EDP to inform an application for outline planning permission.
- 8.2 Following a review of local 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, it is considered that development on the Site would form a positive and logical extension to the existing suburban area of Rhose. 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.
- 8.3 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 Rhose 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 a 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).
- 8.4 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.
- 8.5 The limitation, in both landscape and visual effects, described within this LVA ensures that the proposed development is consistent with local planning policy, as described in **Section 3** above. In this regard the development:
- Will give rise to **major/moderate** effects on the host landscape character area LCA 18 'Rhosse Environs' of which the Site forms part; however, these effects would be appreciated only at the site level – as would be expected of any

development on a greenfield site – and the indirect effect on the wider LCA context would be **minor**;

- Is not divorced from the existing settlement being, as it is, situated adjacent to the existing settlement edge;
- Would retain landscape features of value where they have been identified as viable to maintain and enhance. Nevertheless, and not surprisingly, the proposed conversion of the Site from agricultural land to proposed residential use will give rise to **moderate** to **minor** effects on the visual and sensory character of the Site and its landscape fabric; and
- Would be contained both visually and physically by existing suburban development to the west; by raised infrastructure to the south and east; more broadly speaking by the coastal plateau topography that defines the Site and its context; and to a lesser, although still notable degree, by vegetation along the Site's eastern boundary and within the wider landscape.

- 8.6 The development does not, therefore, constitute an undesirable intrusion into the landscape, and is wholly consistent with the exiting landscape context.
- 8.7 Development would 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.
- 8.8 The on-site landscape fabric, namely the hedgerows and hedgerow trees, will be retained 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.
- 8.9 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.
- 8.10 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. Moreover, the proposals fully accord with the objectives of extant planning policy with regard to:

- The protection of features of importance to landscape or nature conservation;
- The improvement, management and extension of tree cover and hedgerows;
- Protecting the environmental qualities of the built, natural and historic environment; and
- Having full regard to the context of the local natural and built environment, and in particular to complement and enhance the local character of buildings and open spaces, whilst minimising impacts on adjacent areas.

8.11 The proposals are therefore commended to the Council as appropriately conceived and respectful of the local landscape context. No effects are anticipated to accrue which amount to a reason, in landscape terms, to refuse planning permission for the proposed development.

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Appendix EDP 1 LVIA/LVA Glossary

TERM AND DEFINITION
Baseline
The existing (pre-development) landscape and visual context of a study area, including landscape fabric, landscape character and existing views. The landscape baseline is not static and may be changing for various reasons. The landscape baseline can also consider such factors and describe the likely future landscape character of the landscape, without the proposed development.
Effects
A predicted change in the environmental baseline as a result of the proposed development. Effects can be positive or negative.
Field Pattern
The pattern of hedges and walls that define fields in farmed landscapes (LI/IEMA 2002).
Intervisibility
Two points on the ground or two features are described as “intervisible” when they are visible from each other.
Landscape
Landscape results from the way that different aspects of our environment (physical, social, aesthetic and perceptual) interact together and are perceived by us: <ul style="list-style-type: none"> Physical elements – e.g. geology, landform, soils, flora and fauna; Social elements – e.g. land use, enclosure patterns, and the patterns, form and scale of settlements and other built development; Aesthetic factors – e.g. colour, form, visual texture and pattern, sounds, smells and touch; and Perceptual factors – e.g. memories, associations, stimuli and preferences.
Landscape capacity
The degree to which a particular landscape character type or area is able to accommodate change without significant effects on its character. Capacity is likely to vary according to the type and nature of change being proposed.
Landscape character
Landscape character arises from a distinct, recognisable and consistent pattern of physical and social elements, aesthetic factors and perceptual aspects in the landscape.
Landscape character areas (LCAs)
Single unique areas that are discrete geographical areas containing one or more landscape types.
Landscape character types (LCTs)
Generic units of landscape that display a distinct, consistent and recognisable landscape character.
Landscape condition
Description of the maintenance and condition of landscape elements and the degree to which landscape elements are representative of the landscape character area.
Landscape element
A physical component (both natural and manmade) of the landscape.
Landscape fabric
The elements and features that constitute the physical components of the landscape, including ground vegetation, hedgerows, trees, shrubs, walls, fences and vernacular structures.
Landscape units
An umbrella term for landscape character areas and landscape character types.
Landscape value
The importance or value of the landscape to society, usually based on landscape designations or

TERM AND DEFINITION
policies as indicators of recognised value.
Mitigation
Measures, including any process, activity or design that will avoid, reduce, remedy or compensate for the predicted effects of a development on the environmental baseline.
Public access
<p>Land with public access includes:</p> <ul style="list-style-type: none"> • Definitive rights of way – public footpaths, bridleways, cycle routes, Byways Open to All Traffic (BOATS) and highways. Shown on Definitive Rights of Way maps held by the Local Authority. • Permissive paths and bridleways – routes where there is public access with the permission of the landowner. Such routes are usually closed at least one day a year to prevent establishment of a public right of way. • Public open space – areas designated for specified public uses, usually in the ownership of the Local Authority. Includes parks and recreation grounds. Shown on Local Development Plans. • Beaches – the public have permitted access to much of the foreshore (intertidal zone – between high and low tide marks) owned by the Crown Estate, and on land above high water mark owned by the Local Authority. Some beaches above high tide mark are privately owned and some beaches and foreshore have restricted access for military purposes. • Access land – land where public access is currently permitted with the permission of landowners. Includes land outlined in purple on the OS Explorer (1:25,000) sheets and with: <ul style="list-style-type: none"> ○ No symbol – land open to public with permission of owners; ○ White oak leaf in purple box – National Trust, always open; ○ Purple oak leaf in white box – National Trust limited access; ○ Tree symbols in purple box – Forestry Commission; ○ Single leaf in purple box – Woodland Trust; and ○ White “AL” in purple box – other access land. • Open access land – areas of mountains, moor, heath, down, common land and coastal foreshore that have been designated under Section 3 of the Countryside and Rights of Way Act 2000 (CRoW). The right of access is for walkers only and does not extend to cycling, horse riding or driving a vehicle, nor does the right of access apply to developed land, gardens or cultivated land. Under the CRoW Act 2000, there was a process of consultation that allowed the right of appeal for those with a legal interest in the land, and for sensitive ecological or archaeological sites to be excluded. Conclusive maps showing the areas designated as open access land (Registered Common Land and Open Country) are now available from Natural England (in England) and the Countryside Council for Wales (in Wales).
Viewing distance
That distance that a viewpoint illustration should be held from the eye in order for the illustration to match the scale of the actual view when used in the field to identify the location and scale of the proposed development.
Visibility
<p>Visibility is a measure of the distance that can be seen by the human eye at any one time. Daylight visibility will depend on several factors, including:</p> <ul style="list-style-type: none"> • Atmospheric transparency (governed by the solid and liquid particles held in suspension in the atmosphere); • Degree of contrast between an object and the background against which it is observed; • Position of the sun; and • Observer’s visual acuity.

TERM AND DEFINITION
Visual receptor(s)
An individual observer or group of observers who are capable of experiencing a change in the view.
Zone of Theoretical Visibility (ZTV)
The ZTVs consider the 'bareground' situation and assume excellent visibility with no atmospheric attenuation. The ZTVs therefore represent the maximum potential, theoretical visibility i.e. the worst-case situation. In reality, other components of the landscape such as forestry, trees, buildings etc. will introduce screening effects which, coupled with the atmospheric conditions, will reduce this visibility, in some instances to a considerable extent.

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Appendix EDP 2

Landscape Character Assessment Baseline

A2.1 The Regional Landscape Character Assessment for Wales is currently nearing completion. *Pers comms* with John Briggs, landscape architect at Natural Resources Wales (NRW), has confirmed that regional landscape character area (RLCA) descriptions have never been formally adopted. The current draft RLCA 36 'Vale of Glamorgan' describes the 'Key Characteristics' of the Vale, of which the following have relevance to the site and its wider context:

- *"The coastline for West Aberthaw to Ogmore is designated as a Heritage Coast;*
- *Piedmont ice deposited glacial till across the landscape, contributing towards its undulating topography;*
- *A variety of land uses define the area, including dairying, sheep rearing, arable, pony paddocks and pig rearing;*
- *Frequent woodland clumps, in-field trees, riparian woodlands and small plantations characterise the eastern area;*
- *A mixture of field patterns and sizes is enclosed by hedgerows or hedgebanks, with frequent hedgerow trees. Limestone walls define land above the cliffs in the west;*
- *Cardiff International Airport lies in the south-east of the character area north of Rhoose. A cement works and power station are visually prominent features of the south coast;*
- *Many of the Vale's villages have expanded with modern housing detracting from their historic character;*
- *The rural and historic character evokes strong sense of enclosure, tranquillity and intimacy. Long views are possible from the coast across the Bristol Channel."*

A2.2 NRW anticipate the RLCA descriptions will be complete by April 2014. Although currently in draft status, and without key information including 'forces for change', the RLCA description nevertheless provides useful context for the District level landscape character assessments undertaken by the Vale of Glamorgan Council.

A2.3 At a District scale, within the Vale of Glamorgan area, there are two publically available sources of published information relating to landscape character assessment: the 'Landscapes Working for the Vale of Glamorgan' (1999); and the 'Designation of Landscape Character Areas – Background Paper' (2013).

- A2.4 This landscape appraisal considers the 1999 assessment to have been superseded by the 2013 Designation of Landscape Character Areas assessment; the latter being prepared for the DLDP in line with the updated LANDMAP methodology (for a description of LANDMAP, see below). For completeness, the findings of both documents have been reviewed and assessed against the current baseline landscape character.

Landscapes Working for the Vale of Glamorgan (1999)

- A2.5 '*Landscapes Working for the Vale of Glamorgan*' (LWVG) was produced by White Consultants on behalf of the Vale of Glamorgan Council in January 1999. Although dated, the document forms part of the evidence base for the Adopted UDP.

- A2.6 The original study was carried out using the then emerging LANDMAP methodology. The LANDMAP methodology was subsequently updated in 2003. The recent 'Designation of Landscape Character Areas – Background paper', written in 2008 but released in 2013 as part of the emerging Deposit Local Development Plan, reviews the findings of the 1999 LWVG against the revised methodology and makes amendments where necessary.

- A2.7 The LWVG identifies 33 Landscape Character Areas within the Vale of Glamorgan Regional Character Area (36). The Site is within Landscape Character Area 18 'Rhoose Environs'.

- A2.8 The LWVG describes LCA 18 as:

"Plateau farmland between Weycock and Kenson Valleys to the north and coastal strip to the south. Visually dominated by Cardiff Wales Airport (Landscape Character Area 19), Barry to the east and Aberthaw Cement works to the west. An exposed landscape of productive arable with trimmed/laid hedges and limited woodland associated with small valleys and settlement. Cut through by A4226/B4265 linking Barry with Llantwit Major."

- A2.9 The LWVG justifies the boundaries of the character area, derived principally from the Visual Aspect assessment, based on a *"Landscape of consistent topography bounded by valleys, the coast and Barry with urban fringe pressures."*

- A2.10 The LWVG also provides a suite of landscape strategies at the character area scale, of which the following are of relevance to the application site:

- *"Visual - Strengthen hedgerows and woodlands to absorb existing development and restrict further development; and*
- *Vegetation and Habitats - Reduce fragmentation by management of hedges, grassland, roadsides, woodlands and water features."*

A2.11 The LWVG also provides a Detailed Strategy at the sub-character area scale, of which the following key strategies are of relevance here:

- *“Protect and manage farmland buffer strengthening hedgerows where required. Protect and manage woodland and extend where possible as shelterbelts and as screens for detractors from existing fingers of woodland. Encourage access to and from coast and Porthkerry Park.”*

A2.12 LWVG cross-references LANDMAP aspect areas – although as noted earlier, the methodology has been subsequently updated – LCA18 scores as Modest for visual (16), geology (4), vegetation (25) aspects of LANDMAP; historical (7 and 5) scores Modest-High and cultural is High. Therefore, the overall evaluation for this LCA would be Modest.

A2.13 Lastly, the LWVG cross references its partner document ‘Design Guidelines (Volume 2)’, Design Guidelines: DG1; DG6; DG7; DG12; DG13; DG14; DG15; DG16; DG17; DG20; DG22; DG23; and DG24. The guidelines are pertinent to the host landscape character area LCA18 ‘Rhoose Environs’ and should be used to inform the masterplan approach.

Landscape Character Area No.19: Cardiff Wales Airport and Environs

A2.14 LCA18, the host character area, encircles LCA19 ‘Cardiff Wales Airport and Environs’ which covers the international airport and its immediate context. LCA19 extends as far south as the northern edge of the urban area of Rhoose.

A2.15 The LWVG describes LCA19 as:

“Commercial airport with associated buildings and BA Maintenance Facility. Developing Business Park to north on current pastoral farmland with hedgerows and limited tree cover. Located on coastal plateau with high visibility from north.”

A2.16 The LWVG continues, and describes the following landscape ‘issues’ relevant to LCA19:

- *“Development area highly visible from rural vale; and*
- *BA hangar large scale detractor.”*

A2.17 The LWVG notes that the character area reads as a coherent development area.

A2.18 The LANDMAP aspect values for LCA19 are Modest for geology (4), vegetation (25), historical (5), Other for visual (18) and cultural remains unassessed. The overall value is considered to be Modest or lower

Landscape Character Area No.20: Coastal Strip – East of Aberthaw Power Station

A2.19 LCA20 is located directly south of the host LCA18, separating it from the Bristol Channel beyond. The description of the character area is as follows:

“Narrow coastal strip from low water line to settlement and infrastructure related to coast including Sully Island. Superb views of Severn Estuary/Bristol Channel and Somerset. Consists of sandy beaches, wavecut platforms, low cliffs, wind sculpted vegetation, mix of older settlement but dominated by C20th development including housing, leisure (Barry and caravan parks) and commercial development at Barry. Outstanding in terms of geological and fossil features and coastal/maritime habitats.”

A2.20 A number of landscape ‘issues’ have been identified for this character area. The following issues are of relevance here:

- *“Superb views;*
- *Inappropriate industrial and housing development”*

A2.21 The LWVG continues, providing brief text commentary regarding the future ‘aims’ for the character area. In particular, the aims include *“Encourage improvements to existing development and attain a higher standard for new development”*.

A2.22 The following LANDMAP aspect areas values have been attributed to LCA20: Outstanding for geology (5), vegetation (1) and cultural (3); High for visual (7) and historical (13); and Modest for historical (5) and (1). The overall value of this LCA would be High-outstanding.

Designation of Landscape Character Areas – Background paper (2008)

A2.23 In 2008 TACP Consultants were commissioned by the Vale of Glamorgan Council to undertake a review of the 1999 ‘Landscapes Working for the Vale of Glamorgan’ study. The 2008 ‘Designation of Landscape Character Areas – Background paper’ (hereafter referred to as the 2008 DLCA) was undertaken for two reasons:

- i) The original study was carried out using the then emerging LANDMAP methodology. The LANDMAP methodology was subsequently updated in 2003. CCW’s quality assessment programme required that all LANDMAP studies be reviewed against the 2003 methodology. The Council has recently updated its LANDMAP Information System against this method which has resulted in some instances to amendments to aspect areas, revision of some boundaries and amended evaluation levels; and
- ii) The Council required an up to date evidence base in support of the DLDP.

A2.24 The Site falls wholly within LCA 26: Rhoose – Porthkerry Hinterland (the ‘host’ character area). The Site is also adjacent to land that falls outside the character areas described in the 2008 DLCA (essentially, the urban area of Rhoose). This is not an insignificant point to bear in mind, as the urban setting is a notable feature of the site's landscape context. To the north of the urban area of Rhoose lies LCA18 ‘Cardiff Wales Airport’. In a key change to the 1999 LWVG landscape character assessment, the host character area now encompasses parts of LCA20 ‘Coastal Strip – East of Aberthaw Power Station, leaving only the thin coastal strip as a new character area LCA5 ‘Fontygary Bay – Porthkerry Intertidal Zone’.

LCA 5: Fontygary Bay – Porthkerry Intertidal Zone

A2.25 The DLCA describes a small, narrow LCA including the foreshore and backdrop of exposed cliffs running from Fontygary Bay to Porthkerry.

A2.26 The DLCA summarises, in the Aspect Area Matrix, the overall evaluation for each aspect area within the LCA. To ease analysis and explanation, the aspect topic is summarised as follows:

- Geological - two areas have a high grade, and one area has an outstanding grade. It is suggested here that the overall grade would be high-outstanding;
- Landscape Habitats - one area has a high grade, and one has an outstanding grade. It is suggested here that the overall grade would be high-outstanding;
- Visual and Sensory - one area has a high grade, and one has an outstanding grade. It is suggested here that the overall grade would be high-outstanding;
- Historical Landscapes - two areas are unassessed; and
- Cultural - one area has a high grade and therefore the overall grade would be high.

A2.27 Overall, the average grade would be high to outstanding. An outstanding grade confers an international or national level of importance.

LCA 26: Rhoose - Porthkerry Hinterland

A2.28 This is small area of coastal plateau between Aberthaw and Barry, bounded to the north by the Waycock Valley (LCA 20) and Cardiff Wales Airport (LCA 18) and on the south by the Fontygary – Porthkerry intertidal landscape zone (LCA 5).

A2.29 The report describes “...Generally an open landscape, excludes the settlements of Fontygary and Rhoose; a key area is the wooded valley of Porthkerry Country Park which is the confluence of the Cwm Barri and Cwm Cidi, together with Whitelands Brook. This forms a distinctive steeply side [sic] incised valley system in the plateau running down to the coast at Porthkerry.”

A2.30 The report also identifies a number of Key Policy and Management issues pertaining to LCA 26 of which the following have relevance to the site:

- *“Pressure of visitor use upon adjacent coastal area;*
- *Hedgerows in decline, improve field boundary management; and*
- *Maintenance of agricultural landscape elements.”*

A2.31 The 2008 DLCA summarises the overall evaluation for each aspect area within the LCA 26 Rhoose-Porthkerry Hinterland. To ease analysis and explanation, the aspect topic is summarised as follows:

- Geological – the Site lies within aspect area ‘Barry – Rhoose’ (GL962) assessed as high grade;
- Landscape Habitats – the Site is characterised by aspect area ‘Aberthaw’ (LH839). It is suggested here that the overall grade would be moderate;
- Visual and Sensory – the Site is within the aspect area ‘Rhoose Hinterland’ (VS641). It is suggested here that the overall grade would be moderate;
- Historical Landscapes – the Site and its environs are unassessed; and
- Cultural – the Site falls within the ‘Vale of Glamorgan Rural Landscape’ (CL039) aspect area, assessed as high grade.

A2.32 Overall, the average grade would be high to moderate. Although the 2008 DLCA does not ascribe notional value or sensitivity to each LCA, LANDMAP evaluation applies a scale of geographical importance.

LCA 18 Cardiff Wales Airport

A2.33 The DLCA describes the LCA as *“An area of lowland plateau developed as an airfield and subsequently as a major airport. Distinctive areas of open grassland and hardstanding with buildings clustered along its northern edge”*. It is bounded to the north by the A4226 road and LCA 20 ‘Lower Waycock Valley’ beyond, and to the south by the urban area of Rhoose and the Rhoose – Porthkerry Hinterland (host) LCA.

A2.34 Geologically (and topographically), the LCA forms part of the same low-lying dissected plateau of the host character area; however, this LCA occupies the higher plateau that also marks the threshold between the coastal zone and inland agricultural landscape.

A2.35 The landscape habitat of this LCA is typified by grassland mosaic; the LCA is predominantly open grassland, reflecting its use.

- A2.36 As an area of open lowland plateau, characterised by open grassland, this LCA has a sense of openness and exposure with a range of long, wide views. The nature of its use creates a functional sterility to the LCA, with built form associated with the airport prominent in views.
- A2.37 This LCA, although not part of Cardiff urban area, is nonetheless associated with the development of Cardiff as a capital and international city.
- A2.38 The DLCA summarises, in the Aspect Area Matrix, the overall evaluation for each aspect area within the LCA. To ease analysis and explanation, the aspect topic is summarised as follows:
- Geological – one aspect area with a high grade;
 - Landscape Habitats – two areas, both with a moderate grade;
 - Visual and Sensory – one area has a low grade;
 - Historical Landscapes – two areas are identified but unassessed; and
 - Cultural – two areas have a high grade and therefore the overall grade would be high.
- A2.39 Overall, the average grade would be moderate. A high grade confers regional or county importance.

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Appendix EDP 3
Extract of Vale of Glamorgan Council (1999)
'Landscapes Working for the Vale of Glamorgan'

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Landscape Character Area No. 18

Rhose Environs



Description:

Plateau farmland between Weycock and Kenson Valleys to the north and coastal strip to south visually dominated by Cardiff Wales Airport [Landscape Character Area No. 19]. Barry to the east and Aberthaw Cement Works to the west. An exposed landscape of productive arable with trimmed/laid hedges and limited woodland associated with small valleys and settlement. Cut through by A4226/B4265 linking Barry with Llantwit Major.

Justification:

Landscape of consistent topography bounded by valleys, the coast and Barry with urban fringe pressures.

Strategy:

Visual: Retain as a buffer around Porthkerry, between Rhose/Airport and Barry. Minimise impact of detractors such as Aberthaw quarry, Airport development and BA Hangar by planting of boundaries and roads. Strengthen hedgerows and woodlands to absorb existing development and restrict further development.

Geology, Landforms and Drainage: Sensitive restoration of cement quarries required. Protect water quality.

Vegetation and Habitats: Reduce fragmentation by management of hedges, grassland, roadsides, woodlands and water features.

Historical: Continue protection of archaeological sites. Need for archaeological landscape characterisation study overall.

Cultural: Carry out detailed cultural associations study. Subtle interpretation of local features desirable.

Aspect Landscape Policy Areas References and Values

Cross References in Technical Annex Volume 4 :

[Nos relate to area evaluations within each aspect section]

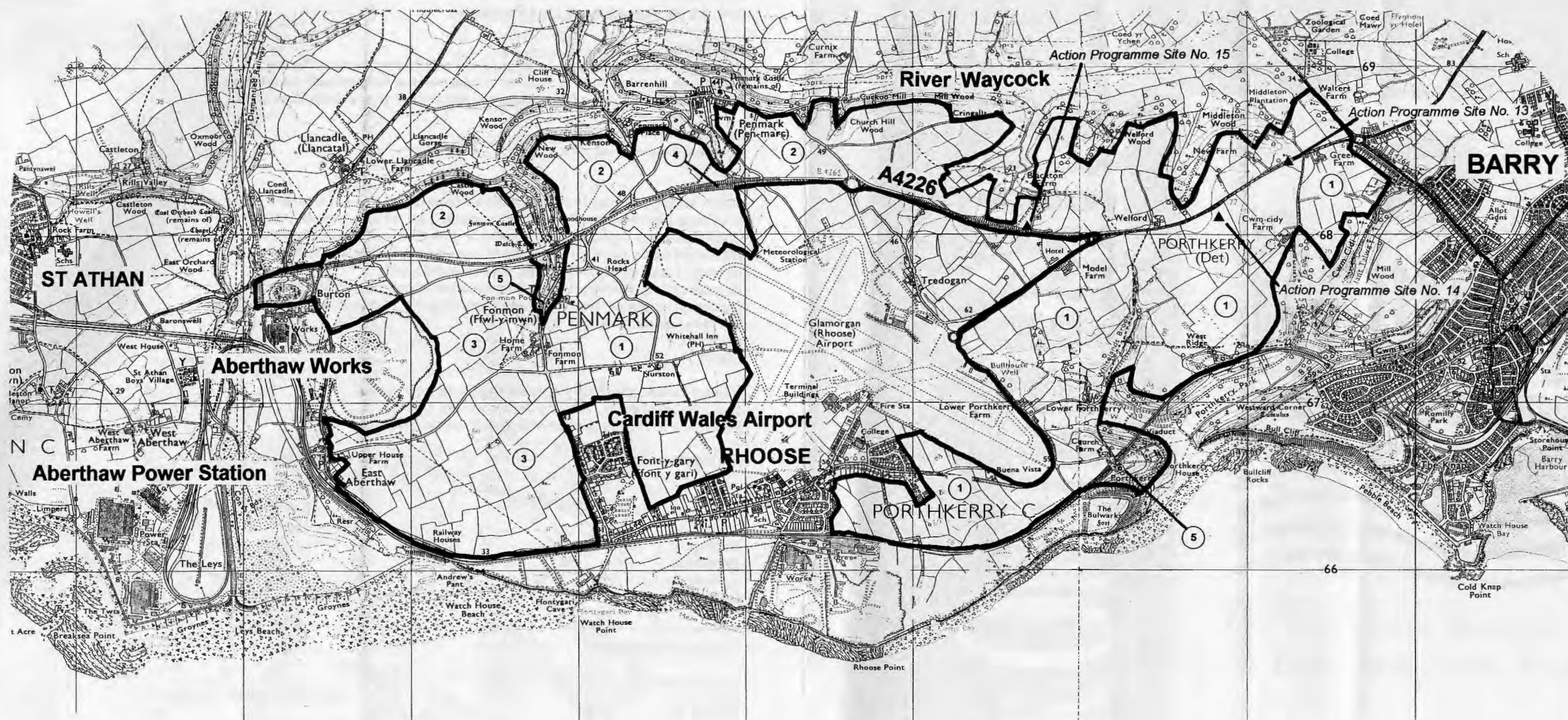
Evaluated aspects	Value			
	Outstanding	High	Modest	Other
Visual			16	
Geology			4	
Vegetation			25	
Historical		7	5	
Cultural		1		

Contextual Information

Rural Land Use:	
Agriculture	10
Woodland	13
Settlement and Development	9,11

Cross References:

Design Guidelines Volume 2:
DG1,6,7,12,13,14,15,16,17,
20,22,23,24

**Issues:**

- Existing development visible across plateau
- Low hedges and few trees
- Intervisibility inland
- Scale of BA hangar
- Aberthaw quarry extension
- Development threat

Aims:

- To retain the area as a rural buffer between settlements
- To strengthen the landscape structure of woods, trees and hedgerows to screen existing development.

Detailed Strategy:

1. Protect and manage farmland buffer strengthening hedgerows where required. Protect and manage woodland and extend where possible as shelterbelts and as screens for detractors from existing fingers of woodland. Encourage access to and from coast and Porthkerry Park.
2. Protect and manage hedge and field pattern
3. Area used and designated for mineral extraction to have strengthened hedgerows and trees on periphery to screen works in advance of extraction.
4. Encourage regeneration of trees on road embankment and plant in places to screen airport and associated development.
5. Apply rural settlement design guidelines DG13.

Landscape Character Area No. 18
Rhoose Environs

Landscape Character Area No. 19

Cardiff Wales Airport and Environs

Description:

Commercial airport with associated buildings and BA Maintenance Facility. Developing Business Park to north on current pastoral farmland with hedgerows and limited tree cover. Located on coastal plateau with high visibility from north.



Justification:

Coherent development area.

Strategy:

Visual: Manage existing hedgerow and tree cover to maximise screen and landscape infrastructure. Carry out a masterplan for the area including advance landscape works including landform and large belts of native species planting and implement these. Avoid development of visually prominent areas of the site.

Geology, Landforms and Drainage: Protect water quality.

Vegetation and Habitats: Reduce fragmentation by management of hedges, grassland, roadsides, woodlands and water features. Plant native species in blocks to link into surrounding countryside.

Historical: -

Cultural: -

Aspect Landscape Policy Areas References and Values

Cross References: in Technical Annex Volume 4:

[Nos relate to area evaluations within each aspect section]

Evaluated aspects	Value Outstanding	High	Modest	Other
Visual				18
Geology			4	
Vegetation			25	
Historical			5	
Cultural			-	

Contextual Information

Rural Land Use:

Agriculture

Woodland

Settlement and Development 11

Cross References:

Design Guidelines Volume 2:

DG1,6,7,12,16,17,

20,22,23,24

Issues:

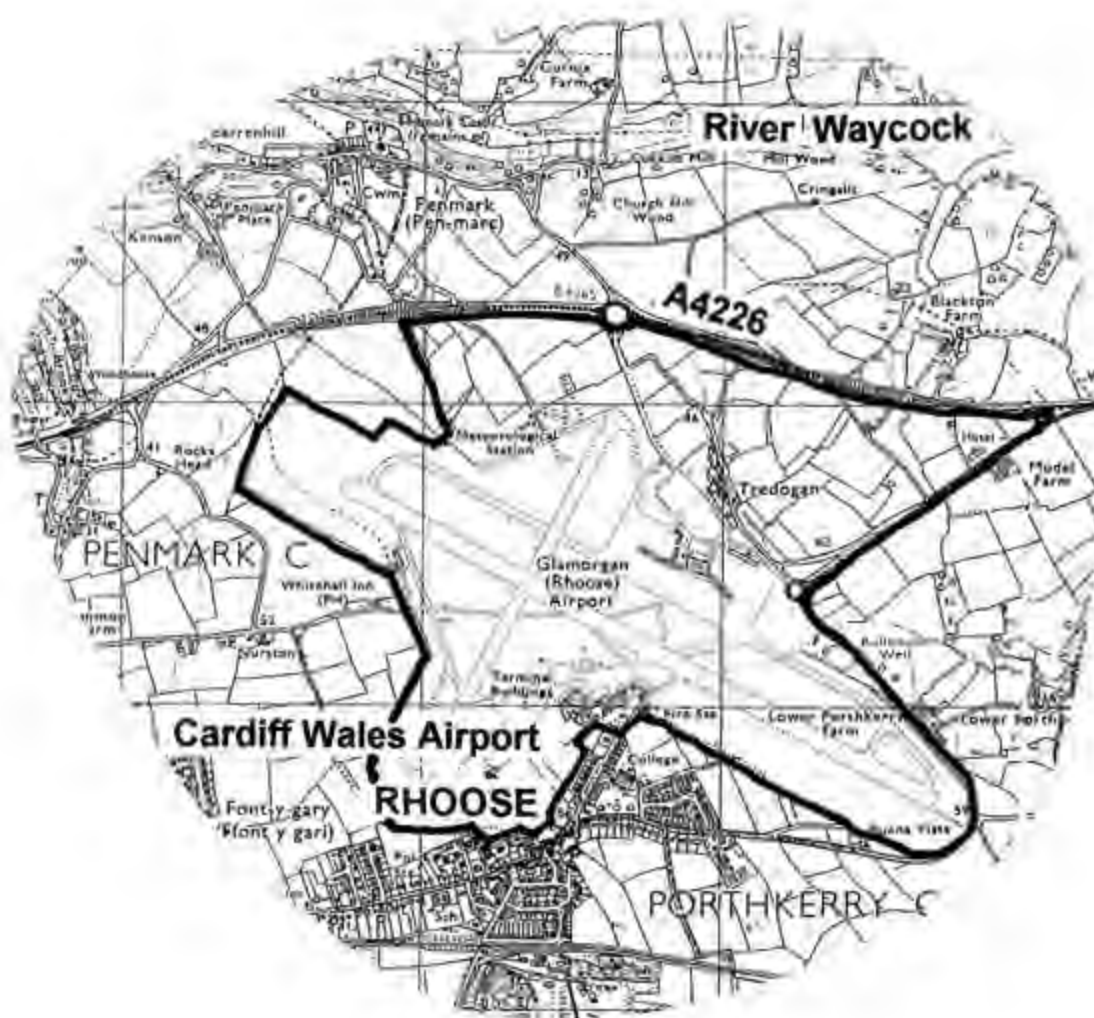
- Development area highly visible from rural vale
- BA hangar large scale detractor

Aims:

- To minimise the visual impact of development
- To promote a positive image of the Vale in an important location

Detailed Strategy:

See Design Guideline DG27



Landscape Character Area No. 19
Cardiff Wales Airport and
Environs

Landscape Character Area No. 20

Coastal Strip - East of Aberthaw Power Station



Description:

Narrow coastal strip from low water line to settlement and infrastructure related to coast including Sully Island. Superb views of Severn Estuary/Bristol Channel and Somerset. Consists of sandy beaches, wavecut platforms, low cliffs, wind sculpted vegetation, mix of older settlement but dominated by 20c development including housing, leisure [Barry + caravan parks] and commercial development at Barry. Outstanding in terms of geological and fossil features [4 SSSI's] and coastal/maritime habitats.

Justification:

The coast edge has distinctive qualities and particularly intense problems of leisure development such as caravan parks, visitor management, and coastal access which set it apart from it's direct hinterland. Coastal access continuity is a particular issue.

Strategy:

Visual: Restrict development within area. Prepare design/management strategy to provide a robust landscape strip to a high standard of design, detailing and access. This should complement Heritage Coast approach. Increase management input to care for area addressing litter, erosion and localised damage.

Geology, Landforms and Drainage: Conserve natural rock features including 4 SSSI's. Provide interpretation. Ensure stream and coastal pollution control and pick litter regularly on beaches.

Vegetation and Habitats: Integrated coastal management required balancing ecological, recreational and economic needs including protection of coastal SSSI's, addressing anti-erosion measures and offshore mineral extraction. Use Tir Gofal where possible to create coastal buffer zone and reduce intensification.

Historical: Continue protection of archaeological sites and increase interpretation for sites such as the Bulwarks and Lavernock medieval village. WW2 heritage on coast may have importance. Need for archaeological landscape characterisation study overall

Cultural: The Penarth/Lavernock area of cultural significance with Sisley paintings, Marconi and as a visitor destination. The coastline should be cleaned up with improved management to retain and regain qualities. Interpretation is also required.

Aspect Landscape Policy Areas References and Values

Cross References in Technical Annex Volume 4:

[Nos relate to area evaluations within each aspect section]

Evaluated aspects	Value			
	Outstanding	High	Modest	Other
Visual		7		
Geology	5			
Vegetation	1			
Historical		13	5	
Cultural	3		1	

Contextual information

Rural Land Use:

Agriculture

Woodland

Settlement and Development 3,7

Cross References:

Volume 1: Area Strategy 4.3
Design Guidelines Volume 2:
DG1,2,3,4,6,7,8,12,17,19,21,
22,24

Action Programme Volume 3:
Site Nos 21,22,23,24,25,26,
27,28

Detailed Strategy:

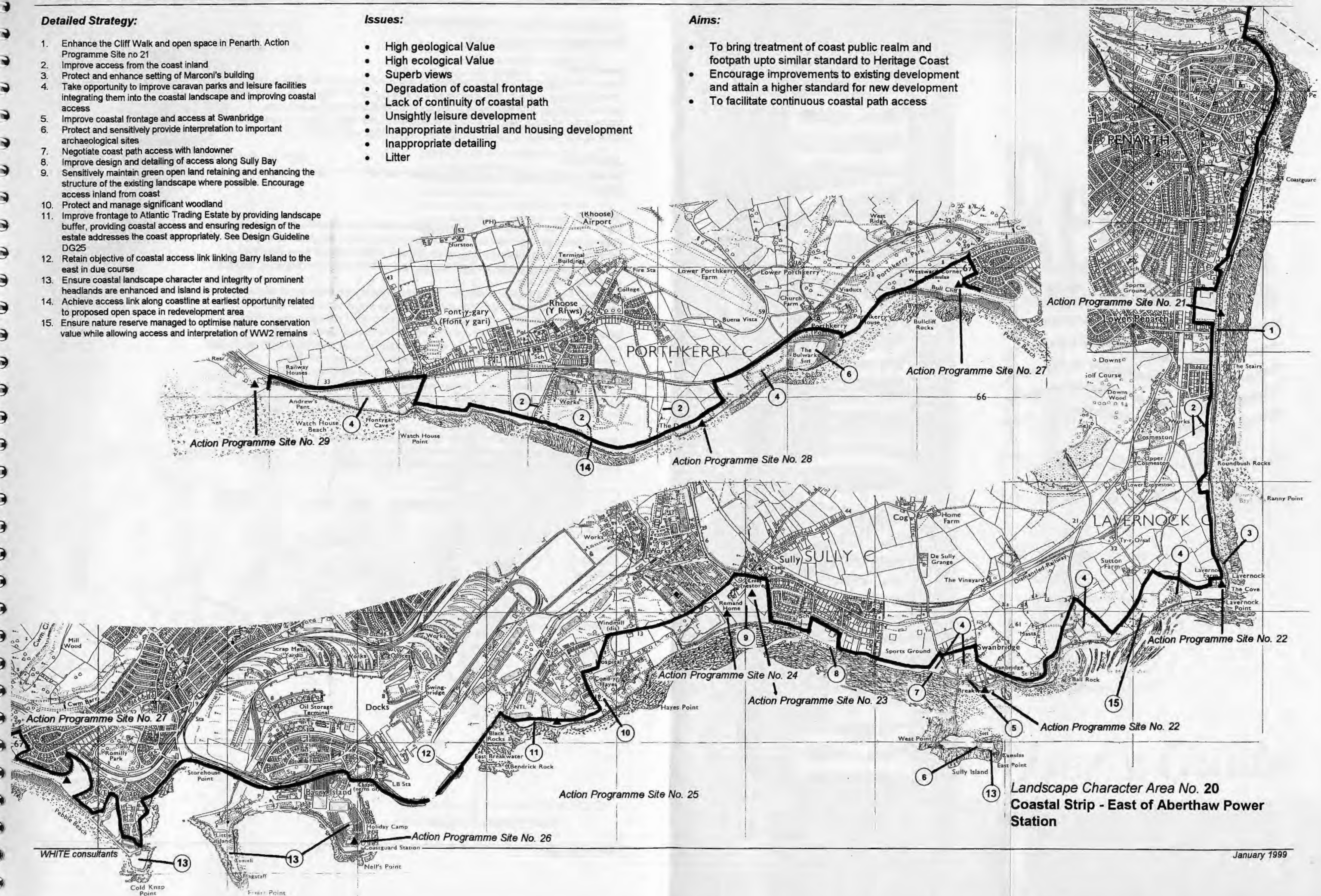
1. Enhance the Cliff Walk and open space in Penarth. Action Programme Site no 21
2. Improve access from the coast inland
3. Protect and enhance setting of Marconi's building
4. Take opportunity to improve caravan parks and leisure facilities integrating them into the coastal landscape and improving coastal access
5. Improve coastal frontage and access at Swanbridge
6. Protect and sensitively provide interpretation to important archaeological sites
7. Negotiate coast path access with landowner
8. Improve design and detailing of access along Sully Bay
9. Sensitively maintain green open land retaining and enhancing the structure of the existing landscape where possible. Encourage access inland from coast
10. Protect and manage significant woodland
11. Improve frontage to Atlantic Trading Estate by providing landscape buffer, providing coastal access and ensuring redesign of the estate addresses the coast appropriately. See Design Guideline DG25
12. Retain objective of coastal access link linking Barry Island to the east in due course
13. Ensure coastal landscape character and integrity of prominent headlands are enhanced and island is protected
14. Achieve access link along coastline at earliest opportunity related to proposed open space in redevelopment area
15. Ensure nature reserve managed to optimise nature conservation value while allowing access and interpretation of WW2 remains

Issues:

- High geological Value
- High ecological Value
- Superb views
- Degradation of coastal frontage
- Lack of continuity of coastal path
- Unsightly leisure development
- Inappropriate industrial and housing development
- Inappropriate detailing
- Litter

Aims:

- To bring treatment of coast public realm and footpath upto similar standard to Heritage Coast
- Encourage improvements to existing development and attain a higher standard for new development
- To facilitate continuous coastal path access

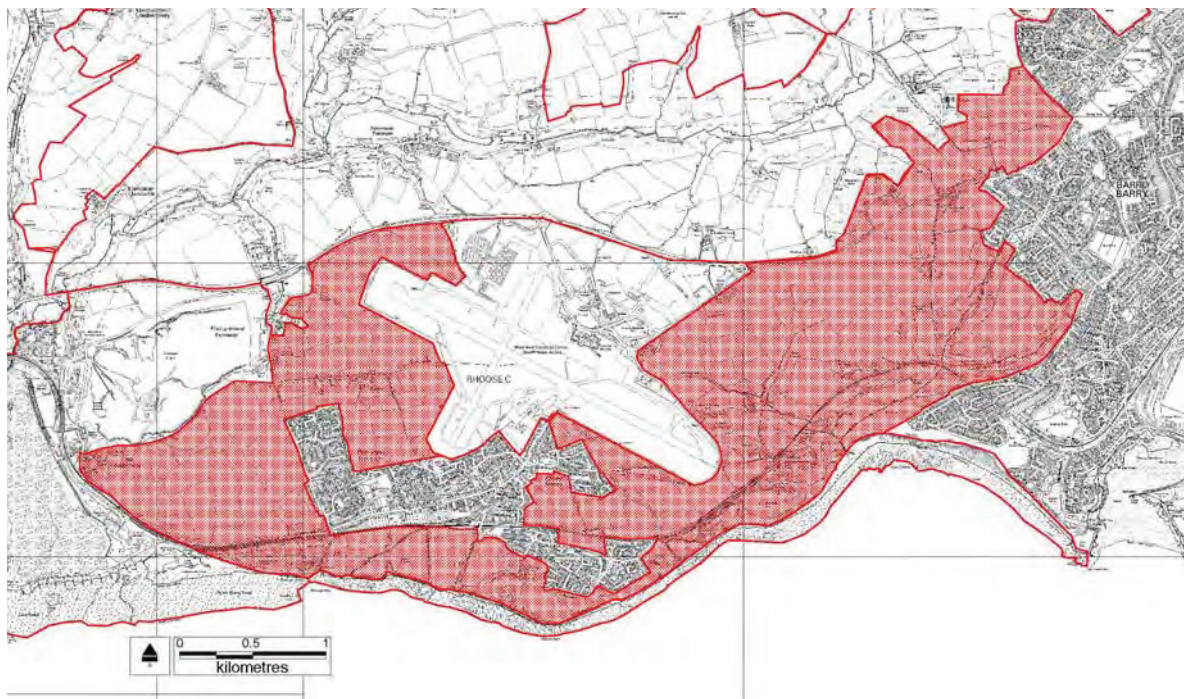


Appendix EDP 4
Extract of Vale of Glamorgan Council (2008)
'Designation of Landscape Character Areas – Background Paper'

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LANDSCAPE CHARACTER AREA 26 - RHOOSE – PORTHKERRY HINTERLAND

Plan



Photographs



Looking east in the vicinity of Model farm, to the east of Cardiff International Airport

Description

A small area of coastal plateau between Aberthaw and Barry, bounded on the north by the Waycock Valley (LCA 20) and Cardiff International Airport (LCA 18) and on the south by the Fontygary – Porthkerry intertidal landscape zone (LCA 5). Generally an open landscape, excludes the settlements of Fontygary and Rhose; a key area is the wooded valley area of Porthkerry Country Park which is the confluence of the Cwm Barri and Cwm Cidi, together with Whitelands Brook. This forms a distinctive steeply side incised valley system in the plateau running down to the coast at Porthkerry.

Geological Landscapes

Part of the extensive, broad, lowland dissected coastal plateau of the Vale (aspect area GL863). It shows evidence of past quarrying at Rhose Point and a system of incised valleys around Porthkerry.

Landscape Habitats

A mosaic of lowland terrestrial habitats with woodland and riparian features at Porthkerry.

Visual and Sensory Landscapes

A somewhat cluttered LCA with a number of adjacent visual detractors – Aberthaw Power Station / Cement Works (LCA 4) Cardiff International Airport (LCA 18) and the settlements of Fontygary and Rhose. The Porthkerry area is relatively attractive with the network of small wooded valleys and open spaces at the Country Park, if somewhat affected by the railway, adjacent settlements and the airport.

Historic and Cultural Landscapes

Part of the wider agricultural Vale landscape, the area has associations with numeral excavations, together with recreational landscapes at Fontygary Holiday and Leisure Park and Porthkerry Country Park.

Key Policy and Management Issues

- Longer term management of Porthkerry Country Park.
- Pressure of visitor use upon adjacent coastal area.
- Mitigation of impact of Cardiff International Airport upon LCA.
- Maintenance of agricultural landscape elements.

LCA 26 Rhoose- Porthkerry
Hinterland

Aspect	Aspect Area	Area Name	Description	Overall Evaluation	Evaluation Criteria									Management Issues	
					1	2	3	4	5	6	7	8	9		
Geological	GL 962	Barry-Rhoose	Lowland plateau	High	H	M	M	M						Conserve existing geomorphological integrity	
Landscape Habitats	LH 270	Porthkerry	Mosaic	High	H	M	M	U	L	H	H	M		Existing management generally appropriate.	
	LH 839	Aberthaw	Mosaic	Moderate	M	M	U	U	U	U	M	M		Unassessed	
	LH 840	Rhoose-Moulton	Mosaic	Moderate	M	M	U	U	U	M	M	M		Sympathetic management of hedgerows in particular may help to increase connectivity within and between local aspect areas.	
Visual and Sensory	VS 317	Barry to Aberthaw cliffs	Cliffs & Cliff Tops	High	H	M	H	M						Development has an adverse effect on area and paths. Restrict development and improve countryside management.	
	VS 641	Rhoose Hinterland	Mosaic Rolling Lowland	Moderate	M	M	M	M						Hedgerows in decline, improve field boundary management	
	VS 987	Porthkerry Country Park and Environs	Wooded Lowland Valleys	High	H	M	H	H						Not enough resources are allocated to woodland management. Management strategy needed to integrate recreation.	
Historical Landscapes	HL 002	Southern Vale Communication Corridor	Communications	Unassessed											
	HL 003	Porthkerry Country Park	Woodland	Unassessed											
	HL 030	Porthkerry Rural	Regular Fieldscapes	Unassessed											
	HL 032	Llancarfan	Irregular Fieldscapes	Unassessed											
	HL 050	Dyffryn	Regular Fieldscapes	Unassessed											
Cultural	CL 009	Vale of Glamorgan Railway	Infrastructure	High	M	H	H	U	L	H	L	U	M	Continue to maintain and promote use of the line.	
	CL 012	Barry	Urban	High	H	H	L	U	M	H	L	H	U	Maintain high standards of design and planning	
	CL 028	Rural Village Conservation Areas	Institutions	Outstanding	M	H	L	M	O	H	L	L	U	Ensure designation affords protection. Continue to police designated areas	
	CL 038	Rhoose & Fontygary Leisure Park	Urban	High	M	H	H	U	H	U	L	M	L	Restrict development to planned boundaries	
	CL 039	Vale of Glamorgan Rural Landscape	Rural	High	H	O	L	U	O	H	L	H	L	Maintain consistent planning policies to preserve the landscape.	

Appendix EDP 5

Tree Preservation Orders – *Pers comms* record with VoGC

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Chris Wiseman

From: Krzemieniewski, Margaret <MKrzemieniewski@valeofglamorgan.gov.uk>
Sent: 24 February 2014 10:49
To: Chris Wiseman
Subject: Land to south of Porthkerry Road in Rhoose

Dear Mr Wiseman

I can confirm that there is no tree preservation order in effect on the site within the red boundary. The Rhoose conservation area stops just short of converted farm buildings to the north west of the site. It does not share a boundary with the conservation area.

Regards

Margaret Krzemieniewski
Assistant Planner Tree Preservation
Planning and Transportation Services
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704742
e-mail / e-bost: MKrzemieniewski@valeofglamorgan.gov.uk

Visit our Website at www.valeofglamorgan.gov.uk
Ewch i'n gwefan yn www.bromorgannwg.gov.uk

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)
[Follow us on Twitter / Dilynwch ni ar Twitter](#)

*Consider the environment. Please don't print this e-mail unless you really need to.
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*

Appendix EDP 6

Viewpoint Assessment Table

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Appendix EDP 6: Photoviewpoint Assessment Table

Description of View	Magnitude of Change and Level of Effect
Photoviewpoint 1: Public Right of Way 7/2/1	
<p>Location, Distance and Direction of View to the Application Site Located along Public Right of Way 7/2/1 that bisects the Site, within the Site boundary and orientated approximately 270° West</p> <p>Description of View This view across the Site illustrates the sloping landform and character of the local areas to the north and west of the Site boundary. Houses on Porthkerry Road and those properties that define the Site’s western boundary face onto the site; the upper portions of houses associated with the Rhoose Point development are just visible, partly fragmented by the intervening railway and filtered by vegetation within the Site. The varying quality, but generally open nature of the boundaries of these properties is evident in this view.</p> <p>The tall chimney of the Aberthaw Power Station is visible over and beyond the existing settlement to the west of the Site. The raised embankment of the Vale of Glamorgan Line railway, although some 330m from this location, is a strong man-made physical boundary to the Site.</p> <p>The view illustrates the rough grazing agricultural land use of the site and degraded, gappy nature of the Site’s internal hedgerows; which allow opportunities for filtered views across the Site.</p> <p>This is clearly an urban fringe location.</p> <p>Value Given the location of this viewpoint on a public right of way (footpath) within an undesignated landscape the value of this receptor is considered to have an inherent high sensitivity.</p>	<p>Notwithstanding mitigation measures inherent to the proposed development, in terms of sensitive design and the retention, and enhancement of boundary hedgerows, the proposed development of the Site will permanently change the character of the view from an open parcel of urban-fringe, rough grazing agricultural land to an urban scene. At this location, the frontages of future housing, associated road infrastructure including street lighting, and other urban elements will define the scene.</p> <p>The magnitude of change at this location would be very high; however, the presence of existing suburban development and strong urbanising features including the Aberthaw Power Station cooling tower and nearby railway results in a low susceptibility to change to the type of development proposed. Combined with a high value, the resulting sensitivity is medium.</p> <p>Level of Effect: Given a very high magnitude to change and a medium sensitivity, the level of effect at this location would be major/moderate, adverse and permanent.</p> <p>It should be noted that it is important to consider the availability of views ‘in the round’; although the development would become the new defining feature of views to the south, the properties are located in a suburban setting where views of housing is not uncharacteristic. One must also take into consideration that the principal orientation of these dwellings is to the north.</p>
Photoviewpoint 2: South-west corner of the Site, adjacent to Torbay Terrace	
<p>Location, Distance and Direction of View to the Application Site Located at the south-west corner of the Site, within a parking court to the south of numbers 34/36 Torbay Terrace, on the Site boundary and orientated approximately 45° North-east</p> <p>Description of View This view from the southern boundary of the Site illustrates the sloping landform of the Site and character of the southern boundary, and visual context looking east towards the Site’s eastern boundary.</p> <p>The vegetation to the south-east of the view (right of the image), forms part of the intermittent planting along the line of the Vale of Glamorgan Line railway, which defines the southern boundary of the Site. From this location, the gappy vegetation within and along the boundaries (both internal and external) of the Site afford glimpsed, filtered views of properties to the south of Murlande Way.</p> <p>To the north of the viewpoint (left of image) the properties associated with Torbay Terrace, Castle Road and St. Curig’s Close are clearly visible, generally enclosed only by low, close-board fencing or post-and-wire fencing and occasional individual mature trees.</p> <p>This is clearly an urban-fringe location, with strongly defined physical ‘edges’ provided by existing residential development to the north and west, and railway line to the south.</p> <p>Value This location has been chosen as representative of views experienced by nearby residents, within an</p>	<p>Notwithstanding sensitive design and mitigation measures inherent to the proposed development, the view from this location will permanently change from a parcel of rough grazing agricultural land to an urban scene. Development will be set back from this location by virtue of the parking court area to the north and secondary access route to the east. Properties to the south of the site will form a strong, legible edge to the development, which will lead the eye along the proposed green corridor/cycle route along the Site’s southern boundary.</p> <p>Notwithstanding the slight set-back from development, magnitude of change at this location would be very high as a result of the change to visual character from rough grazing agricultural land to an urban scene.</p> <p>Level of Effect: The value of views experienced by local residents has been assessed as very high. However, given the existing suburban context of views experienced at this location, including views to properties to the north associated with Porthkerry Road and those to the south within the Rhoose Point development, the susceptibility to change is considered to be low. Combined with a very high value, the overall sensitivity is assessed as high at most.</p> <p>A very high magnitude of change to a high sensitivity view results in a major level of effect, which is adverse and permanent.</p> <p>It should be noted that, notwithstanding the magnitude of change to the view, it is important to consider the availability of views ‘in the round’; although the development would become the new defining feature of</p>

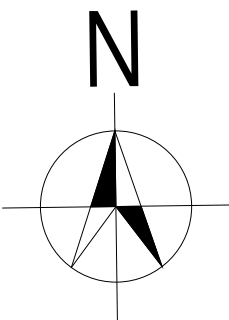
undesigned landscape. As such, the vale of this receptor is considered to be very high.	views to the east, the properties are located in a suburban setting where views of housing are not uncharacteristic. One must also take into consideration that the principal orientation of these dwellings is to the west.
Photoviewpoint 3: Trem Echni road	
<p>Location, Distance and Direction of View to the Application Site Located to the south of the Site, south of the Vale of Glamorgan Line railway, and south of Trem Echni road, approximately 122m from the Site boundary and orientated 335° North-west</p> <p>Description of View This view illustrates the visual context of land to the south of the Site. The intervening Trem Echni Road, associated street lighting columns, and Vale of Glamorgan Line railway are strong man-made physical features within the view, and define the fore-to-middleground of the scene. Existing suburban development associated with Rhoose Point is clearly visible to the west of this location (left of image); in addition, those properties along the Site’s northern boundary, south of Porthkerry Road, and also those to the south of Murlande Way.</p> <p>Value The view is representative of users of a minor road within an undesigned landscape, clearly within an urban-fringe context. The value, therefore, is assessed as medium and there are no factors that would change the overall sensitivity which is also medium.</p>	<p>Development on the Site would be visible from this location, but it would be limited by the raised embankment of the railway line, such that the upper portions of the southern leading edge of the development, and ridgelines of houses within and to the north of the proposals, would be perceived; partially filtered by intermittent vegetation along the line of the railway and within the wider landscape.</p> <p>Taking these matters into account, the magnitude of change likely to be experienced by users of Trem Echni road would be medium.</p> <p>Level of Effect: Given a medium magnitude of change and a medium sensitivity, the resultant level of effect at this viewpoint location would be moderate/minor, adverse and permanent</p>
Photoviewpoint 4: Porthkerry Road	
<p>Location, Distance and Direction of View to the Application Site Located on Porthkerry Road, to the north of the Site, approximately 72m from the Site boundary and orientated c.260° West</p> <p>Description of View This view illustrates the broad visual context of Porthkerry Road; the inset image is an enlargement of the Site entrance. As demonstrated by the panoramic image, Porthkerry Road is bounded to the north and south by existing suburban built form, associated street lighting columns and ‘wirescape’ of overhead lines that span and run parallel to the road. The enlargement image of the Site’s entrance illustrates the existing mature tree planting and understorey vegetation to the east and west of the access track, which will serve to filter views of the proposed development; although the trees are visually permeable, the majority of the Site is not visible due to this understorey vegetation.</p> <p>Value This view, being a minor road within a suburban context, in a landscape not designated for its landscape value, is considered to have a medium value. There are no factors that would change the overall sensitivity which is also medium.</p>	<p>The proposed development would not generally be perceptible within the view as a result of the following factors: views of the proposal would be oblique to the line of the road; heavily filtered by intervening vegetation that encloses the access track to the east and west; and the built form of existing dwellings to the south of Porthkerry Road. At the point where the Site’s entrance spurs southwards from Porthkerry Road, it is likely that the upper storeys and ridgelines of buildings along the Site’s northern boundary will be seen through and beyond the intervening vegetation, although partially fragmented by existing built form along Porthkerry Road to the east (right of Inset image). At this point the Site’s access point and Primary Route will be visible at close range, before being obscured as it enters the proposed development. Even at close range, given the glimpsed, oblique nature of views and screening by intervening vegetation and built form the magnitude of change would be low.</p> <p>Level of Effect: Given a low magnitude of change and a medium sensitivity view, the level of effect at this location is judged to be minor, adverse and permanent.</p>
Photoviewpoint 5: Porthkerry Road, east of Rhoose	
<p>Location, Distance and Direction of View to the Application Site Located on Porthkerry Road, to the east of the Site, approximately 500m to the east of the Site boundary, and orientated c.260° West</p> <p>Description of View This view illustrates the eastern approach to Rhoose from within the surrounding open countryside. Low, clipped hedgerows lead the eye along the line of the road. The settlement edge is just visible along the horizon, partially filtered by a combination of intervening hedgerow boundaries, planting within curtilages of properties on the edge of the settlement, and by coniferous screening planting along Pentir Y De to the south-west. Existing built form associated with Rhoose, street lighting columns along Pentir Y De and</p>	<p>The proposed development would not be visible from this location as a result of intervening vegetation within the wider landscape, within curtilage of existing dwellings, and screening planting along Pentir Y De. This effect is reinforced by the existing built form of the eastern extents of Rhoose. Furthermore, as the landform slopes away to the south, only the leading edge of the settlement is visible; the remaining houses within the village ‘fall away’ behind this line.</p> <p>Level of Effect: There would be no effect in landscape or visual terms from this location.</p>

<p>Porthkerry Road itself are all urbanising elements within the view; there is a clearly identifiable distinction between the urban area and surrounding countryside from this location.</p> <p>Value Although the view is from a minor road, which would normally be considered to have an inherent medium value, this section of Porthkerry Road is representative of the eastern approach to Rhoose and, therefore, the perception of the village within its wider landscape context leads to a low value and low sensitivity.</p>	
Photoviewpoint 6: Pentir Y De	
<p>Location, Distance and Direction of View to the Application Site Located on the raised over-bridge on Pentir Y De minor road, approximately 440m to the south-east of the Site boundary, and orientated c.285° North-west</p> <p>Description of View An elevated view from the raised over-bridge over the Vale of Glamorgan Line railway, approximately 10m above grade of the surrounding landscape. This very specific elevated location affords wide-reaching, distant views: the Bristol Channel to the south-west; the eastern edge of Rhoose Point and Rhoose and beyond to the distant, but prominent Aberthaw Power Station and cooling tower of the Aberthaw Cement Works; radar tower associated with Cardiff International Airport; and the Vale of Glamorgan Line railway can be seen cutting across the grain of the landscape to the south (left) of the view, although partially enclosed by trackside vegetation. The view also illustrates the gappy, denuded condition of the landscape ‘fabric’; notably, field boundaries within the Site and more generally within the wider landscape. What is evident from the view is the Site’s close relationship, visually and physically, to the existing urban edge of Rhoose.</p> <p>Value The view is from a minor road from within, and looking across a landscape not designated for its landscape value. Receptors have a medium value and medium sensitivity.</p>	<p>The proposed development would be perceptible from this location as a result of the elevated prospect, and intermittent screening offered by vegetation within both the wider landscape and also within and along the boundaries of the Site itself.</p> <p>Views to the section of the Site to the east of PRoW 7/2/1 would be relatively unobstructed; to the west of the footpath the proposals would be partially filtered by the vegetation that encloses the right of way (the eastern boundary of this section of the Site), but nevertheless the built form of the future residential properties and school building will be perceived.</p> <p>The proposal would appear in place of (that is, in front of) the existing suburban edge of Rhoose. Therefore although the urban edge of Rhoose would be brought closer to this location by some 350m, the visual character of the existing view would, effectively, not change.</p> <p>Taking these matters into account, the magnitude of change predicted to arise as a result of the introduction of the proposed development at this location would be low.</p> <p>Level of Effect: Given a low magnitude of change and a medium sensitivity, the level of effect at this location is judged to be minor, adverse and permanent.</p>
Photoviewpoint 7: Wales Coast Path (WCP)	
<p>Location, Distance and Direction of View to the Application Site Located on the Wales Coast Path, approximately 542m from the Site boundary, and orientated c.5° North</p> <p>Description of View The foreground is defined by visual clutter resulting from unsympathetic ‘detractors’ to the view in the form of a series of post and wire fences. Beyond and to the middle ground of the view, the former quarry of Rhoose Point is evident as a stark change in topography and clearly engineered contours; much of this intervening landscape has now been re-vegetated and parts of the low lying areas of former quarry have been filled with water to create wetland habitats. The modern Rhoose Point development is a prominent feature along the distant quarry edge; the properties on higher ground define the skyline across part of the view.</p> <p>The Site cannot be distinguished within the view as a result of the relative elevation of the viewpoint to the Site (one is essentially looking up, towards the Site); an effect emphasised by the intervening raised embankment of the Vale of Glamorgan Line railway, which screens the lower portions of the Site. Existing dwellings along the Site’s northern boundary, south of Porthkerry Road and Murlande Way, are visible along the distant skyline.</p> <p>Value As a National Trail, this route is considered to have a very high value.</p>	<p>It is unlikely that the proposed development would be readily perceived as a distinct feature from this location. In reality, the proposals would appear in place of (that is, in front of) existing housing, and at a similar scale. Moreover, the proposed development would appear at a similar, but generally smaller scale to the majority of other suburban housing development within the view.</p> <p>The magnitude of change to the view as a result of the introduction of the proposed development would be low.</p> <p>The inherent value of National Trails is assessed as very high; however, the presence of a notable proportion of existing urban development within the view, and obvious detractors to the quality of the landscape present in the foreground, results in a low susceptibility to change; the corollary is a high sensitivity at most.</p> <p>Level of Effect: Given a low magnitude of change and high sensitivity, the level of effect at this location is judged to be moderate/minor, adverse and permanent.</p> <p>It should be noted that, by its very nature, the WCP has a close relationship to views of the coastline and outwards to the Bristol Channel. Views inland are part of the experience ‘in the round’, but since the path runs parallel to the coast and Site, and not aligned so as to face the Site, one’s attention would not naturally be focussed on this particular view towards Rhoose.</p>

Appendix EDP 7

Illustrative Masterplan

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Taylor Wimpey

REVISIONS:

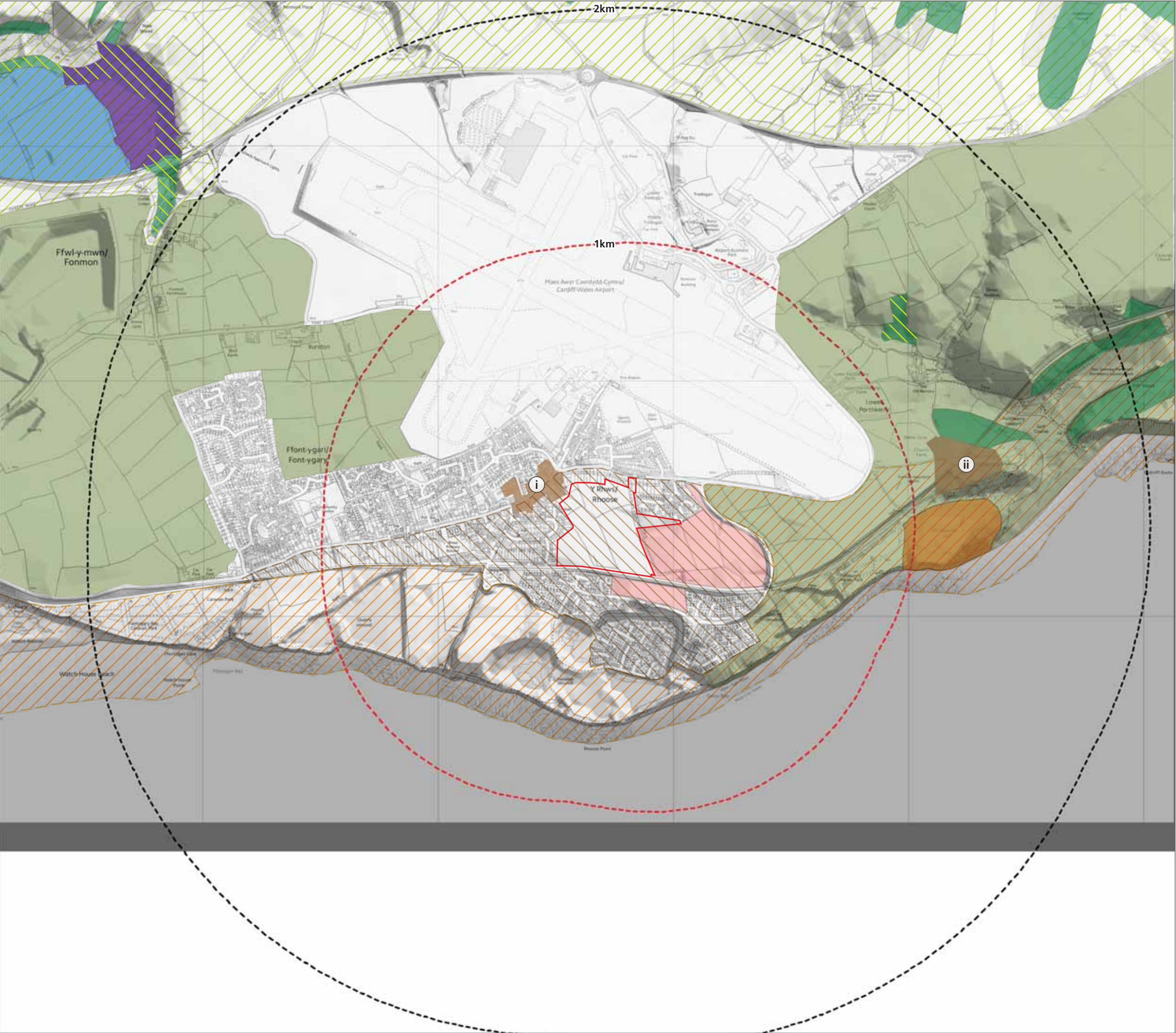
KEY

- Site Boundary
- Site Access
- Future Link to Land East
- Cycle/Footway Access
- Primary Street
- Secondary Street
- Feature Square
- Mews/Shared Surface
- Private Driveways
- Cycle/Footway Routes
- Pedestrian Links
- Existing Public Right of Way
- Development Blocks
- Illustrative Residential Buildings
- Focal Buildings
- Existing Buildings
- School Site
- Pumping Station
- Pumping Station 15m no build zone
- Existing Foul Pipe
- Existing Gas Main
- Green Space
- Existing Trees
- Existing Hedgerows
- Proposed Hedgerows
- Proposed Trees
- Local Area of Play (LAP) min 100m
- Local Equipped Area of Play (LEAP) min 400m
- Existing water courses/ditches

Plans

- | | |
|-------------------|---|
| Plan EDP 1 | Site Context and Landscape Relevant Designations
(EDP2127/25 26 March 2014 CW/CJM) |
| Plan EDP 2 | 2008 LANDMAP Evaluations and Landscape Character
(EDP2127/24 26 March 2014 CW/CJM) |
| Plan EDP 3 | Findings of the Visual Appraisal
(EDP2127/16 24 March 2014 CA/CW) |

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Site Boundary

1km Detailed Study Area

2km Study Area

Land subject to separate planning applications

Special Landscape Area 'Nant Llancarfan'

Green Wedge

Developed Coast

Undeveloped Coast

Conservation Area:
i) Rhoose
ii) Porthkerry

Scheduled Monument

Parks and Gardens of Special Historic Interest

'Essential Setting' to Parks and Gardens of Special Historic Interest

Ancient Semi-Natural Woodland

Plantation on Ancient Woodland Site

N

01km

edp

THE ENVIRONMENTAL DIMENSION PARTNERSHIP

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client

Taylor Wimpey Plc

project title

Land to the North of the Railway Line (West)

drawing title

Plan EDP 1: Site Context and Landscape Relevant Designations

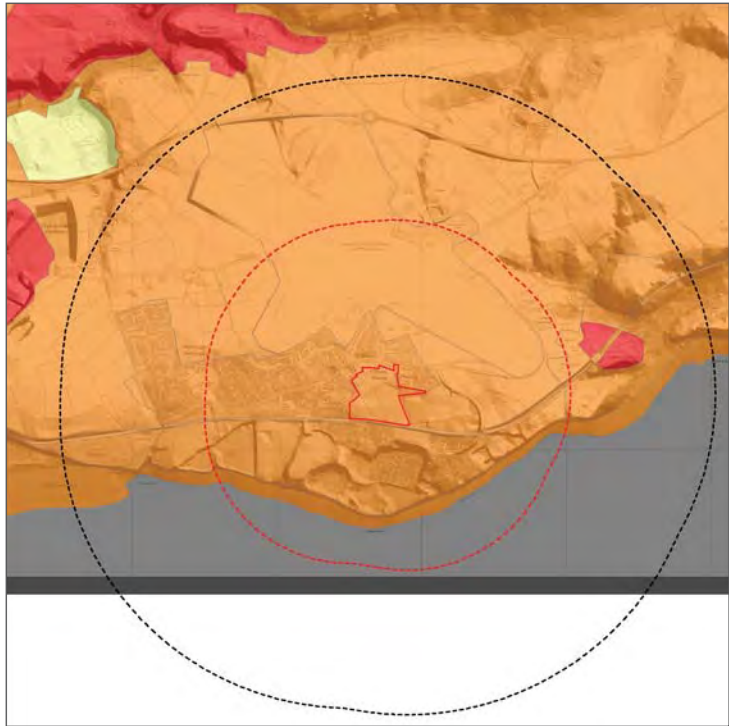
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26 MARCH 2014
EDP 2127/25
NTS

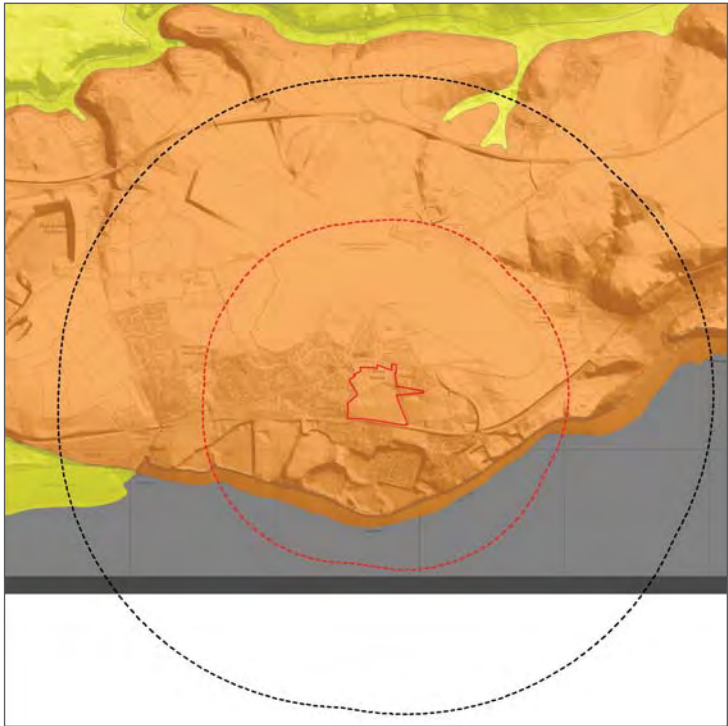
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checked

CW
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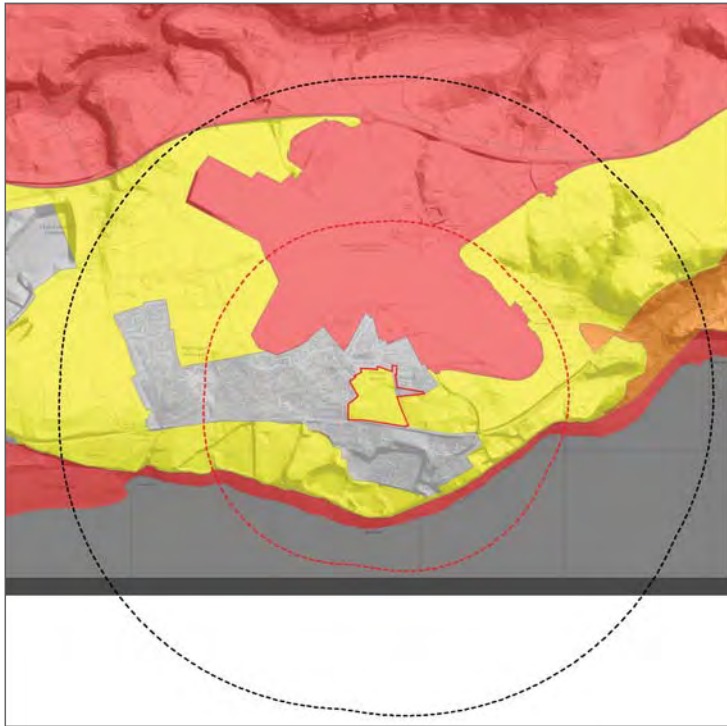
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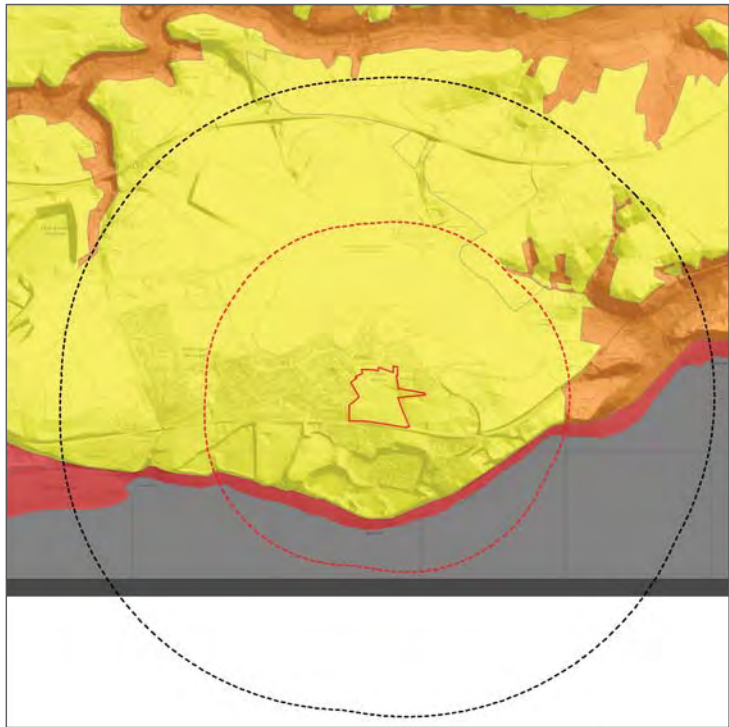
Cultural Aspect



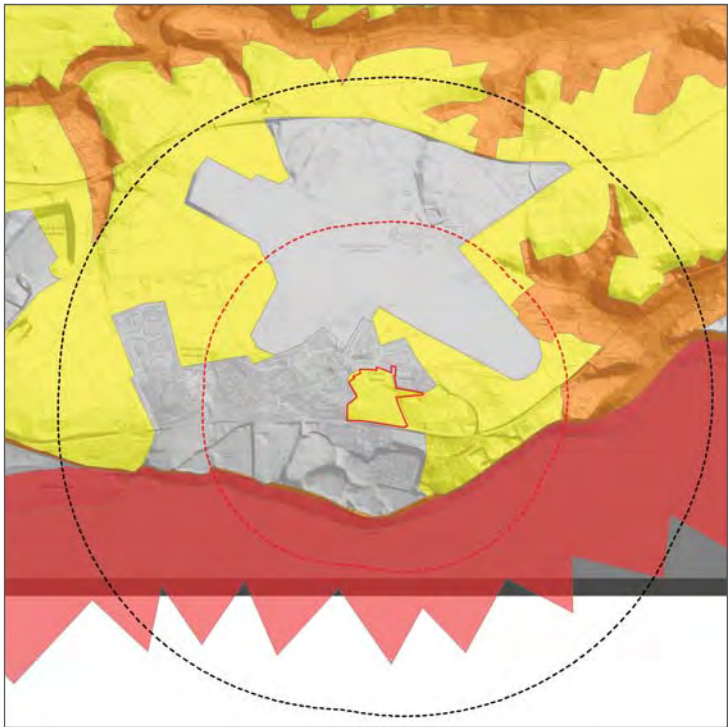
Geological Aspect



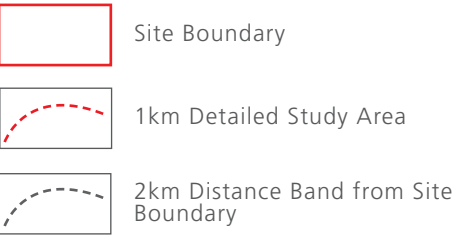
Historic Aspect



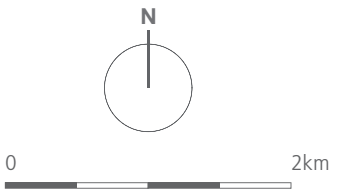
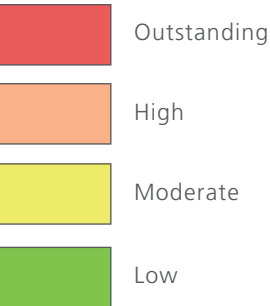
Landscape Habitats Aspect



Visual Sensory Aspect



LANDMAP Evaluation



THE ENVIRONMENTAL DIMENSION PARTNERSHIP
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client

Taylor Wimpey Plc

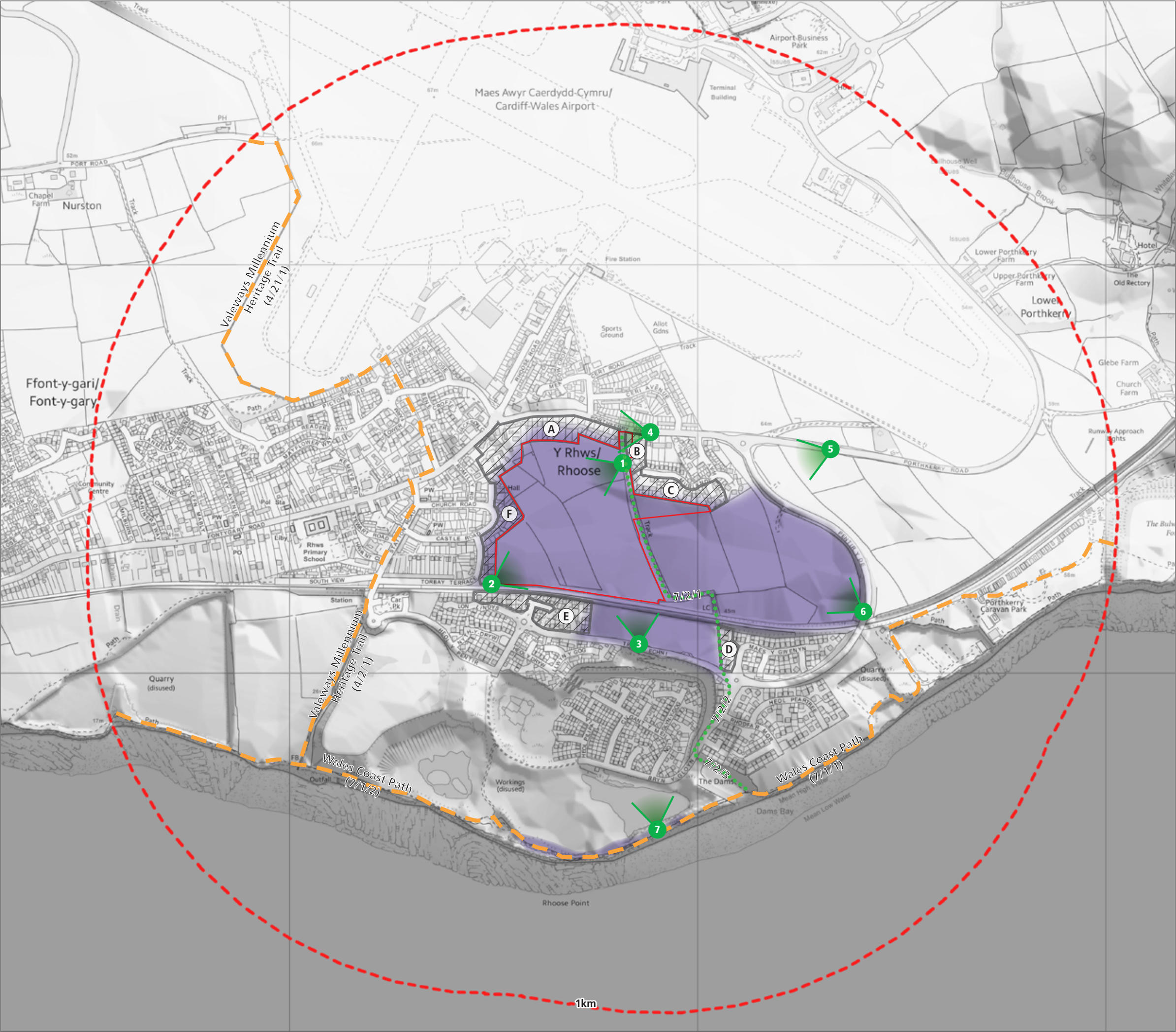
project title

**Land to the North of the Railway
Line (West)**

drawing title

**Plan EDP 2: 2008 LANDMAP
Evaluations and Landscape Character**

date	26 MARCH 2014	drawn by	CW
drawing number	EDP2127/24	checked	CJM
scale	nts		



Site Area

1km Detailed Study Area

1

Representative Photoviewpoint Locations (1–7)

Approximate Visual Envelope of the Site

A

Residential Receptor Groups (A–F)

Long Distance Recreational Route

Public Right of Way and Vale of Glamorgan Council Route Code

N

0

500m

edp

THE ENVIRONMENTAL DIMENSION PARTNERSHIP

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client

Taylor Wimpey Plc

project title

Land to the North of the Railway Line (West)

drawing title

Plan EDP 3: Findings of the Visual Appraisal

date

24 MARCH 2014

drawn by

CA

drawing number

EDP 2127/16

checked

CW

scale

NTS

Photoviewpoints

Photoviewpoint EDP 1	Public Right of way 7/2/1 (EDP2127/17 25 dMarch 2014 CW/CJM)
Photoviewpoint EDP 2	South West corner of the Site, adjacent to Torbay Terrace (EDP2127/18 25 March 2014 CW/CJM)
Photoviewpoint EDP 3	Trem Echni road (EDP2127/19 25 March 2014 CW/CJM)
Photoviewpoint EDP 4	Porthkerry road and the Site entrance (EDP2127/20 25 March 2014 CW/CJM)
Photoviewpoint EDP 5	Porthkerry Road, east of Rhoose (EDP2127/21 25 March 2014 CW/CJM)
Photoviewpoint EDP 6	Pentir Y De road (EDP2127/22 25 March 2014 CW/CJM)
Photoviewpoint EDP 7	Wales Coast Path (EDP2127/23 25 March 2014 CW/CJM)





Photoviewpoint EDP 1: Public Right of Way 7/2/1

<div><div><div>edp</div><div>THE ENVIRONMENTAL DIMENSION PARTNERSHIP</div></div><div><div>Tithe Barn, Barnsley Estate, Barnsley, Cirencester, Gloucestershire, GL7 5EG t 01285 740427 f 01285 740848 e info@edp-uk.co.uk www.edp-uk.co.uk</div></div></div>	<div>Viewpoint Details:</div> <div><div>VP Location</div><div>VP Bearing:</div><div>Distance to Site:</div></div> <div><div>306813, 166526</div><div>270°</div><div>Within Site boundary</div></div> <div>Viewing distance: These stitched images are presented as a panorama with an inclusive angle of approximately 70° along a horizontal plane, which, when printed on an A3 sheet, has a viewing distance of approximately 300mm.</div>		client	project title
			Taylor Wimpey Plc	Land to the North of the Railway Line (West)
			date	drawing title
			<div><div>drawing number</div><div>drawn by</div><div>checked by</div></div> <div><div>25 MARCH 2014</div><div>EDP2127/17</div><div>CW</div><div>CJM</div></div>	Photoviewpoint EDP 1: Public Right of Way 7/2/1



Photoviewpoint EDP 2: South-west corner of the Site, adjacent to Torbay Terrace

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			Taylor Wimpey Plc		Land to the North of the Railway Line (West)	
			date 25 MARCH 2014		drawing title	
			drawing number EDP2127/18		Photoviewpoint EDP 2: South-west corner of the Site, adjacent to Torbay Terrace	
			drawn by CW			
			checked by CJM			



Photoviewpoint EDP 3: Trem Echni road

<div><div><div>edp</div><div>THE ENVIRONMENTAL DIMENSION PARTNERSHIP</div></div><div>Tithe Barn, Barnsley Estate, Barnsley, Cirencester, Gloucestershire, GL7 5EG t 01285 740427 f 01285 740848 e info@edp-uk.co.uk www.edp-uk.co.uk</div></div>	<div>Viewpoint Details:</div> <div><div>VP Location</div><div>VP Bearing:</div><div>Distance to Site:</div></div> <div><div>306858, 166056</div><div>335°</div><div>117m</div></div> <div>Viewing distance: These stitched images are presented as a panorama with an inclusive angle of approximately 70° along a horizontal plane, which, when printed on an A3 sheet, has a viewing distance of approximately 300mm.</div>		client	project title
			Taylor Wimpey Plc	Land to the North of the Railway Line (West)
			date	drawing title
			<div><div>drawing number</div><div>drawn by</div><div>checked by</div></div> <div><div>25 MARCH 2014</div><div>EDP2127/19</div><div>CW</div><div>CJM</div></div>	Photoviewpoint EDP 3: Trem Echni road

A small number of ridgelines of the proposed development likely to be visible beyond existing built form and associated garden vegetation of properties to the south of Porthkerry Road



A combination of existing residential development, road, street lighting columns and 'wirescape' combine to create an urbanised scene

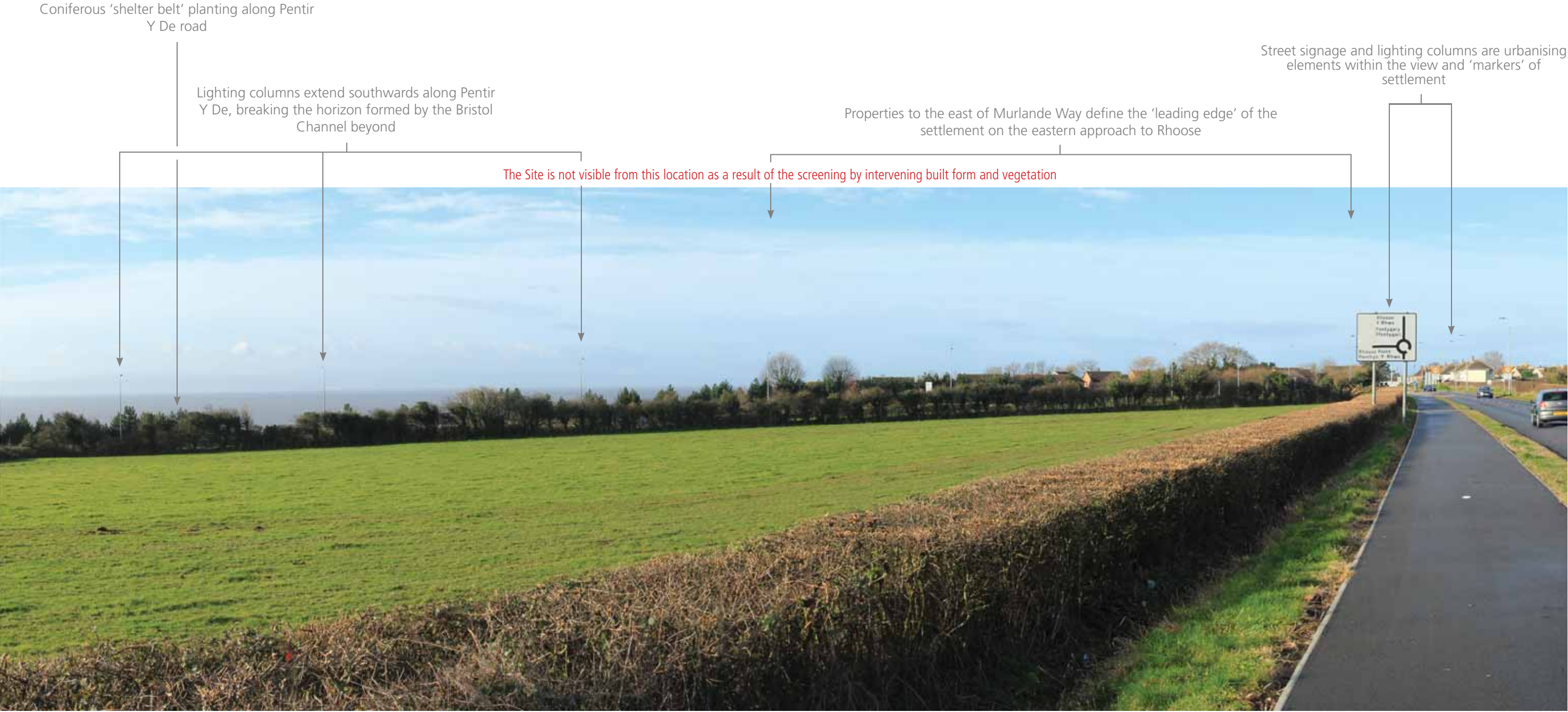


Photoviewpoint EDP 4: Porthkerry Road and the Site entrance



Inset: View south to the Site entrance, c.50m west of Photoviewpoint EDP 4

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			Taylor Wimpey Plc		Land to the North of the Railway Line (West)	
			date 25 MARCH 2014		drawing title	
			drawing number EDP2127/20		Photoviewpoint EDP 4: Porthkerry Road and the Site entrance	
			drawn by CW			
			checked by CJM			



Photoviewpoint EDP 5: Porthkerry Road, east of Rhoose

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			Taylor Wimpey Plc		Land to the North of the Railway Line (West)	
			date 25 MARCH 2014		drawing title	
			drawing number EDP2127/21		Photoviewpoint EDP 5: Porthkerry Road, east of Rhoose	
			drawn by CW			
			checked by CJM			



Photoviewpoint EDP 6: Pentir Y De road

<div><p>THE ENVIRONMENTAL DIMENSION PARTNERSHIP</p><p>Tithe Barn, Barnsley Estate, Barnsley, Cirencester, Gloucestershire, GL7 5EG t 01285 740427 f 01285 740848 e info@edp-uk.co.uk www.edp-uk.co.uk</p></div>	<p>Viewpoint Details:</p> <p>VP Location 307403, 166139 VP Bearing: 285° Distance to Site: 440m</p> <p>Viewing distance: These stitched images are presented as a panorama with an inclusive angle of approximately 70° along a horizontal plane, which, when printed on an A3 sheet, has a viewing distance of approximately 300mm.</p>		client Taylor Wimpey Plc	project title Land to the North of the Railway Line (West)
			date 25 MARCH 2014 drawing number EDP2127/22 drawn by CW checked by CJM	drawing title Photoviewpoint EDP 6: Pentir Y De road



Photoviewpoint EDP 7: Wales Coast Path

<div><p>THE ENVIRONMENTAL DIMENSION PARTNERSHIP</p><p>Tithe Barn, Barnsley Estate, Barnsley, Cirencester, Gloucestershire, GL7 5EG t 01285 740427 f 01285 740848 e info@edp-uk.co.uk www.edp-uk.co.uk</p></div>	<p>Viewpoint Details:</p> <p>VP Location 306909, 165613</p> <p>VP Bearing: 5°</p> <p>Distance to Site: 542m</p> <p>Viewing distance: These stitched images are presented as a panorama with an inclusive angle of approximately 70° along a horizontal plane, which, when printed on an A3 sheet, has a viewing distance of approximately 300mm.</p>		client		project title	
			Taylor Wimpey Plc		Land to the North of the Railway Line (West)	
			date 25 MARCH 2014		drawing title	
			drawing number EDP2127/23		Photoviewpoint EDP 7: Wales Coast Path	
			drawn by CW			
			checked by CJM			



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