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This document has been prepared by Ares Landscape Architects by request of Cardiff and Vale College Welsh Education Partnership Company (WEPCo) to support the planning application for the Advanced Technology Centre, Rhoose, Wales.

Following general guidance and methodology of the GLVIA3 this report presents a baseline desk study to inform potential visual receptors. It does not seek to assess the potential impact of the proposed development on such receptors.

The following Landscape drawings and documents have been prepared as part of the submission

- VG0101-ALA-00-XX-DR-L-00001 Landscape Illustrative Masterplan
- VG0101-ALA-00-XX-DR-L-00002 Landscape General Arrangement Plan
- VG0101-ALA-00-XX-DR-L-00003 Fencing General Arrangement Plan
- VG0101-ALA-00-XX-DR-L-00004 Access and Circulation
- VG0101-ALA-00-XX-DR-L-00007 Extent of Buffer Zone
- VG0101-ALA-00-XX-DR-L-00008 Secure Line Strategy
- VG0101-ALA-00-XX-DR-L-00009 Outline Levels
- VG0101-ALA-00-XX-DR-L-00010 Planting Strategy
- VG0101-ALA-00-XX-DR-L-000011 Detailed General Arrangement Plan 1 of 5
- VG0101-ALA-00-XX-DR-L-000012 Detailed General Arrangement Plan 2 of 5
- VG0101-ALA-00-XX-DR-L-000013 Detailed General Arrangement Plan 3 of 5
- VG0101-ALA-00-XX-DR-L-000014 Detailed General Arrangement Plan 4 of 5
- VG0101-ALA-00-XX-DR-L-000015 Detailed General Arrangement Plan 5 of 5
- VG0101-ALA-00-XX-DR-L-000016 Site Sections (1 of 2)
- VG0101-ALA-00-XX-DR-L-000017 Site Sections (2 of 2)
- VG0101-ALA-00-XX-DR-L-000037 Existing Site Plan

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1.0 INTRODUCTION

This document has been prepared by Ares Landscape Architects on behalf of Cardiff and Vale College and Welsh Education Partnership Company (WEPCo) as part of the planning application for the Advanced Technology Centre, Rhoose.

This report sets out the principles and processes of the Landscape and Visual Appraisal (LVA), providing an outline appraisal of the visual considerations associated with the development. This report is intended to inform the impact on the surrounding landscape and highlight the potential consideration that may arise with regards to potential visual impact.

Proposed Development

At the time of writing the nature of the proposed development consists of:

- Main teaching block with connecting workshops
- Associated infrastructure and parking to assist the above developments

The appraisal has been prepared through an initial desktop study of the site and review of policy context.

A site visit was carried out in early April 2024 to gain appreciation of the physical landscape and visual context of the site. Weather conditions on the day were cloudy but with good visibility.

Following pre-application comments from the Planning Authority the landscape and visual appraisal has been conducted to illustrate the potential effects of the proposed development on the surrounding area.

The principals outlined in the Guidance for Landscape and Visual Assessment 3 (GLVIA3) have been followed in this visual appraisal.

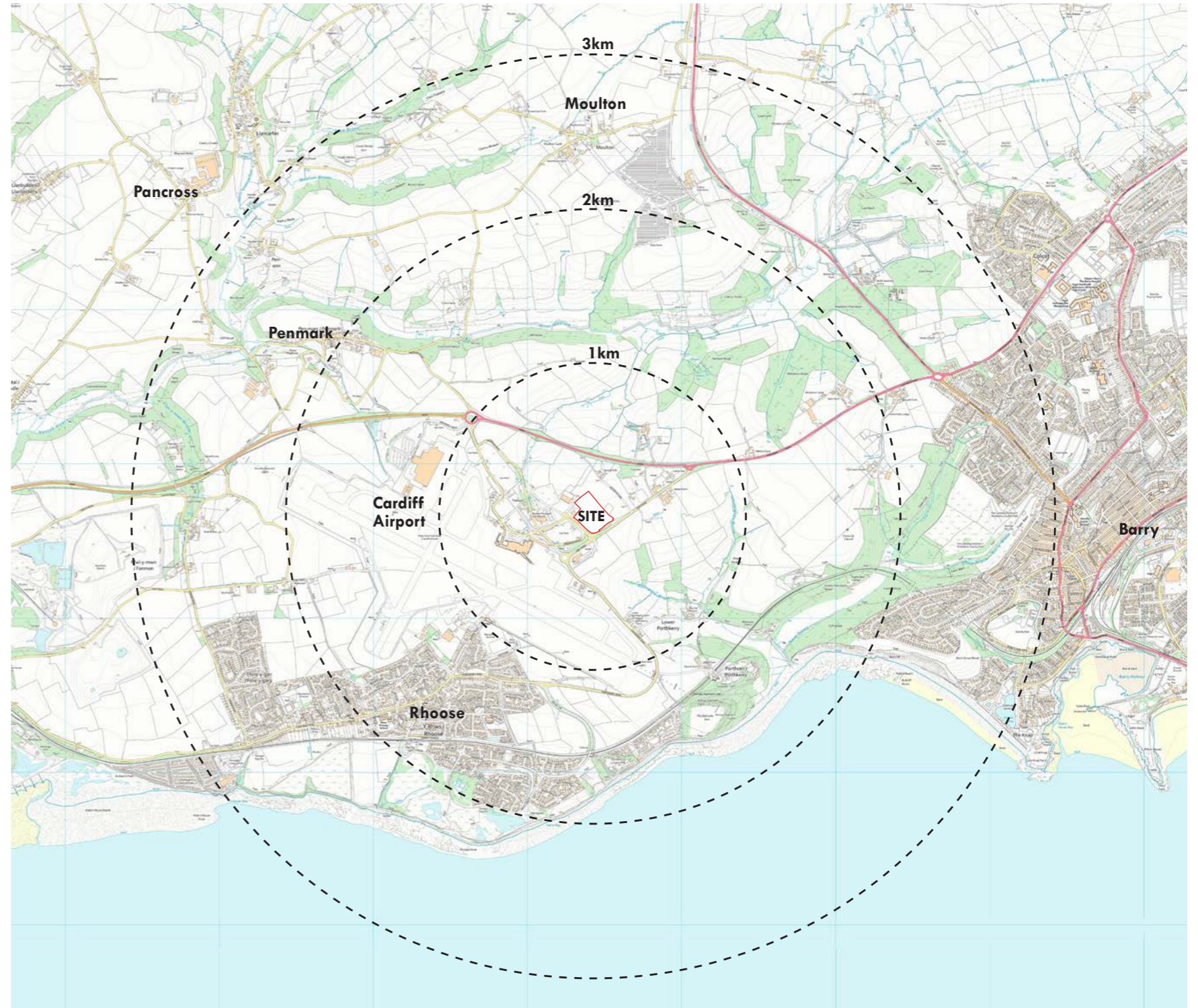


2.0 SITE LOCATION & STUDY AREA

The site itself is located adjacent to the main Cardiff International Airport site, with ancillary buildings and areas of airport land lying directly to the north and west of the site. To the north of the Site, the A4226 runs east to west with Port Road forming the Site's southern boundary. Port Road forms a key route between the A4226 and Porthkerry Road which runs west around the airfield and connects the town of Rhoose to the A4226.

The study area comprises of a 3km radius centered from the center of the development Site, illustrated in the figure to the right. This extends to Rhoose to the south, Porthkerry and Barry to the east, Moulton to the north and towards St Athan to the west.

The following pages outline a preliminary desktop study to illustrate the relevant landscape factors that inform the subsequent viewpoints set out in the report. The desk analysis includes a study of the topographical features in the area, historic built environment, landscape designations, significant vegetation, the surrounding land use and landscape character.



3.0 LANDSCAPE DESIGNATIONS

The study area envelopes a number of landscape designations, including land based and historic statutory sites.

Several notable Scheduled Monuments fall within 3km of the Site with Penmark castle and the Moulton Roman Site lying 2km north and north west of the respectively, Castle Ditches 3km to the north west and The Bulworks Camp ~2.5km south west of the Site.

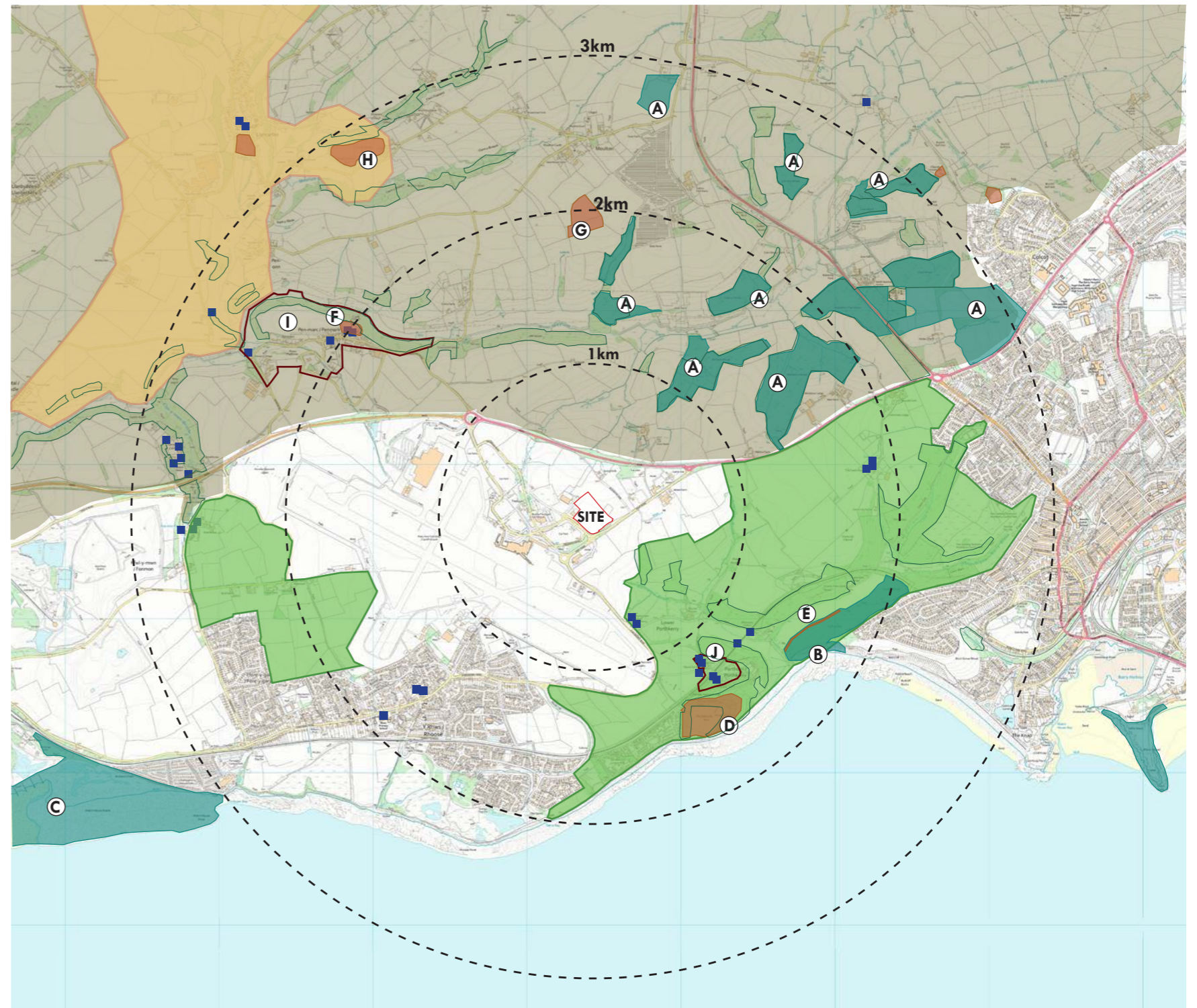
There are a number of Grade II listed buildings within Rhoose, Porthkerry and the smaller villages that fall within 2-3km of the site. There are several SSSIs, including Barry Woodlands to the north east and Cliff Wood to the south east.

A number of areas of woodland within the study area are classified Ancient Woodland and therefore represent a higher degree of landscape sensitivity.

Note, the site lies within 1km of a Green Wedge boundary to the south east and south west and the boundary of the Vale of Glamorgan Landscape of Outstanding Historic Interest lies 2.5km to the north west. It also lies within 1km of the Special Landscape Area (SLA) to the north.

KEY

- Special Landscape Area
- Green Wedge Extents
- Vale of Glamorgan Landscape of Outstanding Historic Interest
- Site of Special Scientific Interest (SSSI)
- (A) Barry Woodlands SSSI
- (B) Cliff Wood - Golden Stairs SSSI
- (C) East Aberthaw Coast
- Scheduled Monuments
- (D) The Bulworks Camp
- (E) Site of Medieval Mill & Mill Leat Cliffwood
- (F) Penmark Castle
- (G) Moulton Roman Site
- (H) Castle Ditches
- Conservation Areas (non-statutory)
- (I) Penmark
- (J) Porthkerry
- Area of Ancient woodland
- Listed Building



4.0 TOPOGRAPHY & VEGETATION

As shown from the adjacent plan the application site and immediate surrounding area are cited in a relatively elevated position at 63m AOD, relative to the undulating landscape that falls away to the low lying river valley to the north and cliff slopes to the southern coastline.



To the south of the airport extents, the town of Rhoose lies slightly lower at ~60m AOD along its northern border, falling to ~10m AOD to the south where it meets the coastline.

Where Port Road runs east to west along the Site's southern boundary and adjoins the A4226, the land rises up slightly to ~76m AOD. Here some farm businesses are cited on the north side of the road; due to their slightly elevated position some views of the site may be likely.

To the east, the town of Barry comprising mainly residential land uses generally lies at a higher elevation to the Site, rising to ~85m AOD to the north of the town. Similarly, immediately north of the River Waycock and hamlet of Moulton the land rises to approx. 84m AOD at it's highest point within the study area. Some visual sensitivity may be likely to receptors in elevated areas, however views into the Site are likely to be obscured in part by existing areas of vegetation and woodland.

To the north west, the village of Penmark, cited near the junction of rivers Kenson and Waycock (along with some minor inland water courses) lies again at ~45m AOD. There is a notable fall of the land to the west of the Site dropping to ~32m AOD at East Aberthaw.

KEY

- +0.00m Elevation AOD
-  Ancient woodland areas
-  Indicative Airport Extents

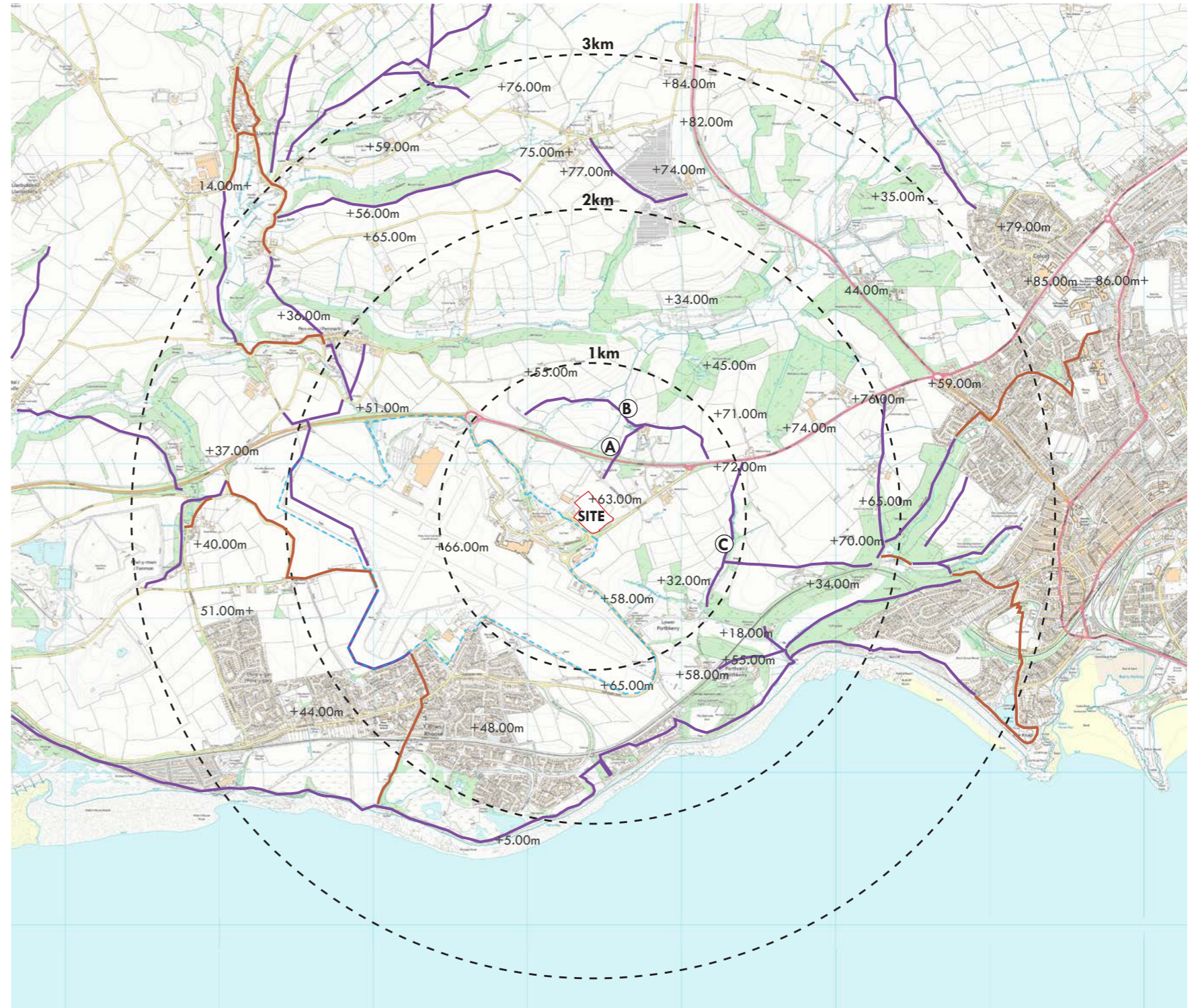


5.0 PUBLIC ACCESS

The map to the right illustrates the main Public Rights of Way (PROWs) that exist within the study area, along with Millennium Heritage trails that adjoin the PROWs to form complete routes.

No PROWs fall within the site itself, however several routes are accessible within the 3km study area, forming connections between the identified woodland areas, smaller rural villages and larger urban areas of Rhoose and Barry. Footpaths P4/14a/1, P4/13/2 and P4/17/1 fall within 0.5-1km of the Site, travelling north, north to west and north to south as illustrated on the map. It is likely views into the Site will be afforded from these routes due there proximity to the site boundary.

Though it is likely the site will be visible from some routes further out, the generally lower lying topography of the surrounding land and woodland cover is likely to obscure views.



KEY

- Public Rights of Way
- Ⓐ P4/14a/1
- Ⓑ P4/13/2
- Ⓒ P4/17/1
- Millennium Heritage Trail

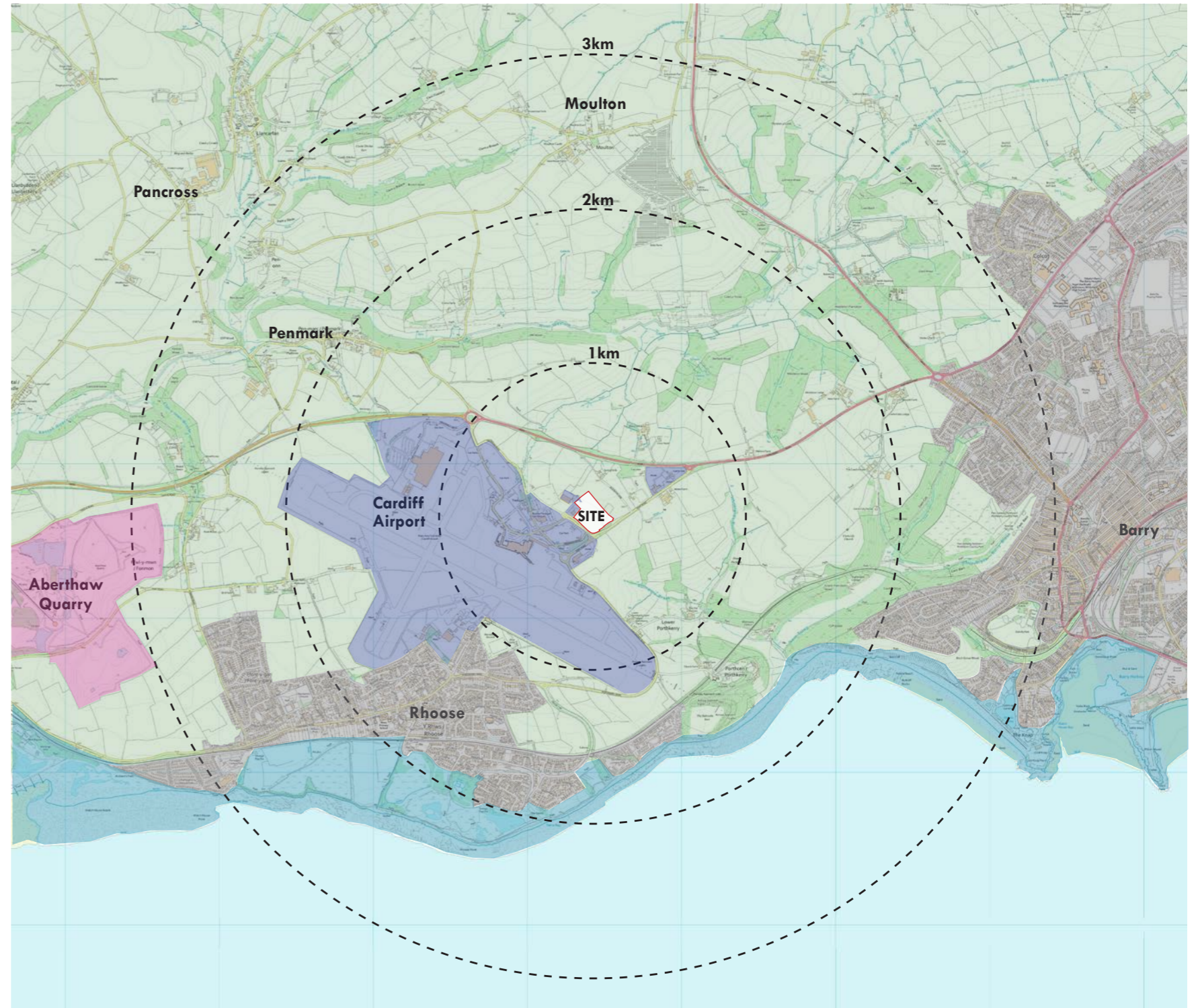
6.0 SURROUNDING LAND USE

The site itself is located adjacent to the main Cardiff International Airport site, with ancillary buildings and areas of airport land lying directly to the north and west of the site.

To the north of the Site, the A4226 runs east to west forming a delineation between the airport and the primarily rural areas to the north, north west and north east. The rural area comprises namely agricultural land, farm buildings and small villages and hamlets.

The edge of the urban areas of Rhoose and Barry lie ~1-2km to the south and east of the Site respectively. The southern most land use is predominately of coastal nature where cover is likely to obscure views.

Aberthaw Quarry falls just within the 3km study area to the west.



KEY

- Airport & Ancillary Buildings
- Major Urban Area
- Industrial Area
- Agricultural Land, Woodland & Rural Villages
- Coastal Land

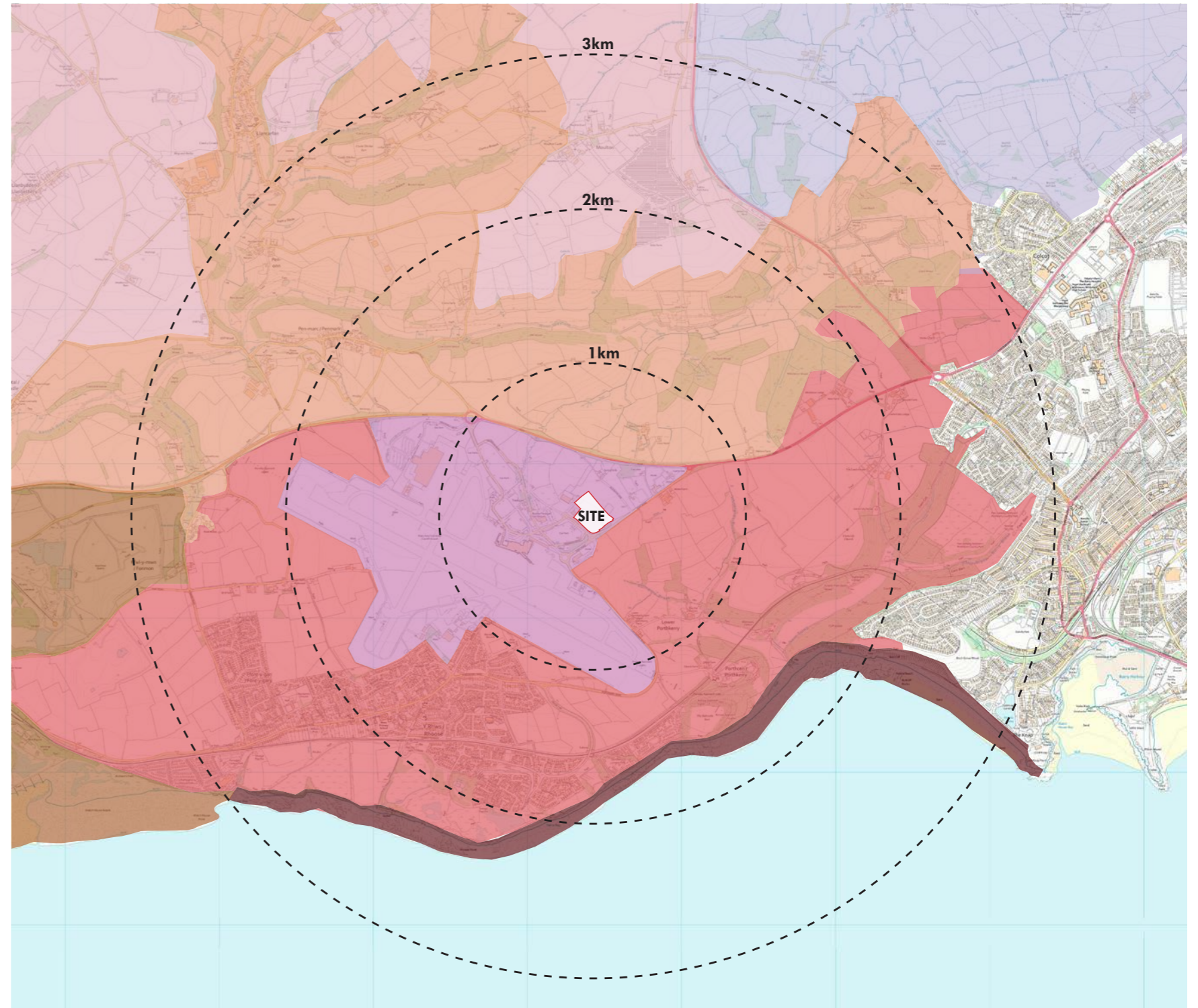
7.0 CHARACTER AREAS

The Site and study area fall within The Vale of Glamorgan National Landscape Area. At a local level, the study area comprises several Local Landscape Character Areas as defined by The Vale of Glamorgan Council Local Development Plan (see reference).

Generally, it is to be noted local landscape areas draw upon consideration of distinct landscape character and features, taking account of the habitats, geological features, visual and sensory, historic and cultural significance of each area. Therefore this may impact potential receptors.

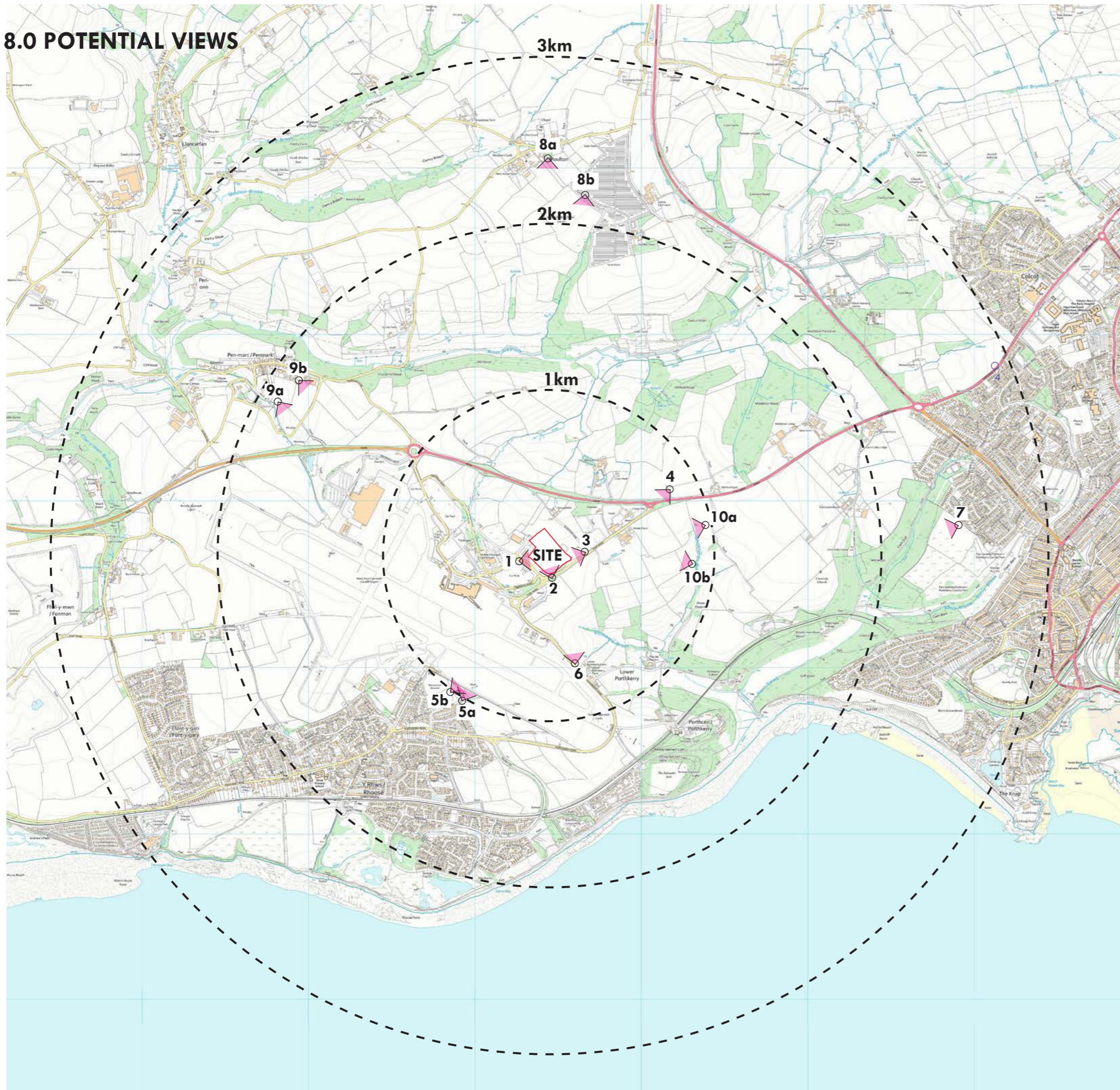
KEY

-  LCA 5 - Fontygary Bay - Porthkerry Intertidal Zone
-  LCA 18 - Cardiff International Airport
-  LCA 26 - Rhoose - Porthkerry Hinterland
-  LCA 4 - Thaw Estuary
-  LCA 20 - Lower Waycock Valley
-  LCA 22 - Central Vale Ridges & Slopes



Designation of Landscape Character Areas (2008) http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx

8.0 POTENTIAL VIEWS



- Viewpoint 1**
Cardiff Airport Main Entrance looking east across site
- Viewpoint 2**
Port Road looking north across site
- Viewpoint 3**
Port Road looking west from Blackton Lane
- Viewpoint 4**
From public footpath north of the A4226, north east of site
- Viewpoint 5a and b**
Ceri Road Allotments and Playing Fields, Rhoose
- Viewpoint 6**
Looking North from Porthkerry Road
- Viewpoint 7**
West Barry (from residential area and PROW)
- Viewpoint 8a and b**
From footpath at Moulton Village and Solar Farm
- Viewpoint 9a and b**
From Penmark village PROW
- Viewpoint 10a and b**
From footpath to the east

9.0 VIEWPOINTS

VIEWPOINT 1



Fig. 9.1 Existing View



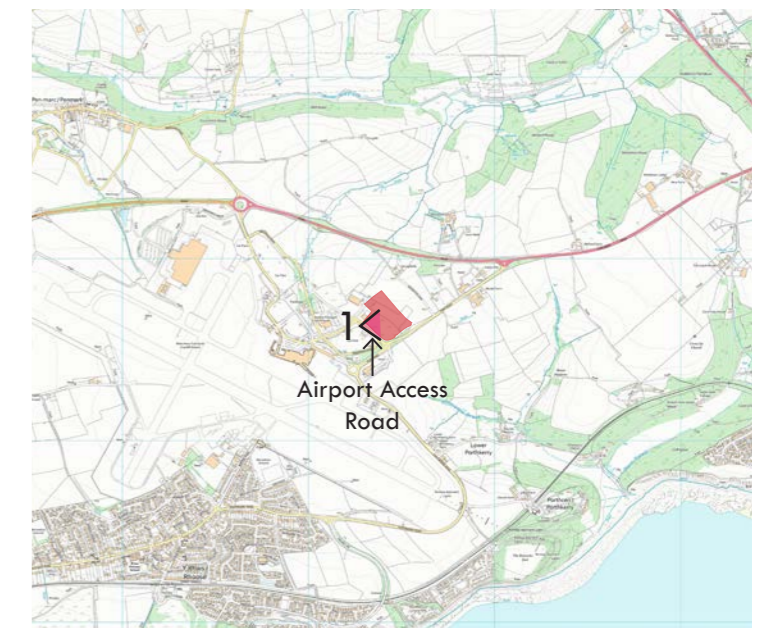
Fig. 9.2 Proposed View

VIEWPOINT 1: Cardiff Airport Main Entrance looking east across site, approximately 20m from the site

- Distance from site boundary: 20m
- Direction: East
- Receptor: Motorists entering or exiting Cardiff Airport car park
- Date Taken: 02.04.2024
- Weather Conditions: Cloudy
- Season taken: Early Spring
- Reason chosen: The viewpoint is located adjacent to the site boundary.

Existing view: Existing trees and bund along boundary of development site and road.

Proposed View: Existing trees to be removed and replaced with new tree planting and native buffer planter. Proposed building will be set behind the bund with new tree and shrub planting.



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 2



Fig. 9.3 Existing View



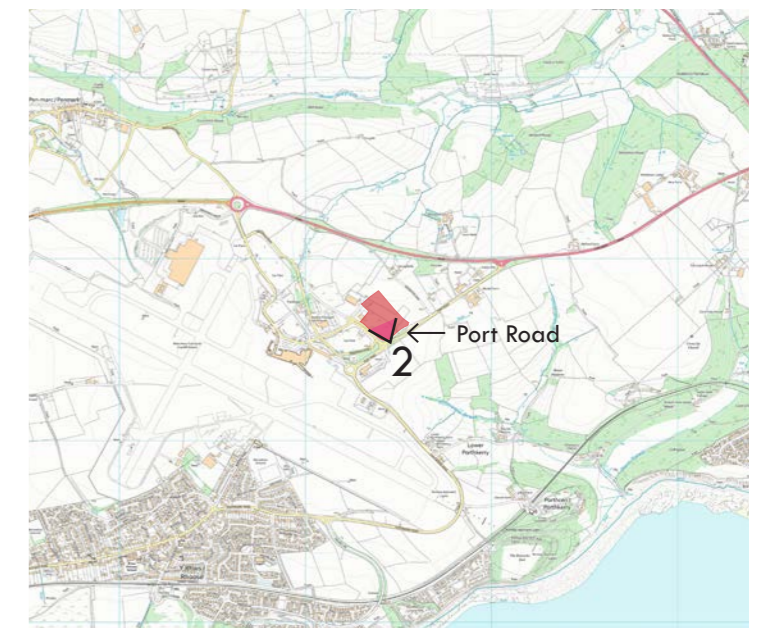
Fig. 9.4 Proposed View

VIEWPOINT 2: Port Road looking north across site, approximately 20m from the site

- Distance from site boundary: 20m
- Direction: North
- Receptor: Motorists and pedestrians travelling on Port Road
- Date Taken: 02.04.2024
- Weather Conditions: Cloudy
- Season taken: Early Spring
- Reason chosen: The viewpoint is located adjacent to the site boundary.

Existing view: Existing stone wall and hedgerow along boundary of development site and Port Road.

Proposed View: Stone wall and existing vegetation to be removed. Proposed building set behind entrance plaza space with new trees and planting.



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 3



Fig. 9.5 Existing View



Fig. 9.6 Proposed View

VIEWPOINT 3: Port Road looking west from Blackton Lane, approximately 125m from the site

Distance from site boundary: 125m

Direction: West

Receptor: Motorists travelling on Port Road

Date Taken: 02.04.2024

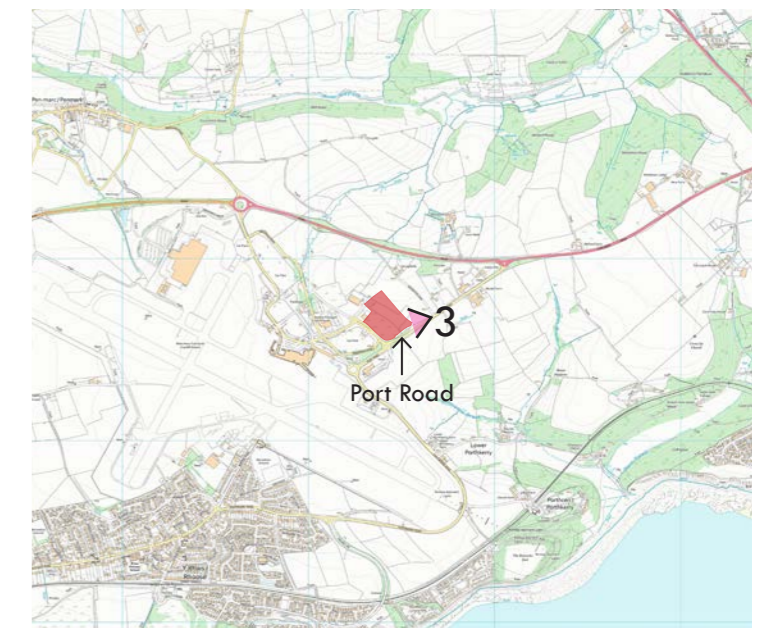
Weather Conditions: Cloudy

Season taken: Early Spring

Reason chosen: The viewpoint is located within close proximity to the site boundary.

Existing view: Existing fence and dense hedgerow along Port Road.

Proposed View: Proposed building set behind existing vegetation. The majority of the built form will be screened by existing vegetation with glimpse views of the development through existing hedgerow along the western edge of the site.



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 4



Fig. 9.7 Existing View



Fig. 9.8 Proposed View

VIEWPOINT 4: From public footpath north of the A4226, north east of site, approximately 0.75km from the site

Distance from site boundary: 0.75km

Direction: South west

Receptor: Users of public footpath

Date Taken: 02.04.2024

Weather Conditions: Cloudy

Season taken: Early Spring

Reason chosen: The viewpoint is located from a public footpath within 1km of the development site.

Existing view: Existing hedgerow in field and further hedgerow along A4226

Proposed View: Existing hedgerow in field and further hedgerow along A4226. It is assumed the proposed development will not be visible from the viewpoint due to intervening existing vegetation.



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 5a



Fig. 9.9 Existing View



Fig. 9.10 Proposed View

VIEWPOINT 5a: Ceri Road looking north east, approximately 0.9km from the site

Distance from site boundary: 0.9km

Direction: North east

Receptor: Residents and users of Ceri Road Allotments

Date Taken: 02.04.2024

Weather Conditions: Cloudy

Season taken: Early Spring

Reason chosen: The viewpoint represents a mid range distance view from Rhoose, a village local to the development site.

Existing view: Existing hedgerow and allotments at end of Ceri Road.

Proposed View: Existing hedgerow and allotments at end of Ceri Road. It is assumed the proposed development will not be visible from the viewpoint due to intervening existing vegetation and topography.



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 5b



Fig. 9.11 Existing View



Fig. 9.12 Proposed View

VIEWPOINT 5b: Ceri Road Playing Fields, approximately 0.9km from the site

Distance from site boundary: 0.9km
 Direction: North east
 Receptor: Users of Ceri Road Playing Fields
 Date Taken: 02.04.2024
 Weather Conditions: Cloudy
 Season taken: Early Spring
 Reason chosen: The viewpoint represents a mid range distance view from Rhoose, a village local to the development site.

Existing view: Existing hedgerow and allotments visible through breaks in hedge line.

Proposed View: Existing hedgerow and allotments visible through breaks in hedge line. It is assumed the proposed development will not be visible from the viewpoint due to intervening existing vegetation.



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 6



Fig. 9.13 Existing View



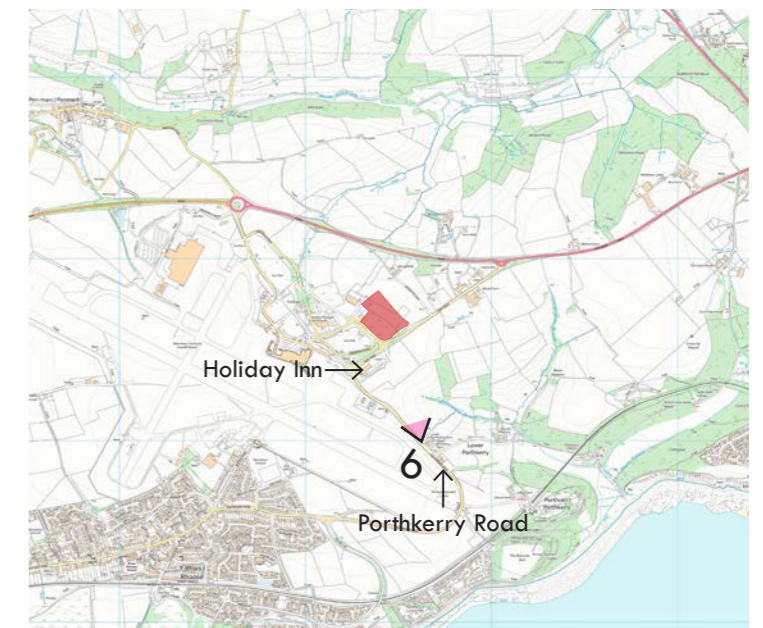
Fig. 9.14 Proposed View

VIEWPOINT 6: Looking North from Porthkerry Road, approximately 0.5km from the site

- Distance from site boundary: 0.5km
- Direction: North
- Receptor: Motorists and pedestrians travelling along Porthkerry Road
- Date Taken: 02.04.2024
- Weather Conditions: Cloudy
- Season taken: Early Spring
- Reason chosen: The viewpoint represents a view from a main road leading to Cardiff Airport, within 1km of the development site.

Existing view: Existing hedgerow and field, with existing tree line visible in distance.

Proposed View: Proposed building will sit behind the existing trees along Port Road. The majority of the build form will be screened by existing vegetation, likely to be partially visible within tree line in distance.



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 7



Fig. 9.17 Existing View



Fig. 9.18 Proposed View

VIEWPOINT 7: West Barry (from residential area and PRow), approximately 2.5km from the site

Distance from site boundary: 2.5km

Direction: West

Receptor: Residents and uses of the PRow

Date Taken: 02.04.2024

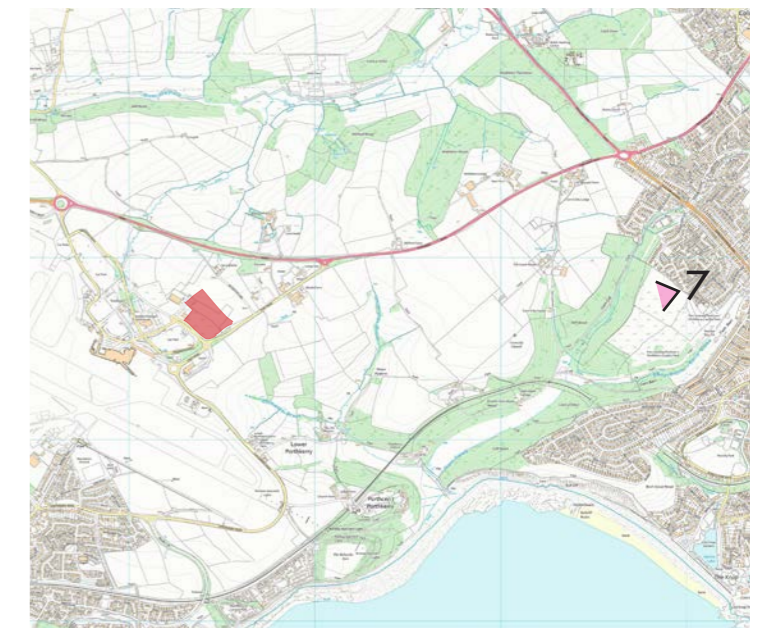
Weather Conditions: Bright

Season taken: Early Spring

Reason chosen: The viewpoint represents a long distance view from a residential area located in west Barry.

Existing view: Existing field and The Mill Wood.

Proposed View: Existing field and The Mill Wood. It is assumed the proposed development will not be visible from the viewpoint due to intervening existing vegetation and topography



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 8a



Fig. 9.19 Existing View



Fig. 9.20 Proposed View

VIEWPOINT 8a: From footpath at Moulton Village, approximately 2.3km from the site

Distance from site boundary: 2.3km

Direction: South

Receptor: Users of public footpath

Date Taken: 02.04.2024

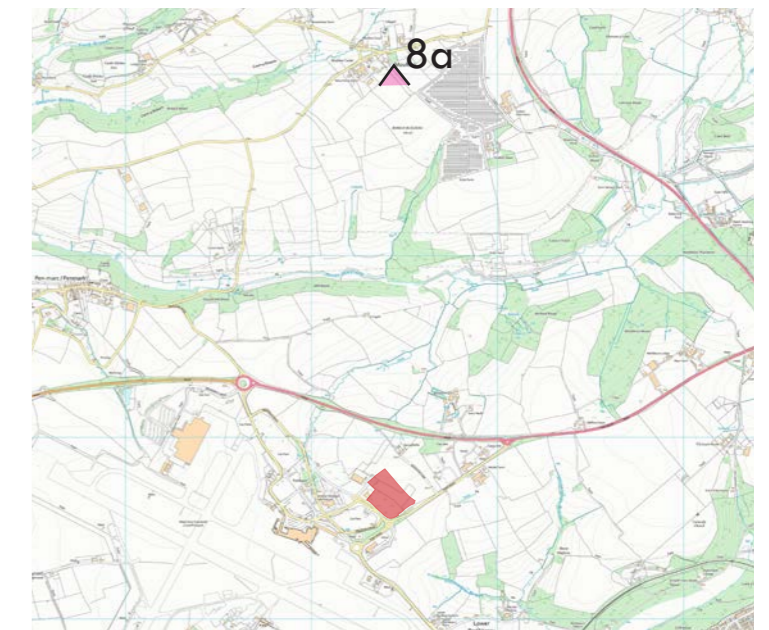
Weather Conditions: Cloudy

Season taken: Early Spring

Reason chosen: The viewpoint represents a long distance view from Moulton, a hamlet local to the development site.

Existing view: Existing field and dense hedgerow.

Proposed View: Existing field and dense hedgerow. It is assumed the proposed development will not be visible from the viewpoint due to intervening existing vegetation and topography



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 8b



Fig. 9.21 Existing View



Fig. 9.22 Proposed View

VIEWPOINT 8b: From Solar Farm at Moulton Village, approximately 2km from the site

Distance from site boundary: 2km

Direction: South

Receptor: Users of public footpath

Date Taken: 02.04.2024

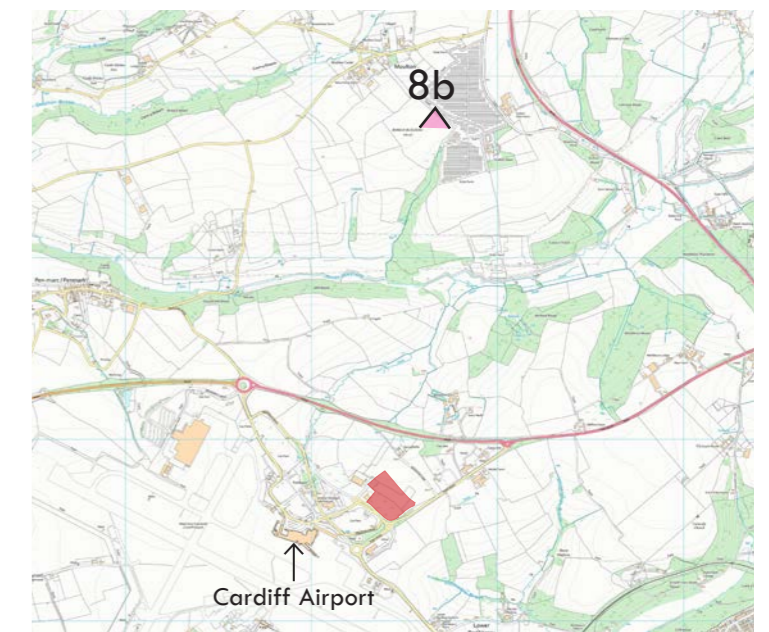
Weather Conditions: Cloudy

Season taken: Early Spring

Reason chosen: The viewpoint represents a long distance view from Moulton, a hamlet local to the development site, taken from a raised elevation point.

Existing view: Existing solar farm and views across Cardiff Airport and surrounding buildings.

Proposed View: Development to sit within the landscape behind existing vegetation. Potential for proposed building to be visible adjacent to other existing buildings.



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 9a



Fig. 9.23 Existing View



Fig. 9.24 Proposed View

VIEWPOINT 9a: From Penmark village PRoW, approximately 1.7km from the site

- Distance from site boundary: 1.7km
- Direction: South east
- Receptor: Users of public footpath
- Date Taken: 02.04.2024
- Weather Conditions: Cloudy
- Season taken: Early Spring
- Reason chosen: The viewpoint represents a mid range distance view from Penmark, a village local to the development site.

Existing view: Existing field with British Airways Maintenance building in distance.

Proposed View: Existing field with British Airways Maintenance building in distance. It is assumed the proposed development will not be visible from the viewpoint due to intervening existing vegetation and topography



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 9b



Fig. 9.25 Existing View



Fig. 9.26 Proposed View

VIEWPOINT 9b: From Penmark village PRoW, approximately 1.7km from the site

Distance from site boundary: 1.7km

Direction: South east

Receptor: Users of public footpath

Date Taken: 02.04.2024

Weather Conditions: Cloudy

Season taken: Early Spring

Reason chosen: The viewpoint represents a mid range distance view from Penmark, a village local to the development site.

Existing view: Existing field with British Airways Maintenance building in distance.

Proposed View: Existing field with British Airways Maintenance building in distance. It is assumed the proposed development will not be visible from the viewpoint due to intervening existing vegetation and topography.



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 10a

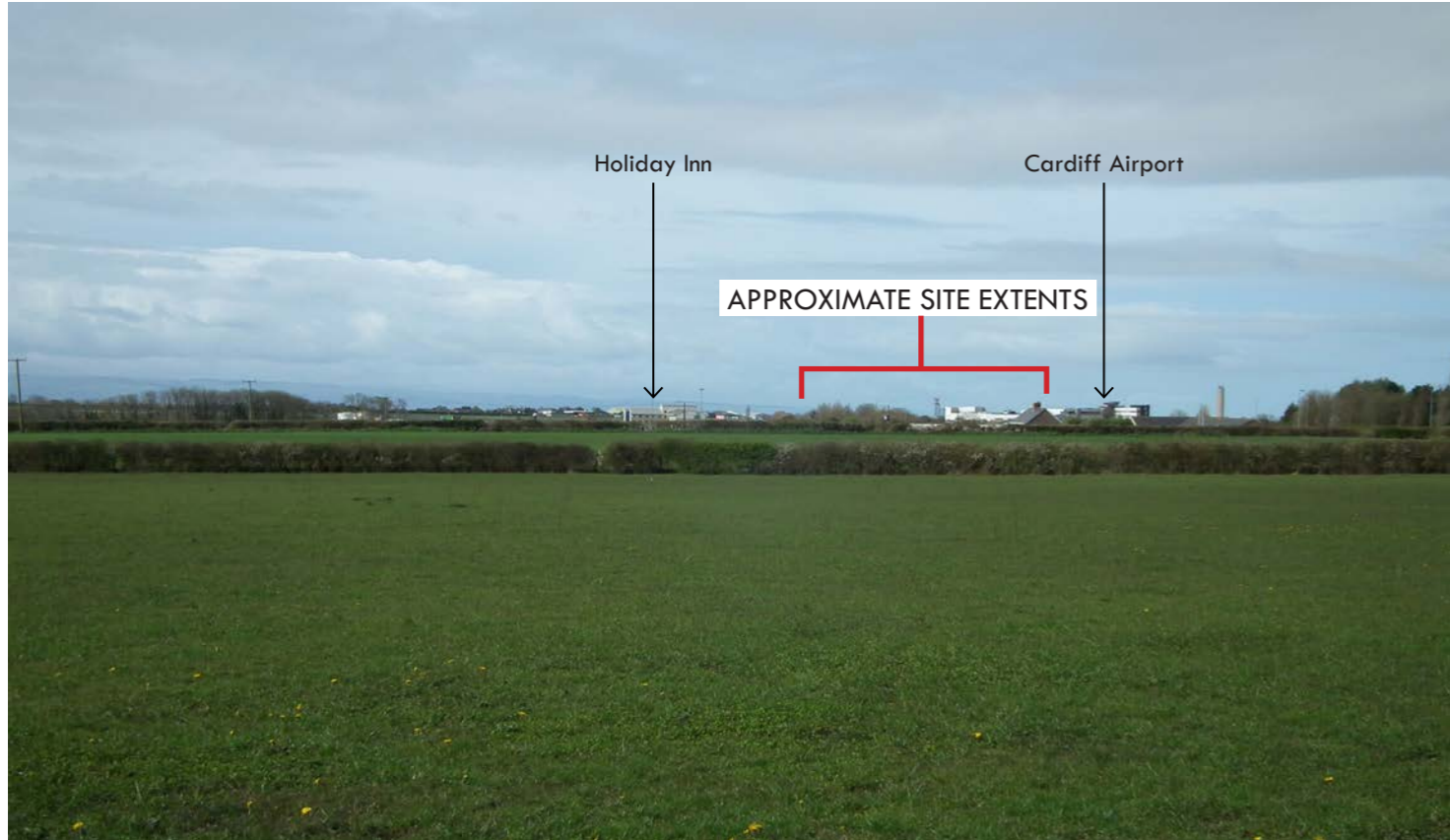


Fig. 9.27 Existing View

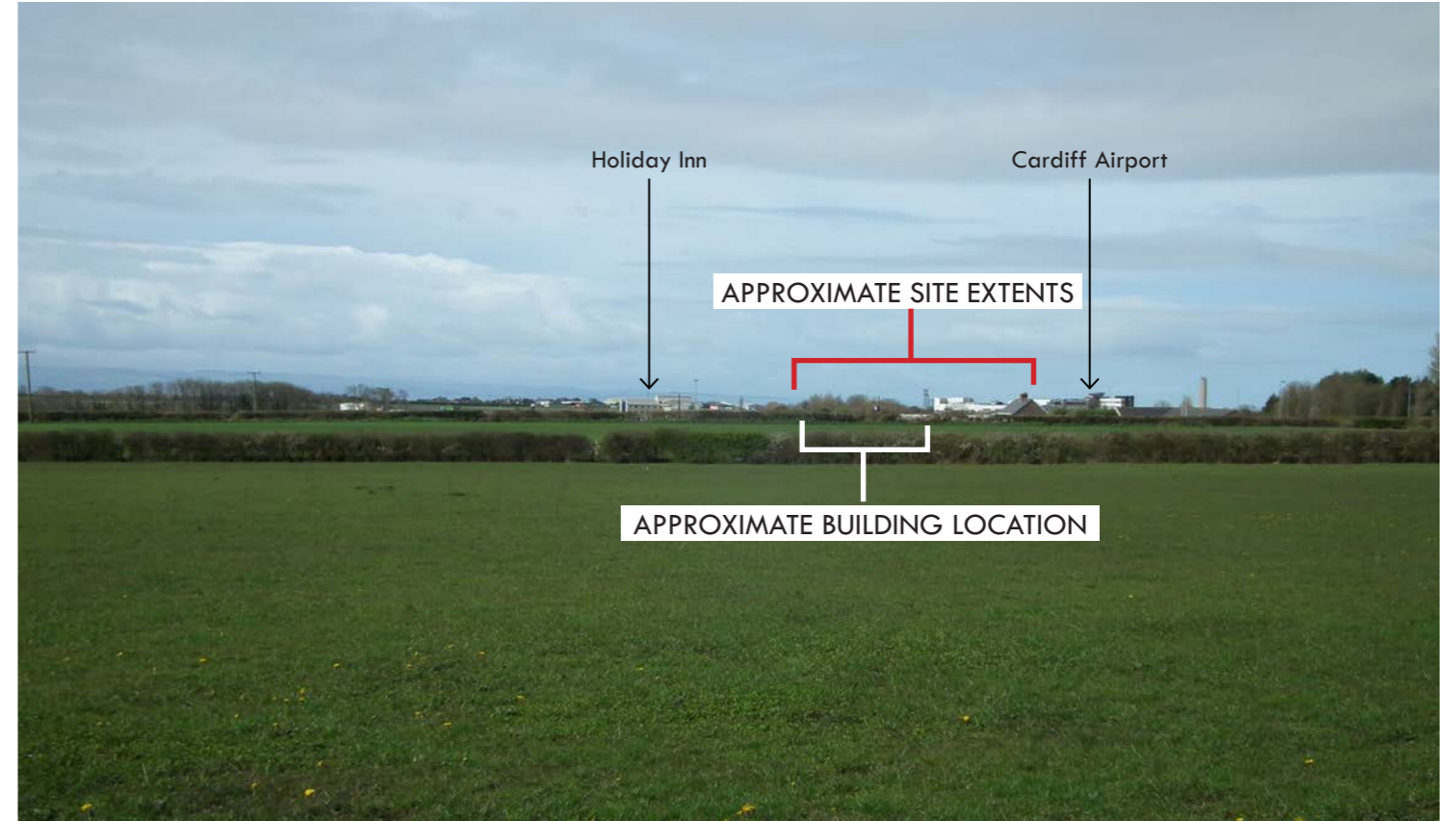


Fig. 9.28 Proposed View

VIEWPOINT 10a: From footpath to the east, approximately 0.8km from the site

Distance from site boundary: 0.8km

Direction: West

Receptor: Users of public footpath

Date Taken: 02.04.2024

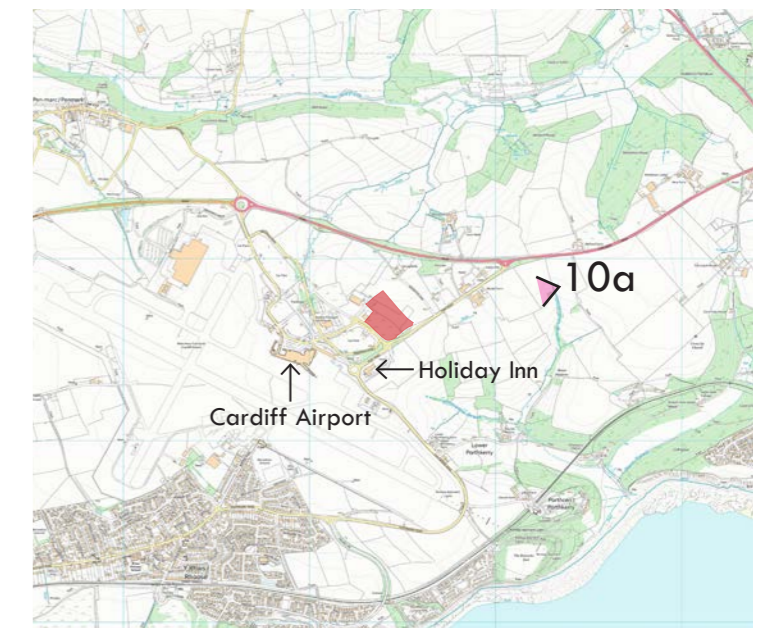
Weather Conditions: Bright

Season taken: Early Spring

Reason chosen: The viewpoint represents a view in close proximity to a main road leading from Barry to Cardiff Airport, within 1km of the development site.

Existing view: Existing field with Cardiff Airport and surrounding buildings on horizon.

Proposed View: Proposed building will sit behind existing trees and vegetation along Port Road. Potential for partial views of the building with the majority of the built form screened by existing vegetation.



VIEWPOINT MAP

9.0 VIEWPOINTS

VIEWPOINT 10b



Fig. 9.29 Existing View



Fig. 9.30 Proposed View

VIEWPOINT 10b: From footpath to the east, approximately 0.7km from the site

Distance from site boundary: 0.7km

Direction: West

Receptor: Users of public footpath

Date Taken: 02.04.2024

Weather Conditions: Bright

Season taken: Early Spring

Reason chosen: The viewpoint represents a view from a public footpath within 1 km of the development site.

Existing view: Existing field with hedgerow.

Proposed View: Existing field with hedgerow at a lower level than then development site. It is assumed the proposed development will not be visible from the viewpoint due to intervening existing vegetation and topography



VIEWPOINT MAP

10.0 SUMMARY

Generally, from the majority of viewpoints it is anticipated that views of the site and building are not visible due to dense vegetation, hedgerows and existing trees to roadsides, field boundaries and the site boundary. In addition, the topography of the surrounding land further restricts the views of the building.

It is anticipated the building is likely to be visible from wider views from approx 2km north and 0.8km east of the site due to the higher level compared to the development site.

Views of the building will be clear from viewpoints close to the site boundary along Port Road, with some screening from proposed trees and general planting.

With respect to the Landscape character, the proposals will be fitting with the surrounding context of urban built development.

Landscape designations further from the site will not be affected by the proposals as identified in the visual appraisal above. Furthermore it will be seen in context within its urban fringe setting/character/use.