

# LAND NORTH OF THE RAILWAY LINE, RHOOSE

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## DESIGN & ACCESS STATEMENT

May, 2022



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# 01 INTRODUCTION

## 1.1 LEGISLATIVE BACKGROUND

This Design and Access Statement (DAS) has been prepared to accompany the application for full planning permission for the proposed development of 256 homes on land north of the railway line, Rhoose. The statement has regard to the Welsh Government guidance 'Design and Access Statements in Wales - Why, What and How' (April 2017) in terms of content and structure.

A DAS is required to accompany the planning application in accordance with the requirements as set out in the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016.

The 2012 Order (as amended) now states that:  
“(4) A design and access statement must—  
(a) explain the design principles and concepts that have been applied to the development;  
(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;  
(c) explain the policy or approach adopted as to access, and how policies relating to access in the development plan have been taken into account; and  
(d) explain how any specific issues which might affect access to the development have been addressed.” (Art.7)

This DAS has appropriate regard to the guidance.

## 1.2 ABOUT THIS DOCUMENT

This DAS has been prepared by The Urbanists on behalf of Persimmon Homes. It describes the background to the project and summarises the extensive design process and considerations that have been taken into account in developing the proposal, ensuring a strong sense of character and place whilst also positively contributing towards community and nature.

The DAS includes the following Sections:

Section 1: Introduction - The Introduction explains the legislative background information relevant to this document and summarises the proposed development.

Section 2: Development Context - The context appraisal illustrates the wider setting of the development in terms of planning policy, transport and movement, access to amenities, its landscape setting as well as the built form and urban fabric in the surrounding areas.

Section 3: Site Analysis - The site appraisal gives an overview of the site's specific constraints and opportunities in relation to the proposed development.

Section 4: Design Proposals - This section illustrates the proposed development layout including proposed materials, street hierarchy and landscaping.

Section 5: Conclusion

# 01 INTRODUCTION



Panoramic photo of view south from within the site looking towards the Bristol Channel



# 01 INTRODUCTION

## 1.3 SUMMARY OF PROPOSAL

LOCATION:  
Land north of the railway line, Rhoose

SITE AREA:  
13.6 ha

TYPE OF APPLICATION:  
Full Planning Application

PROPOSED USE:  
Residential and Community Uses

QUANTUM OF DEVELOPMENT:  
256 homes with extensive public open space

The proposal delivers up to 256 high quality homes at an appropriate mix and density, including detached, semi-detached, terraces, apartments. The proposed houses are set within plots which allow for in-curtilage parking and generously sized gardens, and the layout sits comfortably within the overall built form of the area. These units are at an appropriate scale and at a density appropriate to the location.

The proposed community area will contain a sports pitch and changing room, a LEAP with associated parking.

Access for vehicles is proposed from Pentir Y De which forms the eastern boundary of the site. The layout allows other connections to be made and provides opportunities for new pedestrian access into and around the site and connecting into the existing network.

Areas of open space and nodal spaces are proposed throughout the site. A shared use path will link the areas of open space provision. The spine road located through the centre of the site will be lined with rain gardens and tree planting to provide greener, legible routes through the site.

A number of landscape and ecological enhancements are also proposed including the retention of existing trees/hedgerows along the perimeter of the site.

The scheme will include complementary new planting evenly spread throughout the site with rain gardens proposed along primary and secondary streets. These ecological enhancements will allow the development to successfully integrate with the local surroundings and will ensure the amenity of future and existing residents are protected.

# 01 INTRODUCTION



Layout



2.1 SITE CONTEXT - REGIONAL

Rhose is a large village in the Vale of Glamorgan, Wales. The village lies close to the coast and within walking distance of the Wales Coastal Path. It is located approximately 3 miles west of Barry and approximately 9.5 miles south west of Cardiff.

The site is located in the south of Rhose and is well connected by road transport links being in close proximity to A4226 which provides links to the A440 leading west to Bridgend and east to Cardiff.

It is also well served by public transport with Rhose Cardiff International Airport train station being 0.8 miles away and a number of bus stops located along Porthkerry Road. Rhose benefits from having a local centre with a range of services and facilities within 0.7 miles from the centre of the site.



Wider Context Plan

2.2 SITE CONTEXT - LOCAL

This site is bound by residential uses to the north and west, a railway to the south and Pentir Y De Road to the east. It is situated approximately 0.7 miles from the commercial area along Fontygary Road where there are several services and amenities to enjoy. The site is also located between a recent housing development to the west and an existing green wedge to the east. The site is roughly 2 miles from Cardiff airport to the north which is easily accessible via sustainable forms of transport.

Rhose railway station is a mile from the existing site access off Pentir Y De. Trains run from Rhose Cardiff International Airport railway station every hour from Monday to Saturday and every two hours on Sundays, westwards to Swansea and eastwards to Cardiff.

The site is well served by extensive bus routes in close proximity to the site with a number of bus stops along Fontygary and Porthkerry road.

The site is also well connected to its natural surroundings via pedestrian and cycle routes leading to the Wales Coast Path along the Bristol Channel. There is a cycle path in the southern area of the recent housing scheme to the west of the site that provides a direct link to Rhose's local centre taking 12 minutes to walk

Key

Railway

Library

Church

Community Hall

Post Office

Cafe/Restaurant

Allotment

Supermarket

Dams Bay

Medical Centre

Caravan/Leisure Park

Sport Pitches

Playground

School

Nursery

Care Home

Social Club

Green Wedge

Recent Housing Development

PROW

Bus Route

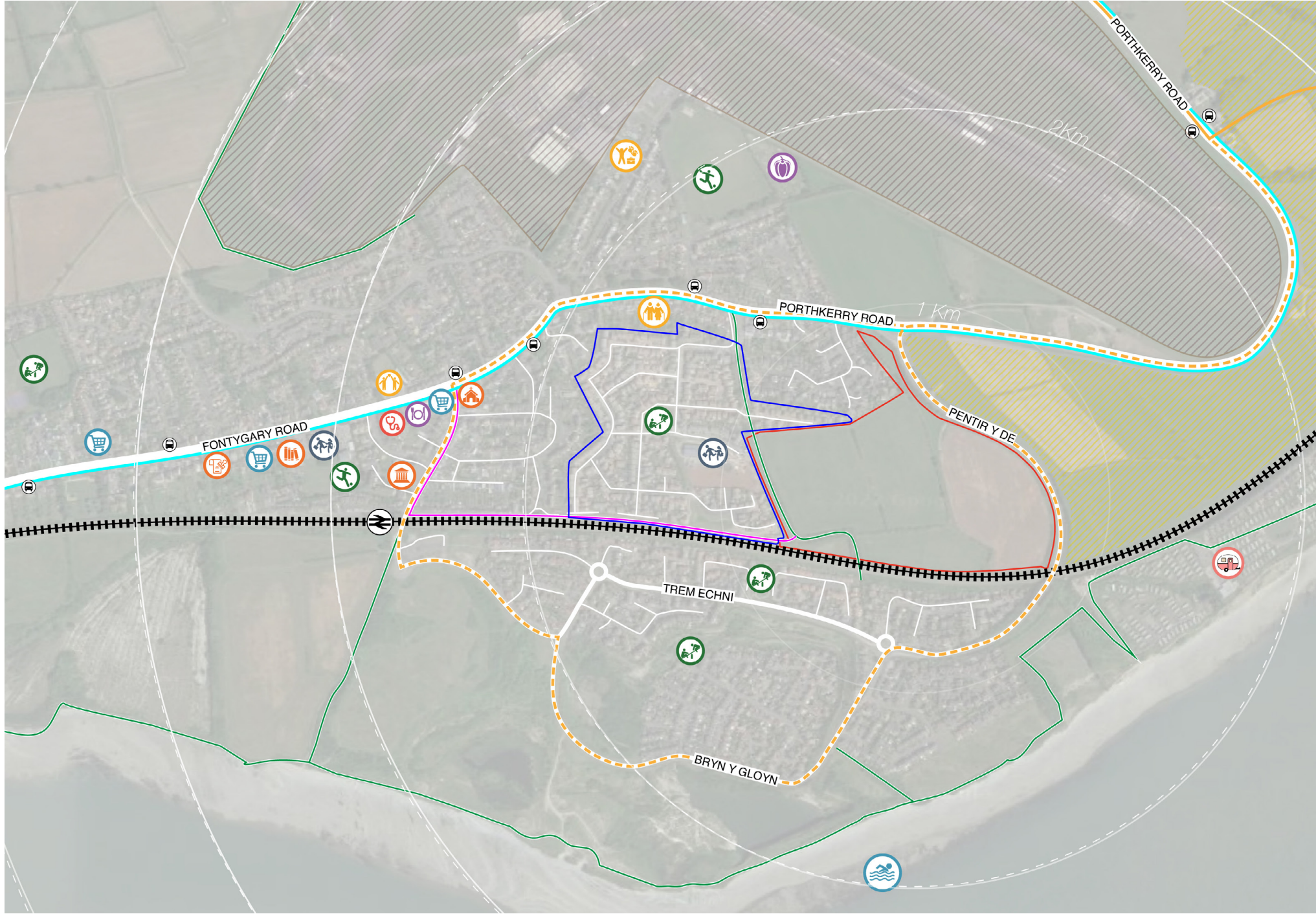
National Cycle Route 88

Footpath

Site Boundary

Bus Stops

Cardiff Airport



Immediate Context Plan



2.3 NATIONAL PLANNING POLICY CONTEXT

This section of the statement reviews the most relevant national and local planning policy context for the site and proposed development. It identifies relevant planning and land use documents which have informed and guided the proposed development from the outset and against which it will be assessed.

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Well-being of Future Generations Act requires public bodies in Wales to think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change.

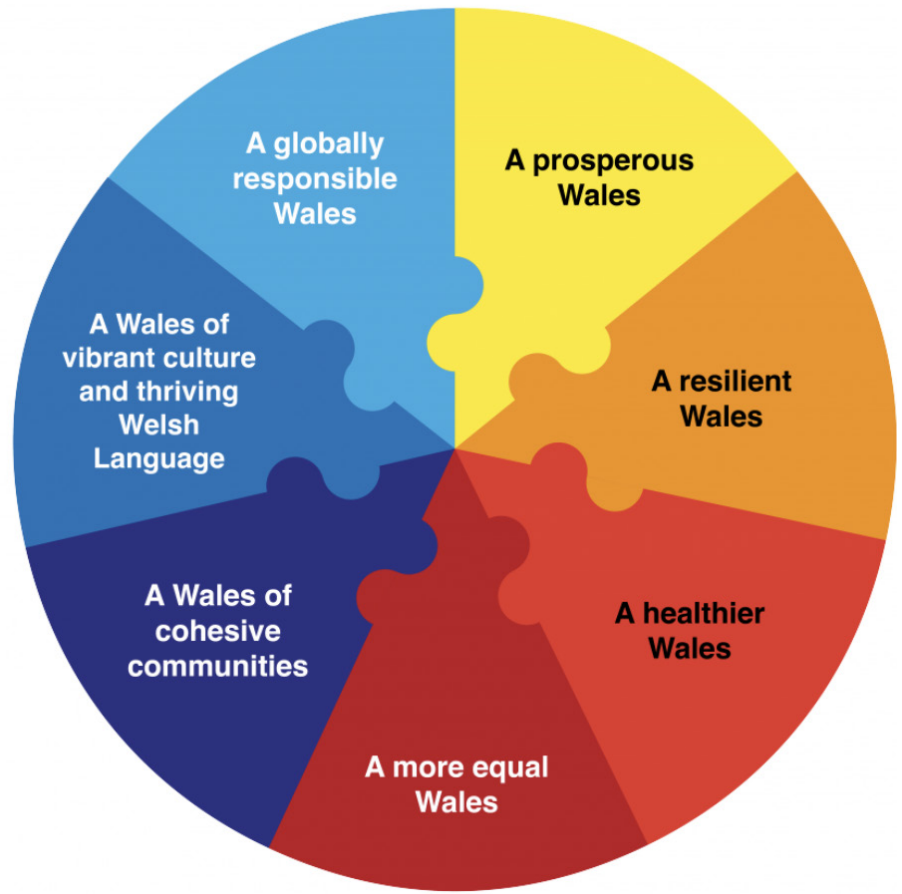
The Planning Act (Wales) 2015 introduced a statutory purpose of the planning system in Wales by stating that a LPA must exercise its function in relation to the determination of planning applications "...as part of carrying out sustainable development in accordance with the Well-being of Future Generations (Wales) Act 2015 (anaw 2), for the purpose of ensuring that the development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales." (PA(W), Sec.2(2))

To make sure we are all working towards the same purpose, the Act puts in place seven well-being goals. The Act makes it clear the listed public bodies must work to achieve all of the goals, not just one or two. The goals are identified in the image.

The Well-Being of Future Generations Act (Wales) now provides a definition of sustainable development as "the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle" (WBFG, Sec. 2). The principle being: "...in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs"

The seven well-being goals are:

- 1) A prosperous Wales.
- 2) A resilient Wales.
- 3) A healthier Wales.
- 4) A more equal Wales.
- 5) A Wales of cohesive communities.
- 6) A Wales of vibrant culture and a thriving welsh language.
- 7) A globally responsible Wales.



Snapshot of well-being wheel

FUTURE WALES: THE NATIONAL PLAN 2040

The Welsh Government has formally adopted Future Wales: The National Plan 2040 (Future Wales). Future Wales outlines the Welsh Government's strategies for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, delivering growth in the right areas, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities. Unlike its predecessor, the Wales Spatial Plan, which was in place when the previous outline application and subsequent reserved matters applications were determined, Future Wales now forms part of the statutory development plan. Future Wales sub-divides Wales into four regions with the application site located within the South East Wales region. A total of 36 policies are contained within Future Wales of which 19 are thematic and the remainder relate to the four regions.

The following themes and policies are most relevant to the determination of this planning application.

LOCATION AND SHAPE OF GROWTH

Policy 1: Where will Wales Grow identifies a series of National and Regional Growth Areas within which new development is generally to be focussed. One of these National Growth Areas covers Cardiff, Newport, and the Valleys and cane be considered to include the Vale of Glamorgan and Rhoose.

Policy 2: Shaping Urban Growth and Regeneration states that growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed use centres and public transport, and integrated with green infrastructure. It then goes on to identify seven key principles for placemaking:

- Creating a rich mix of uses;
- Providing a variety of housing types and tenures;
- Building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;
- Increasing population density, with development built at urban densities that can support public transport and local facilities;
- Establishing a permeable network of streets, with a hierarchy that informs the nature of development;
- Promoting a plot based approach to development, which provides opportunities for the development of small plots, including for custom and self builders; and
- Integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.

Policy 33: National Growth Area – Cardiff, Newport and the Valleys – this policy provides more information about aspirations for growth within this newly designated National Growth Area. The policy reaffirms that Rhoose is included within the National Growth Area.

AFFORDABLE HOMES

Policy 7: Delivering Affordable Homes sets out the estimated housing need over the next 20 years. The housing need estimates also indicate that the provision of affordable homes should become a key focus for housing delivery. It is estimated over the next five years (2019-20 – 2023-24), under the central estimate, that on average the estimated annual additional homes are split almost equally between affordable housing (social housing or intermediate rent) and market housing.

BIODIVERSITY AND GREEN INFRASTRUCTURE

Policy 9: Resilient Ecological Networks and Green Infrastructure seeks to ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure. This should be achieved by identifying areas to be safeguarded, opportunities for the maximising the value of existing green infrastructure and introducing new green infrastructure. Where possible, existing designated or high value sites should be connected through green infrastructure improvements.



CONNECTIVITY

Policy 11: National Connectivity sets out the aspiration of the Welsh Government to support and invest in improving national connectivity. The priorities are to encourage longer distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. The Welsh Government will work with Transport for Wales, local authorities, operators and partners to support the delivery of the following measures to improve national connectivity:

- Rail Network – Transform the rail network and improve the quality of rail services for passengers.
- Bus Network – Invest in the development of the national bus network, fully integrated with regional and local bus networks, to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.
- Strategic Road Network – Invest in road improvements to reduce journey times, deliver a safer and more resilient road network, and improve air and noise quality. Create a network of rapid charging points to enable longer distance travel by electric vehicles throughout Wales.
- National Cycle Network - Revitalise the National Cycle Network to create a network of traffic free paths connecting cities, towns and countryside across Wales.

Policy 12: Regional Connectivity encourages a modal shift away from the private car by incorporating measures that encourage active travel and the use of public transport. 20 miles per hour is identified as the default speed limits for most streets.

Policy 36: South East Metro policy offers support for the development of a metro within the South East Wales region. Local Development Plans and the Strategic Development Plan are also encouraged to do the same.

Local planning authorities are encouraged to support development close to metro hubs that is higher density, mixed use, and car-free. Throughout the document there is reference to the role railway stations can play as community hubs. Land is reserved outside of the site boundary for consideration by Welsh Government for a metro station.

Policy 13: Supporting Digital Communications states that developments should include the provision of Gigabit capable broadband infrastructure from the outset.

SUSTAINABILITY

Policy 16: Heat Networks sets a requirement for an Energy Masterplan to accompany proposals for strategic level mixed-use development. The threshold set is 100 homes.

PLANNING POLICY WALES (EDITION 11, FEBRUARY 2021)

PPW (Edition 11), which was adopted in February 2021, and entirely rewrites and restructures Edition 9 in the context of the Well-being of Future Generations (Wales) Act 2015.

PPW11 has an over-riding objective to accommodate current and future needs and seeks to maximise delivery of outcomes against all aspects of well-being and sustainable development, with a clear focus on placemaking. The concept of placemaking introduced in the PPW is a key element to deliver the aspirations of the Act and drive plan-making and development management decisions.

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015. The key planning principles set out in this document are:

- Growing the economy in a sustainable manner
- Making the best use of resources
- Facilitating accessible and healthy environments
- Creating and sustaining communities
- Maximising environment protection and limiting environment impact

In summary, PPW11 establishes the key principles of the planning system and how development should be shaped to deliver the best possible outcomes.

TECHNICAL ADVICE NOTES (TANS)

PPW11 is supported by a range of Technical Advices Notes (TANs) The TANs provide supplementary policy principles and add more detailed content on how a range of issues might affect the development potential of the site. The following TANs are considered relevant to the proposals:

- TAN 2: Planning and Affordable Housing (2006)
- TAN 5: Nature Conservation and Planning (2009)
- TAN 11: Noise (1997)
- TAN 12: Design (2016)
- TAN 15: Development, Flooding and Coastal Erosion (2004)
- TAN 16: Sport, Recreation and Open Space (2009)
- TAN 18: Transport (2007)
- TAN 20: Planning and the Welsh Language (2017)
- TAN 23: Economic Development (2014)
- TAN 24: Historic Environment (2017)

TECHNICAL ADVICE NOTE 12, DESIGN (2016)

The revised Technical Advice Notes (TAN) aims to equip all those that are involved in the design of development with advice on how sustainability, through good design, may be facilitated through the planning system plus it provides detailed guidance on the content of Design and Access Statements. It sets out the core design principles that any development proposal must follow to help create a sustainable environment and exhibit a high level of design quality.

It sets out five key objectives of good design as being: Access, Character, Community Safety, Environmental sustainability, and Movement. These are elaborated as follows:

- Access - Ensuring ease of access for all;
- Character - Sustaining of enhancing local character; promoting legible development; promoting a successful relationship between public and private space; promoting quality, choice and variety; and promoting innovative design;
- Community Safety - Ensuring attractive, safe public spaces and security through natural surveillance;



PLACEMAKING WALES

The Placemaking Guide, 2020 was developed in collaboration with the Placemaking Wales Partnership, which is made up of stakeholders representing a wide range of interests. The guide sets out in detail what placemaking means, particularly in the planning context in Wales, so that all involved in shaping the built environment have a clear understanding. It covers, at a high level, key aspects of placemaking that should be considered and points to further reading sources that provide greater detail on each of the aspects.

The guide outlines the principles in the planning, design and management of new and existing places:

- People and community
- Location
- Movement
- Mix of Uses
- Public Realm
- Identity

Persimmon Homes East Wales are a signatory of the Placemaking Charter.

BUILDING BETTER PLACES

This document sets out the Welsh Governments planning policy priorities to better places, placemaking, quality outcomes and good design. Taking a placemaking approach has multiple benefits which not only helps improve quality of life, but also helps tackle climate change, reduce our carbon footprint and improve biodiversity and ecological resilience for the future.

The National Sustainable Placemaking Outcomes are set out in PPW and are highly relevant to this planning application\

- Creating and Sustaining Communities
- Growing Our Economy in a Sustainable Manner
- Making Best Use of Resources
- Maximising Environmental Protection and Limiting Environmental Impact
- Facilitating Accessible and Healthy Environments

FUTURE WALES

The Welsh Government has formally adopted Future Wales: The National Plan 2040 (Future Wales). Future Wales outlines the Welsh Government's strategies for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, delivering growth in the right areas, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities. Unlike its predecessor, the Wales Spatial Plan, which was in place when the previous outline application and subsequent reserved matters applications were determined, Future Wales now forms part of the statutory development plan. Future Wales sub-divides Wales into four regions with the application site located within the Southeast Wales region. A total of 36 policies are contained within Future Wales of which 19 are thematic and the remainder relate to the four regions.

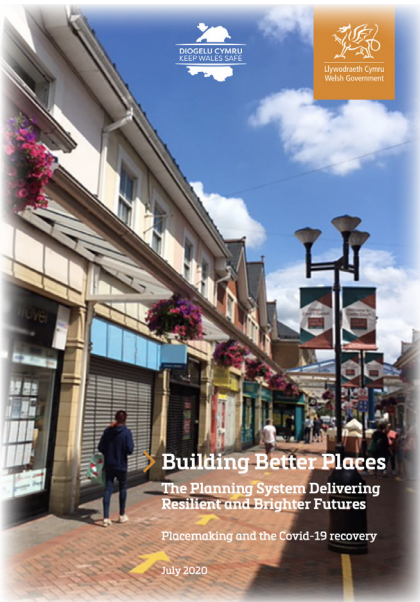
The following themes and policies are most relevant to the determination of this planning application.

Location and Shape of Growth  
Policy 4 – Supporting Rural Communities

Affordable Homes  
Policy 7 - Delivering Affordable Home

Biodiversity and Green Infrastructure  
Policy 9 - Resilient Ecological Networks and Green Infrastructure

Connectivity  
Policy 11 - National Connectivity  
Policy 12 - Regional Connectivity  
Policy 36 - South West Metro



Placemaking Guide 2020



Creu Llechedd Cymru Placemaking Wales

2.4 LOCAL PLANNING POLICY CONTEXT

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011-2026

The Local Development Plan (LDP) was adopted in 2017 and covers the period between 2011 and 2026. The LDP consists of a Written Statement and Proposals Map. It guides the future development of the area, providing a clear vision which sets out where, when and how much new development can take place over the plan period. The LDP sets out the vision, objectives and strategy to achieve this.

Most notably, the LDP, under Policy MG22 (Housing Allocations) allocates the "Land North of the Railway Line, Rhoose" site, which has a total area of 25.82ha, for 700 homes. The allocation includes a new primary school (allocated through Policy MG6 and delivered on Phase 2 of the site) whilst Policy MG28 states that the allocation is to deliver 3.6ha of public open space. The site forms the eastern part of this allocation as shown on the LDP Proposals Map.

The Vale of Glamorgan Council has committed to the preparation of a Replacement LDP but, due to infancy (a Call for Sites is yet to take place) it cannot be given any weight in the determination of this planning application.

The following policies are relevant to the determination of the planning application:

- Policy SP1: Delivering the Strategy
- Policy SP3: Residential Requirement
- Policy SP4: Affordable Housing Provision
- Policy SP7: Transportation
- Policy MG1: Housing Supply in the Vale of Glamorgan
- Policy MG2: Housing Allocations
- Policy MG4: Affordable Housing
- Policy MG19: Sites and Species of European Importance
- Policy MG20: Nationally Protected Sites and Species
- Policy MD1: Location of New Development
- Policy MD2: Design of New Development
- Policy MD3: Provision of Open Space
- Policy MD4: Community Infrastructure and Planning
- Policy MD5: Development within Settlement Boundaries
- Policy MD6: Housing Densities
- Policy MD7: Environmental Protection
- Policy MD8: Historic Environment
- Policy MD9: Promoting Biodiversity



LDP Proposals Plan



2.5 DESIGN CONSIDERATIONS

PARKING STANDARDS SPG

The Parking Standards SPG (2019) has been updated to provide a sustainable design context when designing the layout of sites and streets which is to prioritise the needs of Active Travel modes of transport, in line with Welsh Government objectives.

- Residential Maximum Parking Requirements
- Resident Parking - 3 spaces per house
  - Visitor Parking - 1 space per 5 houses

SUSTAINABLE DRAINAGE SYSTEMS SPG

Developers are encouraged to work with the Council and the Environment Agency to incorporate SuDS in all new development to reduce the risk of flooding, the pollution to watercourses and to minimise negative impacts on biodiversity.

This should be considered at the earliest stages of master planning or layout design. Early consultation with the Council is advised. The Council will make use of planning conditions or legal agreements to secure implementation of SuDS where appropriate. SuDs to consider that are relevant to this particular development include:

- Soakways
- Swales and basins
- Permeable Surfacing

RESIDENTIAL & HOUSEHOLDER DEVELOPMENT

This Supplementary Planning Guidance (SPG) has been produced to support and add detail to the Vale of Glamorgan Local Development Plan (LDP) 2011-2026. It is intended to provide clear guidance on the interpretation and implementation of the policy within the LDP that is relevant to householder and new residential development.

This SPG represents a material consideration in the determination of planning applications and appeals for householder and new residential development. The purpose of this document is to provide advice on what matters must be considered when designing new residential development or improvements or alterations to your home, preparing plans and submitting planning applications.

This SPG provides guidance on the main issues arising from new householder development; states a number of standards that should be complied with in order to safeguard residential amenity; sets out a series of principles to be followed to ensure good design; and provides possible solutions to certain design issues encountered.

The guide sets out a series of sub chapters that are intended to help developers understand and respond to the character of a sites context including:

- Constraints that may affect the proposed development
- The Character of your Property

The guide sets out sub chapters around particular design considerations including:

- Architectural style
- Materials
- Siting, Scale and Massing
- Secure by Design
- Roof form
- Overbearing and overshadowing impacts
- Amenity Space
- Access and Parking
- Foul and Surface Water Drainage
- Landscaping and boundary treatments
- Renewable Energy





### 3.1 SITE DESCRIPTION

The application site is located on greenfield land around 2 miles south of Cardiff Airport. The application site is bounded by mostly residential development and infrastructure along all boundaries. The eastern and western boundaries are planted with a variety of trees, scrub and hedgerow.

The existing access to the site is via Pentir Y De runs which along the eastern boundary. This leads to Porthkerry Road, north of the site and further residential development to the south.

The site is currently being used for agricultural purposes. There are a number of existing hedgerows and trees which dissect the land into different parcels as well as forming the site boundaries. There is a PROW which runs along the western boundary, which is bound by hedgerows, leading to a level crossing to the south.

The site consists of gently rolling contours with a steeper decline at its southern end.





3.2 ECOLOGY

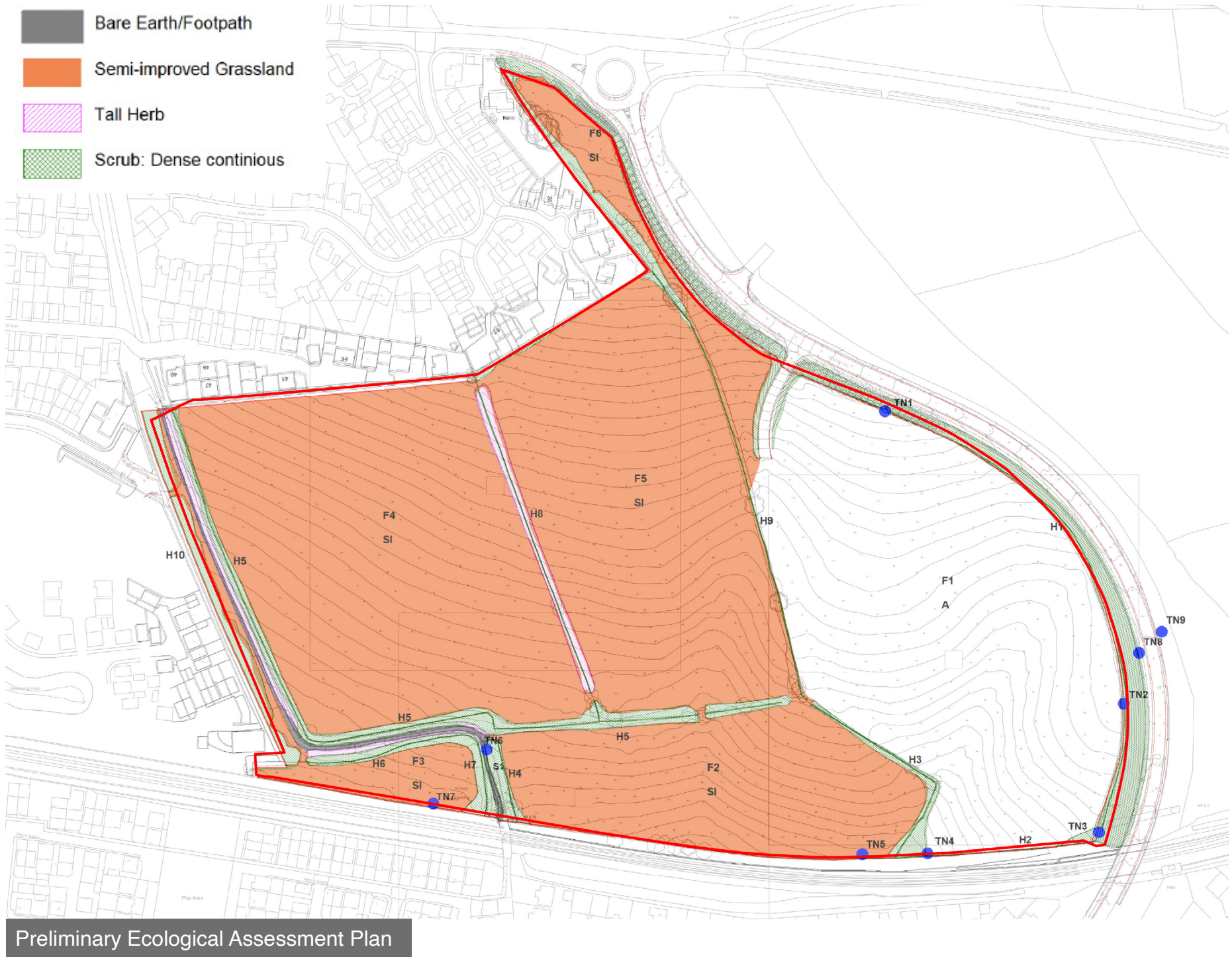
The site comprises of sloping agricultural land, a mix of arable and semi improved grassland. A survey was undertaken by TerrAqua to assess the Site for ecological features. A number of species were found on site:

FOX AND RABBIT

Mammal runs were recorded within field F1 leading into the adjacent scrub along the edge of hedgerow H1. These were identified as predominantly fox and rabbit. Fox runs were also recorded within fields F3 heading back to the railway embankment and along the public footpath/track at the western side of the site.

REPTILES

The main habitats used by reptiles have been identified in hedgerow H5 running north-south at the western side of the site. As reptiles were found at the proposed development site appropriate avoidance and mitigation measures will be required in order to ensure that no reptiles are injured or killed during the proposed works.



3.3 EXISTING VEGETATION

Treescene Limited were appointed by Persimmon Homes to undertake a pre-development survey and assessment of existing trees located on and adjacent to their site at Pentir Y De, Rhoose.

There were no no trees assessed as Category A (High Quality and Value) present on site. All trees were categorised as either poor or fair condition placing them in either category B, C, or U (Moderate Quality and Value and Low Quality and value).





3.4 BUILT CONTEXT

This section of the DAS provides an overview and analysis of the built context of the surrounding area and tries to identify recurring themes and influences as part of a character study.

The study looks at the range of different character areas within Rhoose which aligned closely to when they were constructed and analyses which picks up on:

- Building/Plot Form
- Details and Materials
- Boundary Enclosures

Growth during the 20th Century at Rhoose has predominantly comprised residential development which has gradually occurred along Porthkerry Road and Fontygary Road as well as around Station Road and more recently to the south of the railway line.

This has given rise to a very distinctive and varied townscape ranging from the old farm buildings and residential units within the historic core, early 20th Century terraced housing along Station Road and Torbay Terrace to a range of different post war house styles.



BUILDING / PLOT FORM

Plot sizes and built form vary within the context of the site. The more historic development around the centre of Rhoose and within its conservation area contains both a tight and loose urban grain with a mixture of terrace properties, farmsteads and large detached properties. Parking associated with the terrace properties is typically in front of plot with properties having a moderate setback to the adopted highway. Parking for the larger detached properties is within the plots curtilage. Homes within this part of Rhoose are predominantly 2 storeys with some 1 storey farmstead conversions to residential.

The predominant form of residential development is provided by more modern housing estates which have developed to the north of the principal route through Rhoose, as well as to the South of the Railway from the 1980's onwards. These are characterised as low density estates designed and cited around a central spine road with a series of cul-de-sacs which run off them.

Rhoose Point and the initial phases of development on the land north of Rhoose Railway are the most recent developments in the village and have a character of higher density parcels of development. Both areas are primarily comprised of residential development, with a new school. Both development shared a similar urban form delivering a wide range of housetypes including flats, terraced, semi-detached and detached. Almost all parking is on plot to the front or side with limited courtyard parking in places. Properties with side parking sit close to the adopted highway and are often parallel to the street ensuring strong natural surveillance. Properties are predominately 2 storeys with limited use of 3 storeys



Context Images



# 03 SITE ANALYSIS

## DETAILS AND MATERIAL

Properties within the historic centre predominately consist of white render façades which is a common material seen along the primary road of Fontygary Rd and Porthkerry Rd. Historic roof materials including grey natural slate or plain tiles on pitched roofs are the most common roof treatment paired with these properties with brick chimneys on the more historic properties. Very rare instances of thatched roofs are also evident.

Windows are predominately setback from façades for the historic building and rarely flush with it with some exceptions. Proportions are rectangular with the emphasis being on the vertical aspect. Victorian and Georgian styles are noted within the village.

More recent development uses predominately red, red-mutli coloured brick and buff brick facade materials with contrasting brick detailing around windows and on the corners of properties. Roof materials consist of a mix of red and brown concrete tiles. Windows within these developments are generally casement.

Stone and brick lintels are the most common however, on some of the more historic structures have more articulation in their detailing with contrasting brick details. Sills tend to be stone or timber on the older buildings and a contrasting brick on the more recent developments.



Context Images

# 03 SITE ANALYSIS

## BOUNDARY ENCLOSURES

Within the historic centre the most common boundary treatments includes a mixture of short stone walls with and without hedges and short red brick walls which sit on the edge of the adopted highway. In rare instances railings are also used in combinations with short stone walls.

Within more recent developments black metal railings are used in key spaces, sometimes in combinations with short brick walls. Along primary and secondary roads within these developments hedge planting is common. Tertiary and edge of settlement spaces often have no boundary treatments or low shrub planting.



Context Images



# 03 SITE ANALYSIS

## 3.5 OPPORTUNITIES & CONSTRAINTS

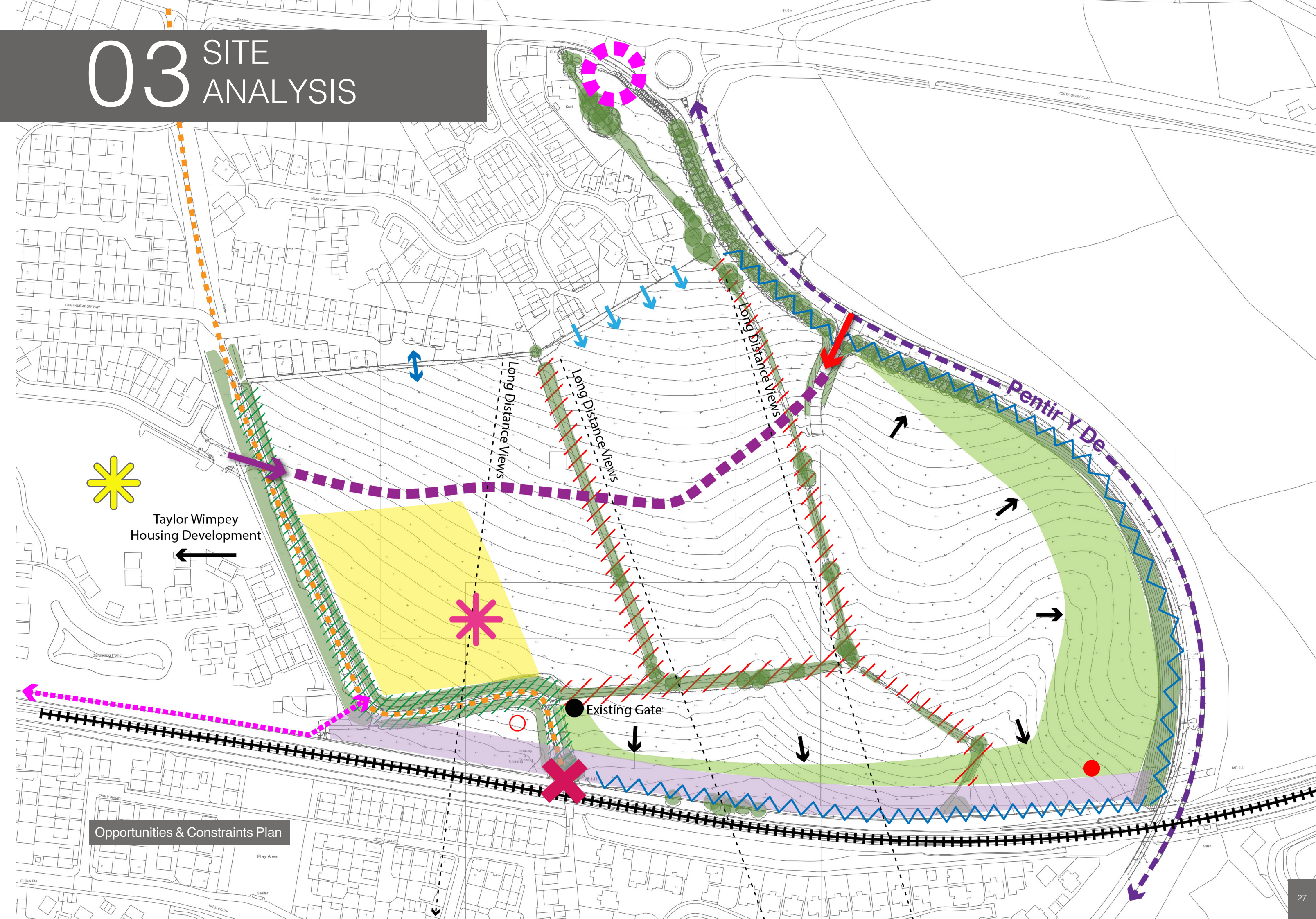
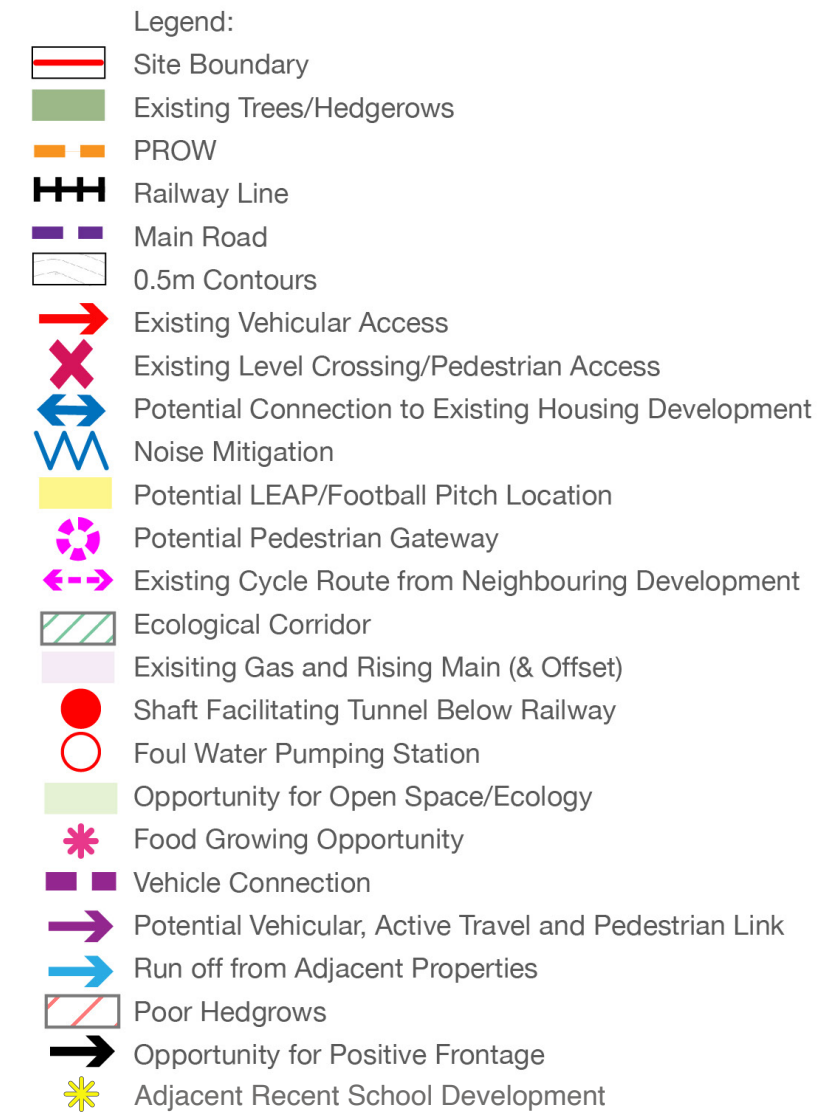
The following points are the main constraints and opportunities that have been identified for the site, based on the assessment of the site and its context:

### CONSTRAINTS

- Existing good landscape features, hedgerows and trees to be retained where possible and removal of poor quality landscape features, hedgerows and trees.
- Noise pollution from existing railway line along the southern boundary.
- Topography falling from the high point in the North-Eastern corner of the site down to the South-West which is the steepest part of the site.
- Existing PROW along the western boundary to be retained.
- Existing properties along the northern site boundary will require an appropriate response to meet secure by design principles and avoid intrusion in established private amenity space.
- Existing gas main and associated 20m offset.

### OPPORTUNITIES

- Create the vehicular site access point off Pentir Y De.
- Maximising the opportunity of existing green infrastructure by integrating features such as green corridors and outdoor sports provision to encourage active travel and outdoor play.
- Opportunity to introduce a south west pedestrian gateway into the site to enhance the existing cycle route from the adjacent new build development into the proposed site.
- Opportunity to capitalise on positive outlook from the site towards the Bristol Channel by orientating potential properties appropriately.
- Opportunity to maximise opportunities for the site to cohesively link with the adjacent recent development to the north and west of the site.
- Opportunity to create dedicated space for lower produce to be grown through new allotments and orchard planting.
- Opportunity to utilise offset from southern and eastern green edges of the site to ensure biodiversity net gain and provide parkland edge combining ecology and amenity uses.





## 4.1 SUMMARY OF DESIGN PRINCIPLES

The design has been based on the following principles as set out in the Placemaking Wales Charter:



### ECOLOGY AND SUSTAINABILITY

Retention of existing valuable ecological features and delivery of new interventions that will ensure biodiversity is enhanced through the scheme and net gain is achieved



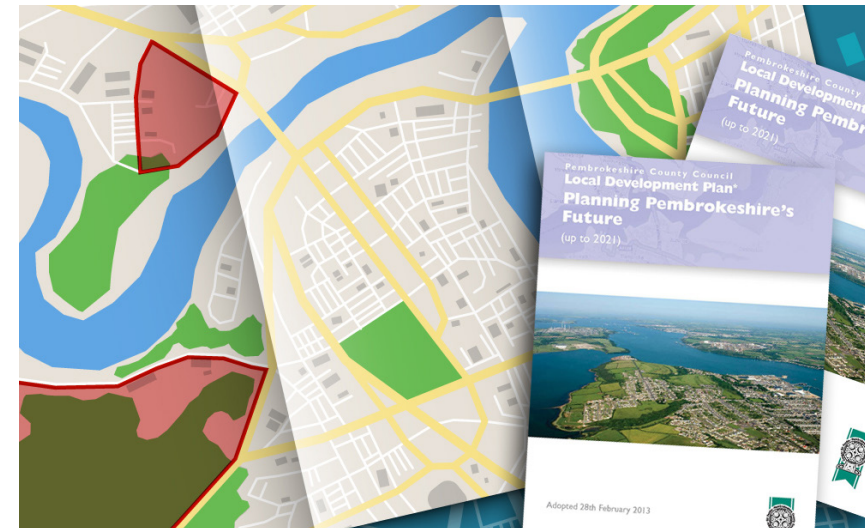
### MOVEMENT

A range of street types ensuring a distinct hierarchy of movement routes. The development prioritises active travel by providing a network of pedestrian routes that integrate it with its surrounding context.



### PUBLIC REALM

The development creates well-defined, safe and welcoming streets through a distinct street hierarchy and sense of enclosure. Ensuring properties overlook streets and public open spaces with active frontages and corner turning buildings.



### LOCATION

The development is situated in a sustainable location. The development is the final phase of wider residential development and is within close proximity of Rhoose's centre and local train station.



### PUBLIC OPEN SPACE

The proposals provide an attractive, usable, safe and well-overlooked public open space placed at the heart of the wider site allocation. A variety of smaller and linking public open spaces are provided through the development.



### IDENTITY

The development values and respects the positive distinctive quality and identity of the area by identifying prominent elements within the surrounding context and integrating them positively into the development.



4.2 PROPOSED MASTERPLAN

The proposed development layout builds on the key design principles to achieve a permeable and cohesive development that sits well within the existing context and provides an attractive place to live.

Key design elements within the layout are numbered below and on the plan adjacent to help communicate how these series of events will result in an uplift which helps to enhance the character and legibility of the development.

- 1 Access points off Pentir Y De and gateway space.
- 2 Key multifunctional public open space along the southern and eastern perimeter of the site incorporating existing and enhancing landscape features and introducing new attenuation and outdoor play facilities.
- 3 Primary east-west route with rain gardens, tree and shrub planting to provide a greener and legible routes whilst enhancing the SUDs criteria of the development.
- 4 High quality shared surface private drives to create street hierarchy and a permeable layout.
- 5 Existing Trees/hedgerows retained, reinstated and enhanced.
- 6 Pedestrian links to ensure accessibility and ease of walking/ cycling through the site
- 7 Pumping Station and Substation at the lowest point of the site
- 8 Pedestrian access point from retained PROW running north south through the site.
- 9 Development set back from railway to ensure the development doesn't is not adversely impact by resulting noise pollution.

- 10 Series of nodal points along the primary route and loop road to support legibility and create dwelling spaces to enable community cohesion and interaction.
- 11 Sports pitch provision and formal equipped play provision including LEAP and MUGA - supported by a community building
- 12 Orchard and allotment space to increase opportunities for locally grown produce.

NODAL SPACES

The proposed development height and massing responds to the sites context and key spaces consisting of 2, 2.5 and 3 storey homes. 2 storey homes are used across the majority of the site with 2.5 and 3 storey properties in key locations to provide distinctiveness in street scenes including terminating key vistas and defining key public open spaces the development.

LAYOUT MIX

The layout table to the right demonstrates the proposed house types will provide an appropriate variety of family homes, including affordable homes which has been informed through discussions with the council.

PRIVATE HOUSES

593	1 bed flat	1 space	10
772	2 bed house	2 spaces	5
811	2+bed house	2 spaces	7
887	2+bed house	2 spaces	7
905	2 bed house	2 spaces	9
923	3 bed house	2 spaces	6
924	3 bed house	2 spaces	10
993	3 bed house	2 spaces + integ	4
1012	3 bed house	3 spaces	12
1023	3 bed house	3 spaces	6
1123	3 bed house	3 spaces	10
1102	4 bed house	3 space dr/thru	11
1115	4 bed house	2 spaces + integ	14
1184	4 bed house	3 spaces	2
1188	4 bed house	2 spaces + sg	14
1204	4 bed house	2 space dr/thru	23
1221	4 bed house	2 spaces + sg	12
1230	4 bed+study	2 spaces + integ	24
1259	4 bed+study	2 spaces + sg	10
1328	5 bed house	3 space dr/thru	19
1415	4 bed+study	2 spaces + sg	15
1733	5 bed house	2 spaces +1.5g	26

TOTAL UNITS

256

Total sq.ft : 300,534  
Gross site area : 33.56 acres  
Net developable area : 19.1 acres  
Coverage : 15,735 sq.ft / acre (net dev)



Layout



4.3 GREEN INFRASTRUCTURE STRATEGY

The green infrastructure strategy seeks to create an integrated ecology and landscape approach that responds to the needs of the sites as well as the needs of future residents.

The strategy looks to incorporate usable public green spaces around existing landscape assets, further strengthening their role as an integrated part of the development. Existing hedgerows along the periphery of the site are retained and enhanced wherever possible.

Sustainable drainage solutions which capture surface run-off water are accommodated within landscaped interventions situated in the street scene and across all public open spaces. Existing wildlife corridors around the perimeter of the site are retained and enhanced, incorporated into the overall masterplan for the site.

The following pages describe each of the character areas in a little more detail picking up on speces, character and special features.

Legend:

- Proposed ecology rich boundary enhancements
- Existing GI - ecology rich
- Formal avenue
- Informal primary street
- Informal secondary & tertiary streets
- Allotments
- Pocket green spaces
- Semi-formal community space
- Informal parkland
- LEAP



Green Infrastructure Strategy



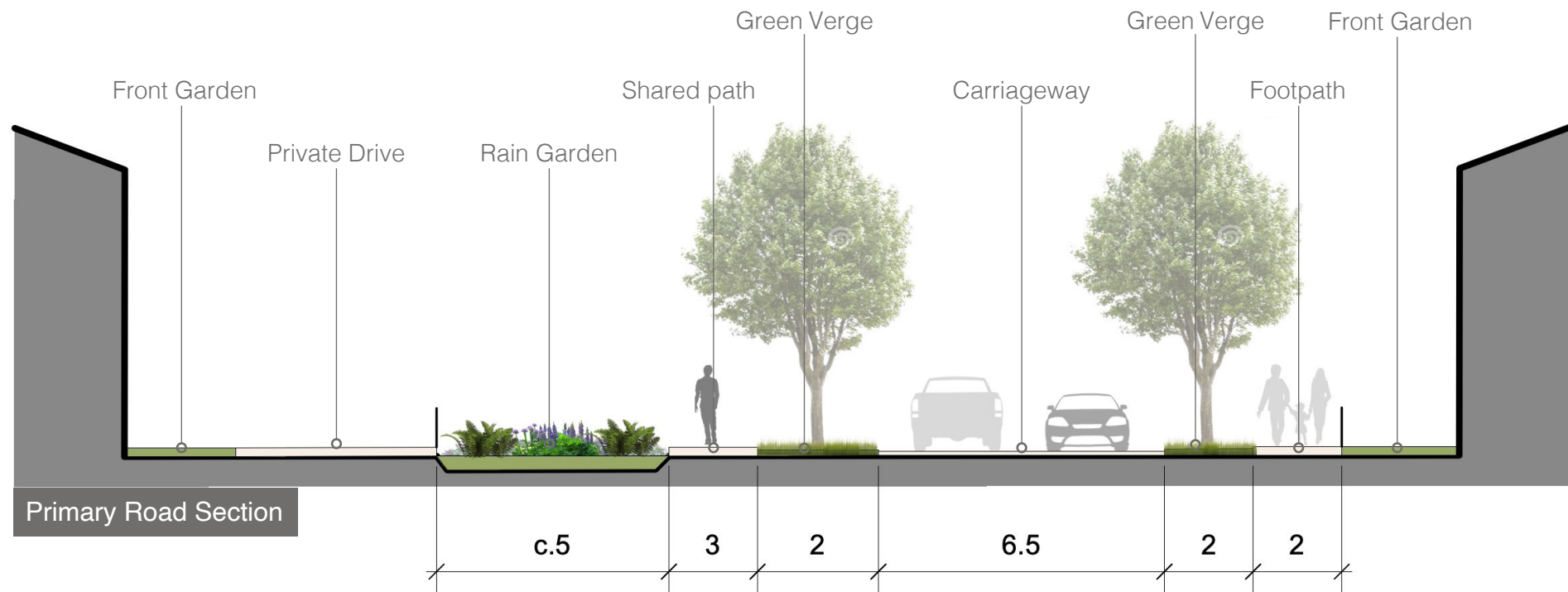
# 04 DESIGN PROPOSALS

Formal avenue

## FORMAL AVENUE

It is important to frame the roads with as much green infrastructure as possible, firstly to break up the massing of the built elements with vibrant tree (mixture of avenue trees and fruiting stock), wild flower (low maintenance), perennial and herbaceous planting; secondly, to improve the drainage and management of rain water run off through a series of rain gardens, bordering the roads, reducing the impact on local services and extending the green corridors across the site. The greening of the street scenes will help improve the visual amenity of the development whilst giving structure and improving the sense of place. Separation of hard surfacing with the green infrastructure, will help improve the flow and safety of the streets and provide some privacy for the residents between buildings, without compromising the wider views of the surrounding landscape.

- SPECIES LIST
- Cherry Laurel
  - Horse Chestnut
  - Acer Rubrum
  - Rowan



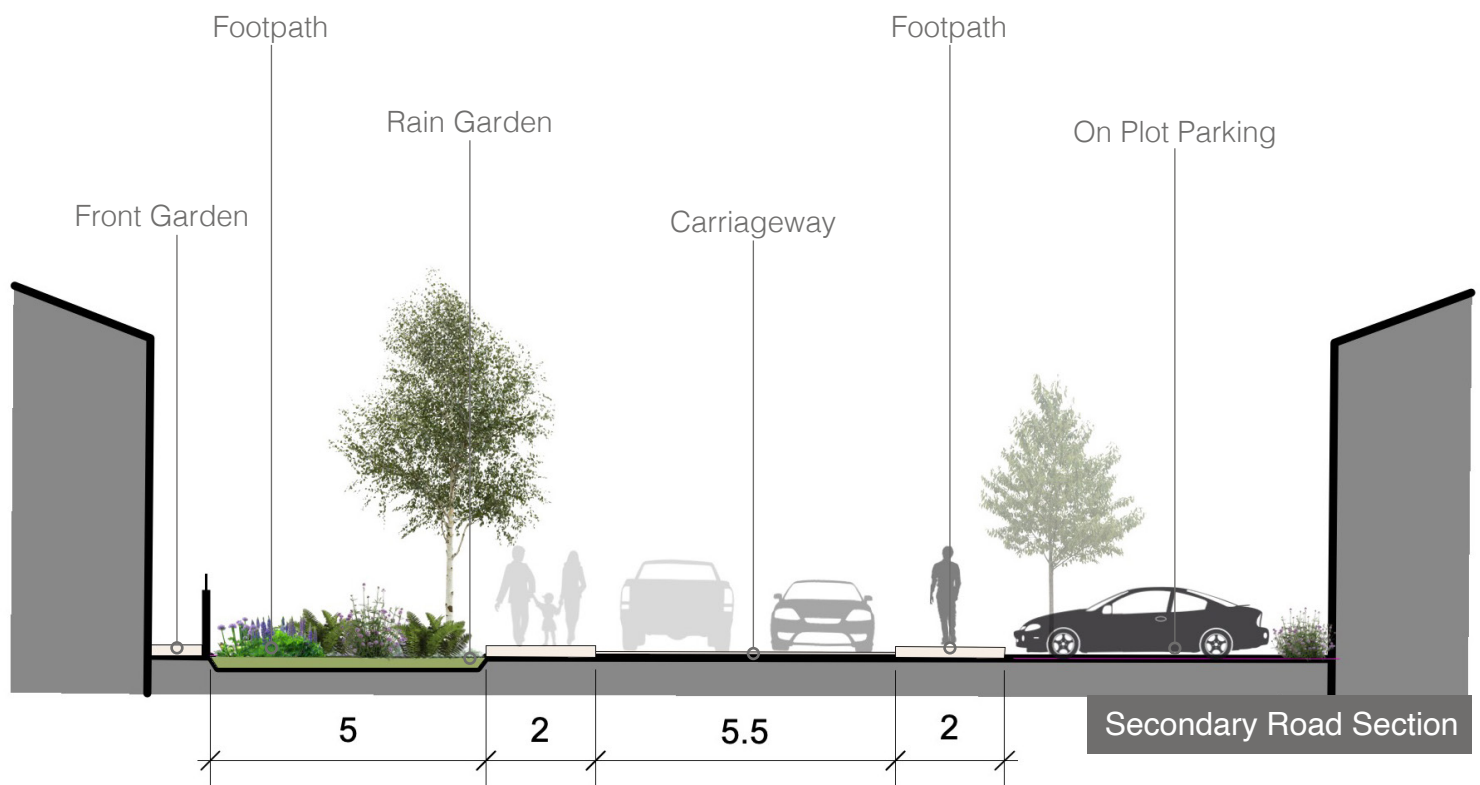
# 04 DESIGN PROPOSALS

- Informal primary street
- Informal secondary & tertiary streets

## INFORMAL PRIMARY, SECONDARY AND TERTIARY STREETS

The continued greening through the site will help maintain a balanced ecological, sustainable and bio-diverse framework to the development. These streets will form an important network for wildlife and build a framework for natural infrastructure. The primary street loop will include a substantial rain garden to one site creating a less formal structure to the street. Tree planting will form part of the rain garden with further supplementary tree planting on plot where frontage parking is proposed. Secondary and tertiary streets will adopt a less form approach again, harnessing the approach of home zone and utilised landscaped build outs wherever possible.

- SPECIES LIST
- Betula Jaquemontii,
  - Cherry
  - Channel beauty apple tree
  - Himalayan birch
  - Champagne apple tree





# 04 DESIGN PROPOSALS

## Pocket green spaces

**POCKET GREEN SPACE**  
Pocket green spaces throughout the site provide a series of informal landscaped areas of species rich grasses and wild flowers for the residents to enjoy. They further give opportunity for doorstep play as well as acting as a rich ecological break. They will play an important part in the overall SUDs infrastructure with elements designed to help slow and manage the rainwater run off from the surrounding hard areas. It is propsoed that pocket green spaces include a specimen tree of townscape value to act as memorable and distinctive places.

## Semi-formal community space

**SEMI FORMAL COMMUNITY SPACE**  
This area of open space will include formal active play with a multi use games area and sports field bordered with informal orchard planting. This area will form a key open green space that can provide mixed use for the community. When not being used as a sports pitch, being close to the proposed allotments, it links play in a natural and safe setting to the wider community. The orchard planting will help soften the visual impact of the formal pitch provision and provide a natural link to the neighbouring allotments. The dense perimeter network of existing mixed hedgerow and proposed tree planting help to ensure an enclosed, safe space for children to enjoy the outdoors.



- SPECIES LIST
- Rowan
  - Champagne Apple
  - Victoria plum
  - Cherry
  - Coxes pipin



# 04 DESIGN PROPOSALS

## Allotments

**COMMUNITY ALLOTMENT**  
The concept of a community allotment space is to encourage healthy out door activities which are led and managed by the community for the community. A place where the community can come together to grow various produce and cultivate this small corner of the site for the benefit of those living within the development. It opens up the possibility to sell the harvest back to the locals through a community centre or shared space. Allotments can provide groups of all ages with a wonderful outdoor experience and opportunity to learn as well as integrate with each other. Health benefits of gardening, both mental and physical are well known and community led schemes such as this can provide a green framework for engagement and growth.

-  Proposed ecology rich boundary enhancements
-  Existing GI - ecology rich

**SITE EDGE / BOUNDARY**  
The existing perimeter planting will be enhanced with mixed native hedge species, such as hawthorn, gelder, gorse, blackthorn, holy, and crab apple. This is reflective of the current species found on site. This will be strengthened with a range of native and non native trees, such as birch, rowan, wild cherry and oak. This approach will reinforce the boundary of the site, its ecological value and biodiversity as well as providing valuable screening in places such as the railway line (safety, noise, drainage and restricted views into the site will benefit too). The planting will provide valuable species rich environments for a variety of birds and insects and wildlife in general, giving a positive green structure from which the rest of the landscape can evolve across the development.

The landscape strategy seeks to provide new publicly accessible green space and wildlife rich assets. It also seeks to enhance species poor areas with a rich diversity of tree, wild flower and herbaceous plantin further improving the ecological and bio-diversity values of the site. Integrated Sustainable Urban Drainage systems in the form of rain gardens, will enhance the streetscape and provide significant character





# 04 DESIGN PROPOSALS

## Informal parkland

### INFORMAL PARKLAND

The parkland is propsoed to be bordered and interspersed with tree planting that is moderately diverse and relatively sparse in places. The informal parkland edge will include tree planting of mixed varieties of native and none native specie and will provide:

- a major network of green infrastructure;
- a significant opportunity for natural play;
- improved visual quality;
- improved biodiversity and ecological value,
- a green corridor supporting wildlife;
- Improved drainage and possible retention;
- making the perimeters safer, especially with the railway

Proposed species include; wild cherry, blackthorn, birch, fruiting stock, holly, field maple, oak, copper beech, and horse chestnut.

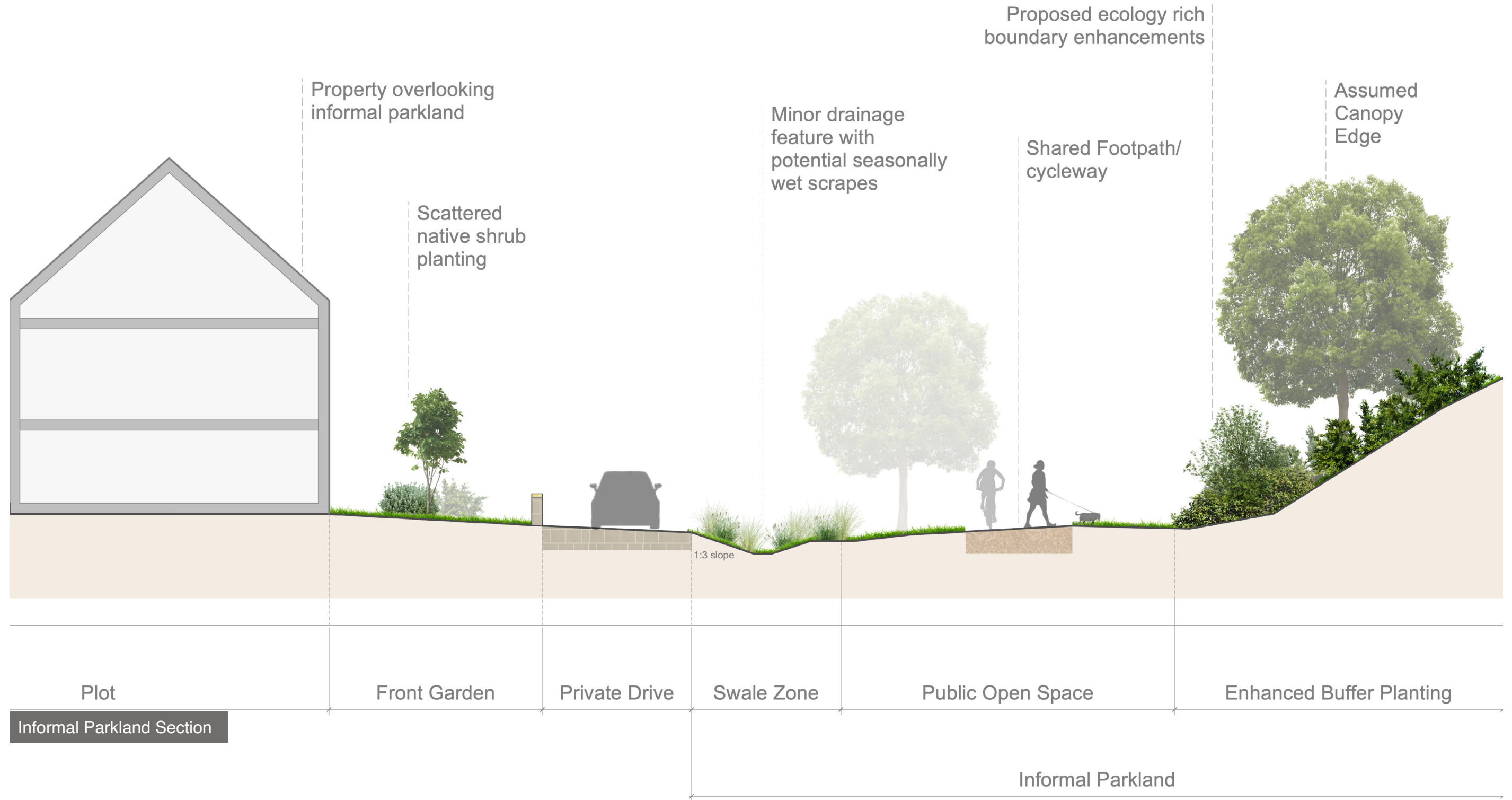
It is proposed that the parkland includes play opportunities embracing the format of 'play on the way' whereby opportunities for natural play are dispersed through the wider landscape. This forms an alternative approach to the standard LAP.

SPECIES LIST				
• Cypress	• Oak	• Blackthorn	• Acer Campestre	• Rowan
• Horse chestnut	• Hawthorn	• Field Maple	• Birch	



# 04 DESIGN PROPOSALS

The landscape strategy seeks to provide new publicly accessible green space and wildlife rich assets. It also seeks to enhance species poor areas with a rich diversity of tree, wild flower and herbaceous plantin further improving the ecological and bio-diversity values of the site. Integrated Sustainable Urban Drainage systems in the form of rain gardens, will enhance the streetscape and provide significant placemaking benefits. Social and mental well being is promoted through the integration of a network of open spaces with a varied character





## 4.3 ACCESS & MOVEMENT

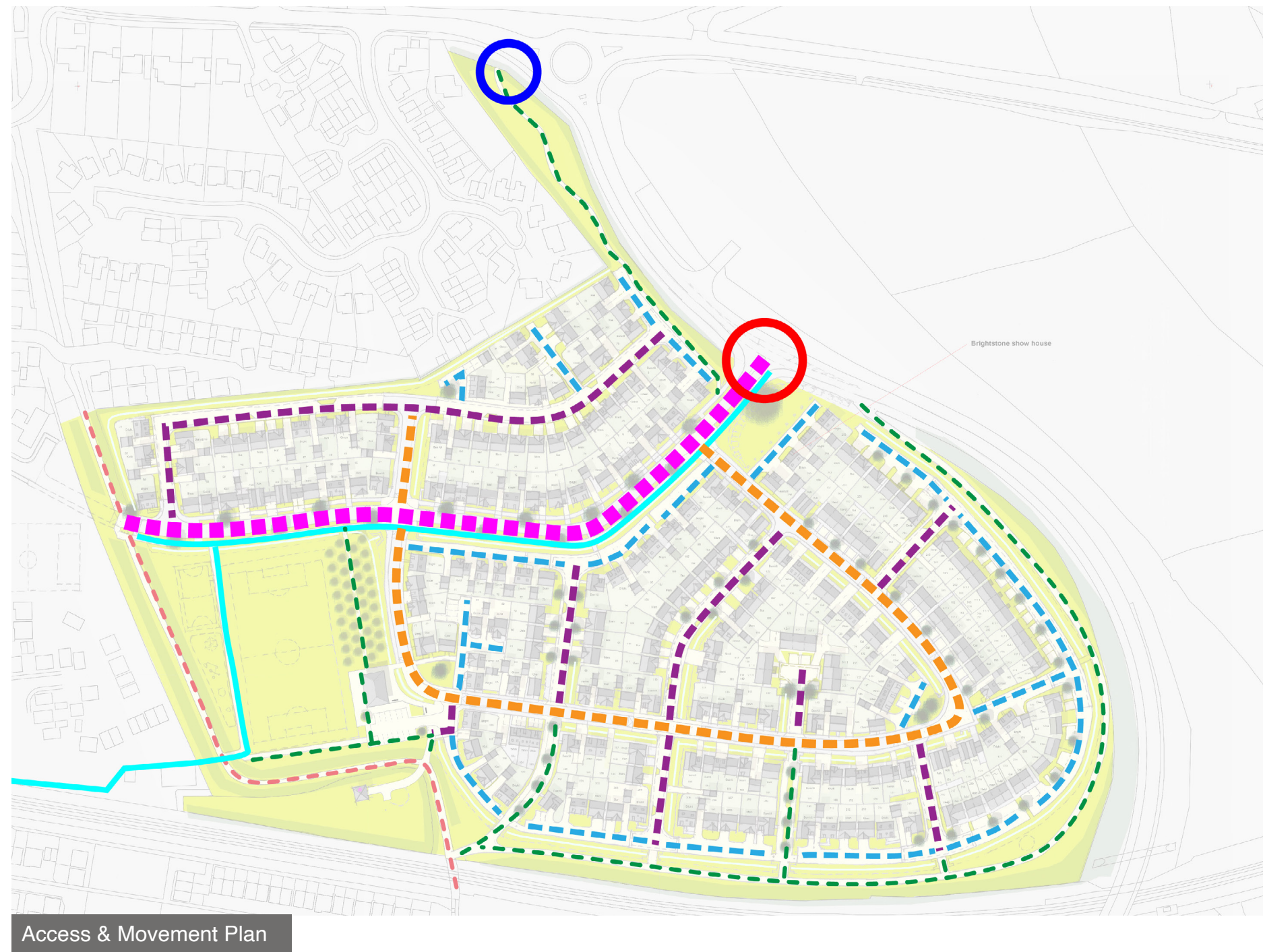
The street hierarchy is an important element of the proposals that defines the character of the development.

There is one main access point off Pentir Y De along the eastern boundary which is connected through to the western edge of the site. There is potential here for a secondary access point to provide direct access into the adjacent new build development helping to better link the two developments together. The main access road will have a formal character with bio-retention verges on one side of the carriageway

Shared surface routes are to be paved with footpaths either side. Private drives along the development edge create a more informal and soft development edge.

The PROW and proposed pedestrian/cycle links form a loop around the development allowing for better walking and cycle movement with possible play on the way features.

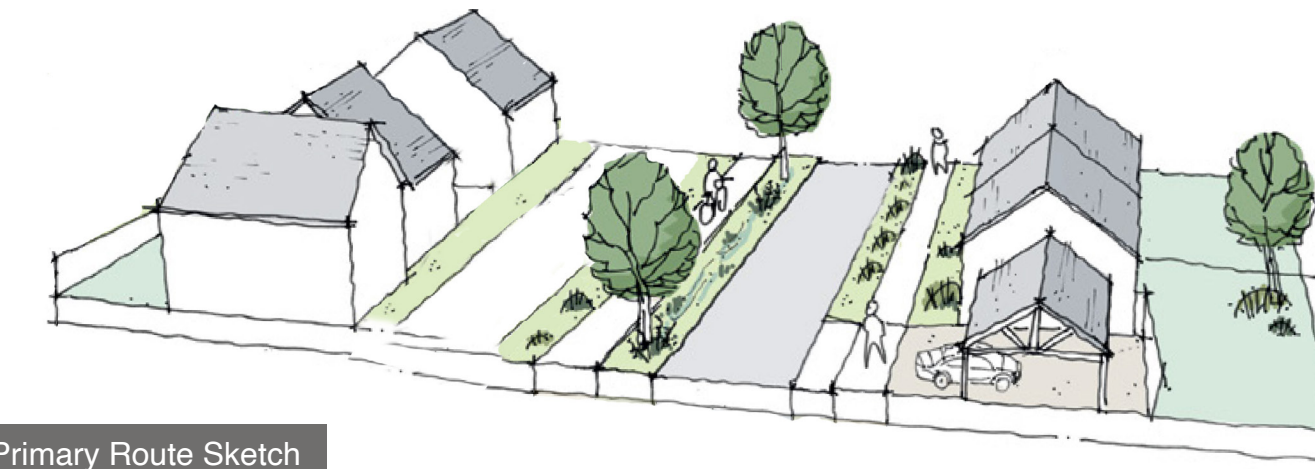
- Key
- Primary Spine Road
  - Secondary Street
  - Tertiary Street
  - Private Drives
  - Proposed Pedestrian Link
  - Access Point
  - Pedestrian Gateway
  - PROW
  - Proposed Cycleway



Access & Movement Plan

## PRIMARY ROUTE

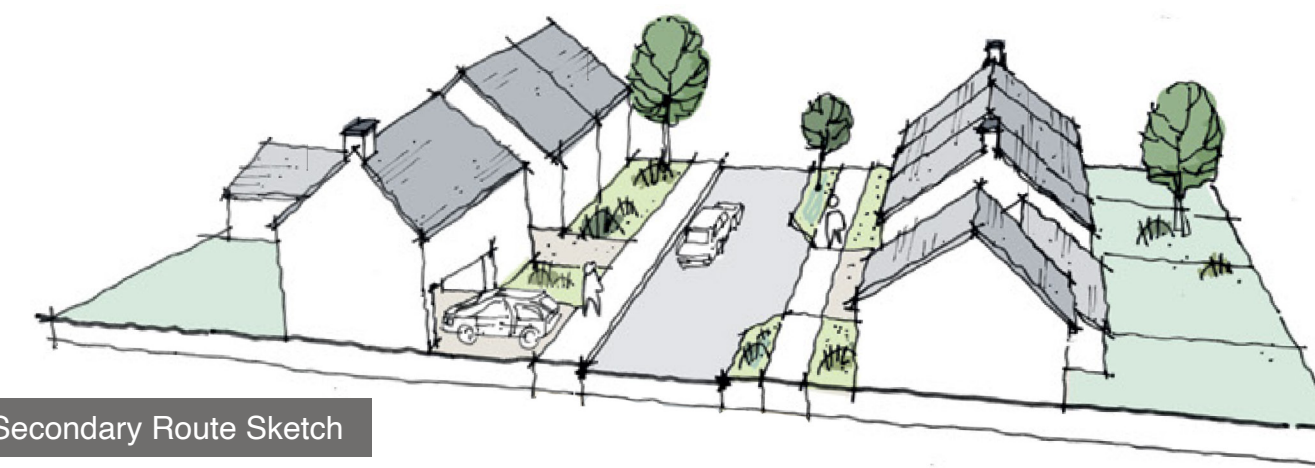
This street give access to the northern and southern halves of the site and provides structure and legibility within the development. The character and width of the primary route varies as it moves from the site gateway, through the centre of the site to the sports pitch, but will generally include a green verge to one or both sides of the carriageway which will accommodate drainage features, tree planting and visitor parking.



Primary Route Sketch

## SECONDARY ROUTE

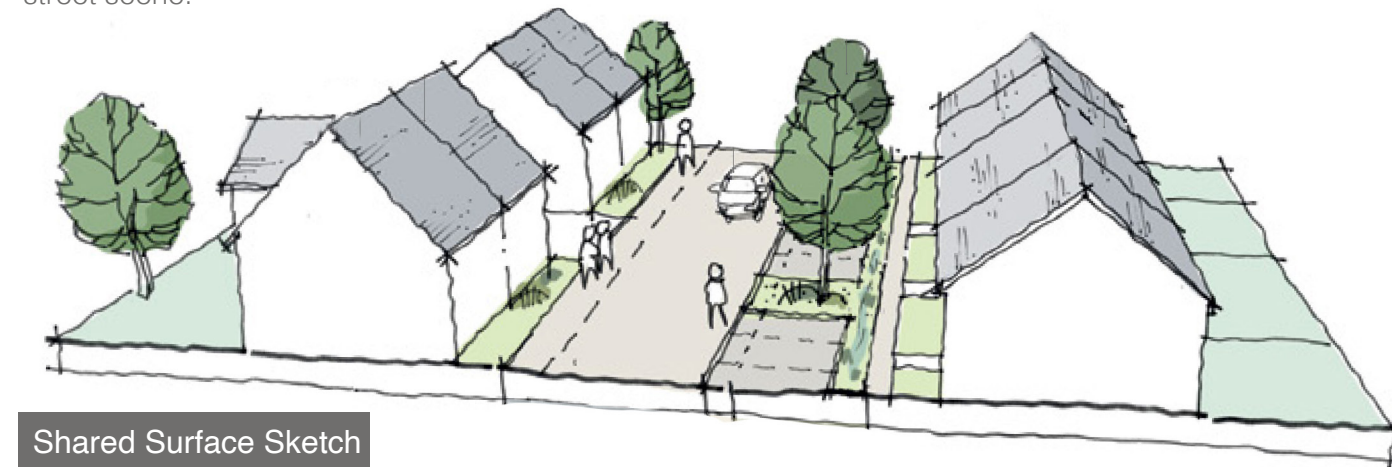
These streets provide access within the development and are designed to promote low vehicle speeds appropriate to a residential setting. Footpaths will be provided on both sides of the road, with the rain gardens on one side to provide traffic calming and create an attractive public realm.



Secondary Route Sketch

## SHARED SURFACE

These streets allow for the space to be shared by a number of users and create a more informal, enclosed street setting that can actively promote social interaction and street life. They provide an opportunity for on-street parking and can include a number of drainage features such as tree pits, rain gardens and bioretention areas, which can not only function as traffic calming but also contribute to an attractive, pedestrian-friendly street scene.



Shared Surface Sketch

## PRIVATE DRIVES

Private drives are not part of the Adopted Highway Network and will predominantly run along the perimeter of the development parcels overlooking open space and green corridors. They provide direct access to a restricted number of homes and help to create a softer, more rural environment.



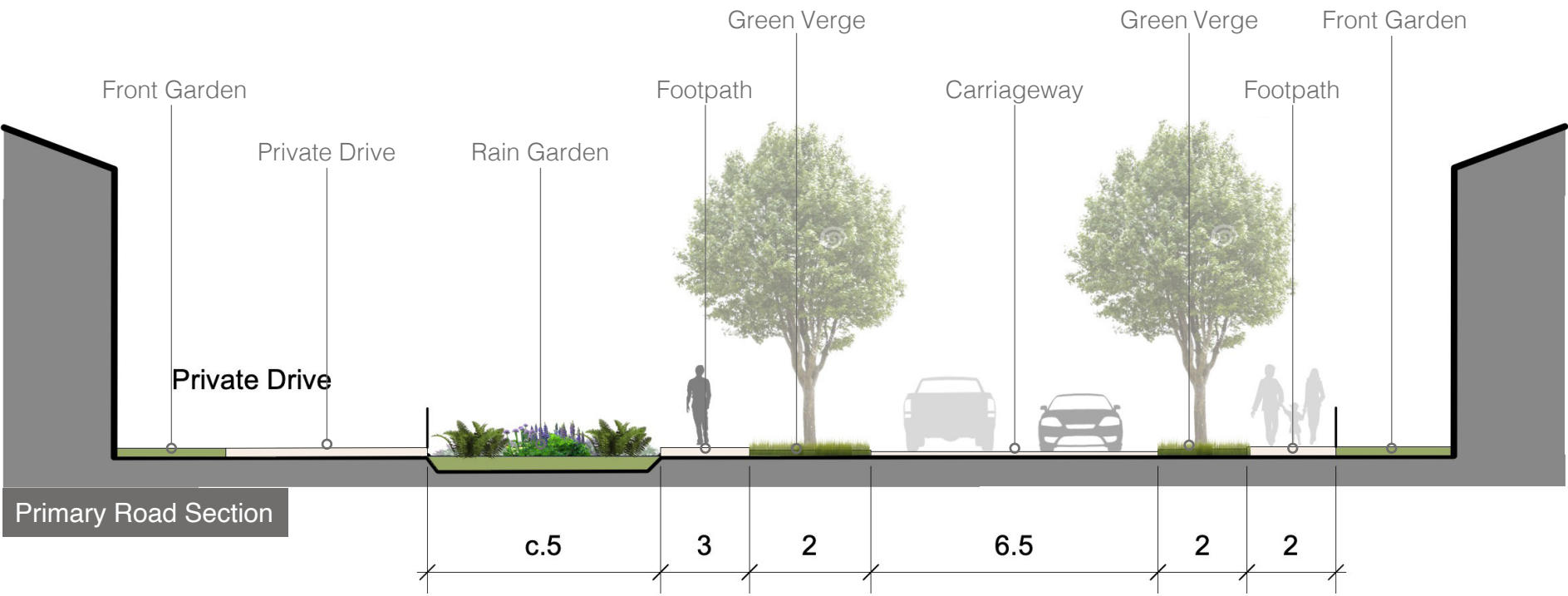
Private Drive Sketch



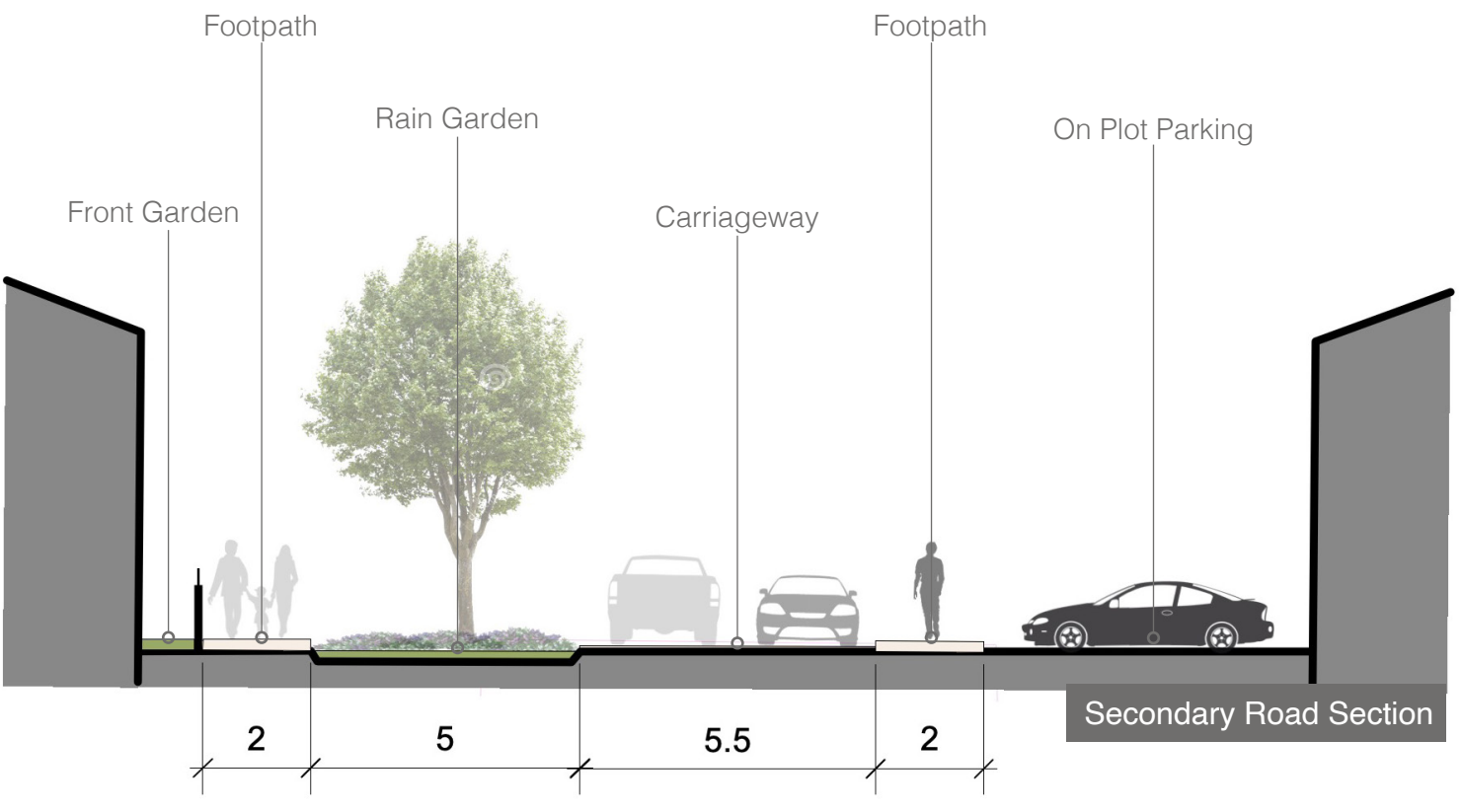
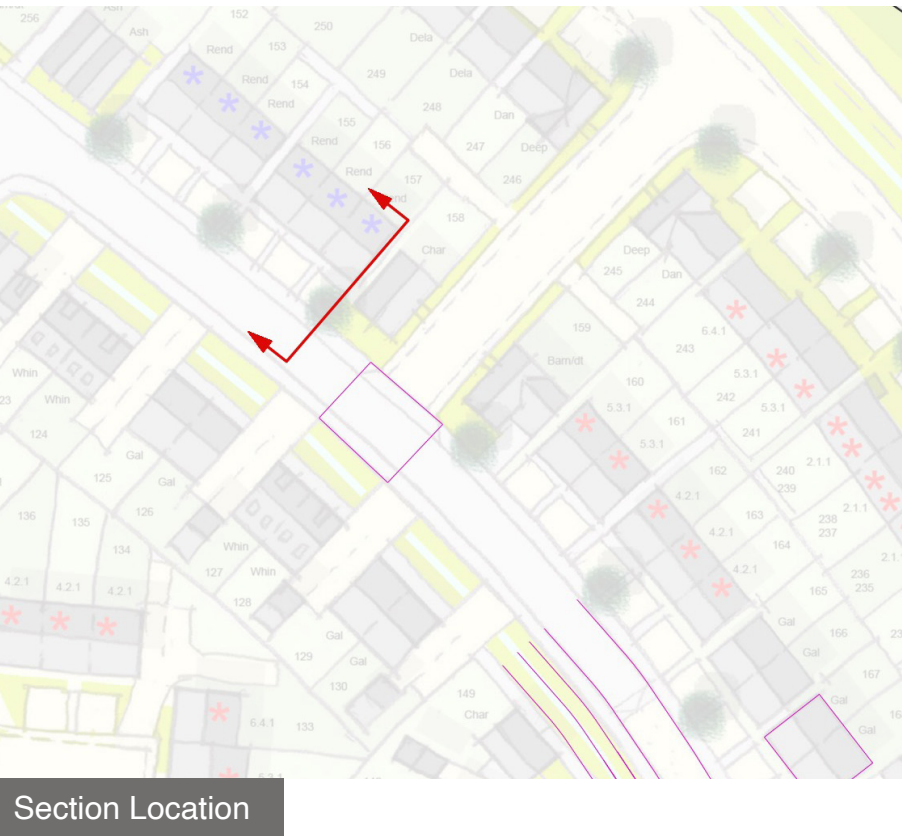
4.4 STREET SECTIONS

The following pages illustrate the relationship between the proposed built development and the proposed/existing green infrastructure on site. Considerations include the position of footpaths, green verges, and Sustainable Urban Drainage Systems along the spine road and shared surface.

It is proposed that the spine road will accomodate a green verge with tree planting and footpaths either side to even and soften up the street scene. Designed SuDS features are proposed, providing a minimum width of a 5m rain garden to ensure suitable drainage capacity. Properties will be set back with a front garden or a private drive and front garden to achieve a greater offset from the main road.



The shared surface street scene will propose a 5m rain garde to be adjacent but lower to the carriageway to allow for easier flow of surface water. Properties will include parking in-front of plot or to the side of the property. Properitres with side parking will have a front garden and a railing boundary treatment. 2m footpaths will also be proposed on either side of the carriageway





4.5 MATERIALS AND BOUNDARIES STRA

The proposed material pallet and boundary treatments for this scheme is informed through the context appraisal set out at within chapter ?? to ensure the development utilises locally reflective materials and boundaries which include:

- White render, red brick and buff brick façades
- Grey and brown roof tiles
- Black metal railing, short brick walls, formal hedgerows

The distribution and grouping of material pallets across the site have been used to reinforce street hierarchy and character areas which supports legibility. Similar to what is found within the surrounding context, render has been distributed in smaller amounts comparative to the red and buff brick to help differentiate key spaces within the layout and emphasis focal properties in certain locations.

Brick compositions with regard to contrasting lintels and corner details are proposed for this development and are reflective of the what can is found within the immediate and wider context.

Proposed boundary treatments primarily consist of black metal railings, hedgerow planting and low ground cover planting to help provide defensible spaces and delineate public and private space.

The use of railings is concentrated within key nodal spaces where properties sit closer to the public realm to help create a more formalised space and emphasis the importance of these environments.

Rainwater goods will be black in colour and door colours will be a mix of black, blue, green to give good contrast from white fascias and light coloured rendered walls and red brick.



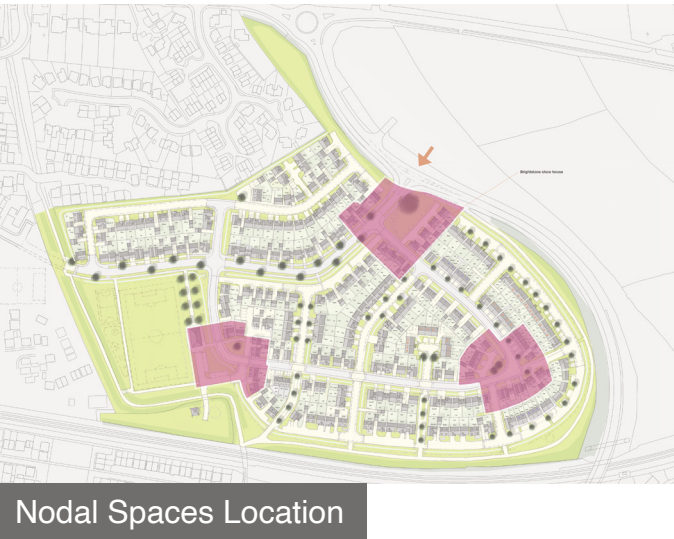
NODAL SPACES

Homes within this area to use an 'off white' render for primary facing materials on all elevations to delineate and emphasise these key spaces.

Roof materials will consist solely of grey tiles which are typically paired with rendered properties within the immediate and wider context.

Boundary treatments to consist of 900mm high black railings to reinforce defensible space to properties and pair well with white render.

Use of short brick feature walls with brick piers can be used to help break up the large public spaces within these areas.





# 04 DESIGN PROPOSALS

## SPINE ROAD & LOOP

Homes within this area to primarily use buff brick with focal properties that punctuate key views using 'off white' render for the front and visible side elevations to support the transition between the nodal space and spine road and loop areas.

Mix of brown and red tiles for roof materials for buff brick homes and grey tiles for rendered properties.

Boundary treatments to consist of a combination of hedge planting and railings.



Spine Road & Loop Location



Typical Housetype on the Spine Road-

Brown concrete tile

White fascia boards

Red brick lintels

Black downpipe and gutter

White uPVC

Stone cills

Buff brick primary facing material

Dual pitch porch

Dark grey door

Black metal railings with hedge

Red brick plinth

# 04 DESIGN PROPOSALS

## SETTLEMENT EDGE

Homes within this area to use a mix of buff and red brick. The distribution of these brick will respond to property pairings ensuring they are consistent and be used to avoid long runs of one material.

Mix of brown and red tiles for roof materials for buff and redbrick homes.

Boundary treatments should be kept open utilising low ground cover planting to reflect the more open informal character of these spaces and counteract the higher levels of enclosure.



Core Settlement Location

## SETTLEMENT CORE

Homes within this area to use red brick to reflect the red brick the prominence of properties found towards the outer edge of Rhoose. Focal properties can utilise buff brick details including lintels and corner brick detailing to emphasis their importance.

Mix of brown and red tiles for roof materials for redbrick homes to aid in breaking up roofscape.

Boundary treatments to consist of timber knee rail fence to help provide a defensible edge to private drives in these locations and maintain visual permeability.



Edge Settlement Location

Open boundary with short shrub planting  
Black downpipe and gutter  
White uPVC  
Red brick primary facing material  
White fascia boards  
Stone cills  
Red brick lintels



Typical Settlement Edge Property



## 4.6 TOWNSCAPE

The townscape plan on the adjacent page illustrates the two-dimensional pattern / arrangement of key proposed development blocks, streets buildings and open spaces. These have been arranged in a manner as to ensure they compliment one another to create an attractive place to live with a strong sense of place. Consideration towards the surrounding character of the green infrastructure requirements, landscape character and key views into the site have also informed the development structure.

The development pattern provides a coherent framework that identifies key views and vistas and addresses them with landmark structures aiding legibility and way-finding through the development. The nodal points throughout the site creates a series of events that will also aid legibility and create additional spaces for community interaction.

Primary frontages are particularly prominent and critical to the impact and appearance of the development and the public realm. Strong frontage is prioritised along open spaces and nodal points to ensure that these prominent spaces have a building frontage which helps create a distinctive quality and character.

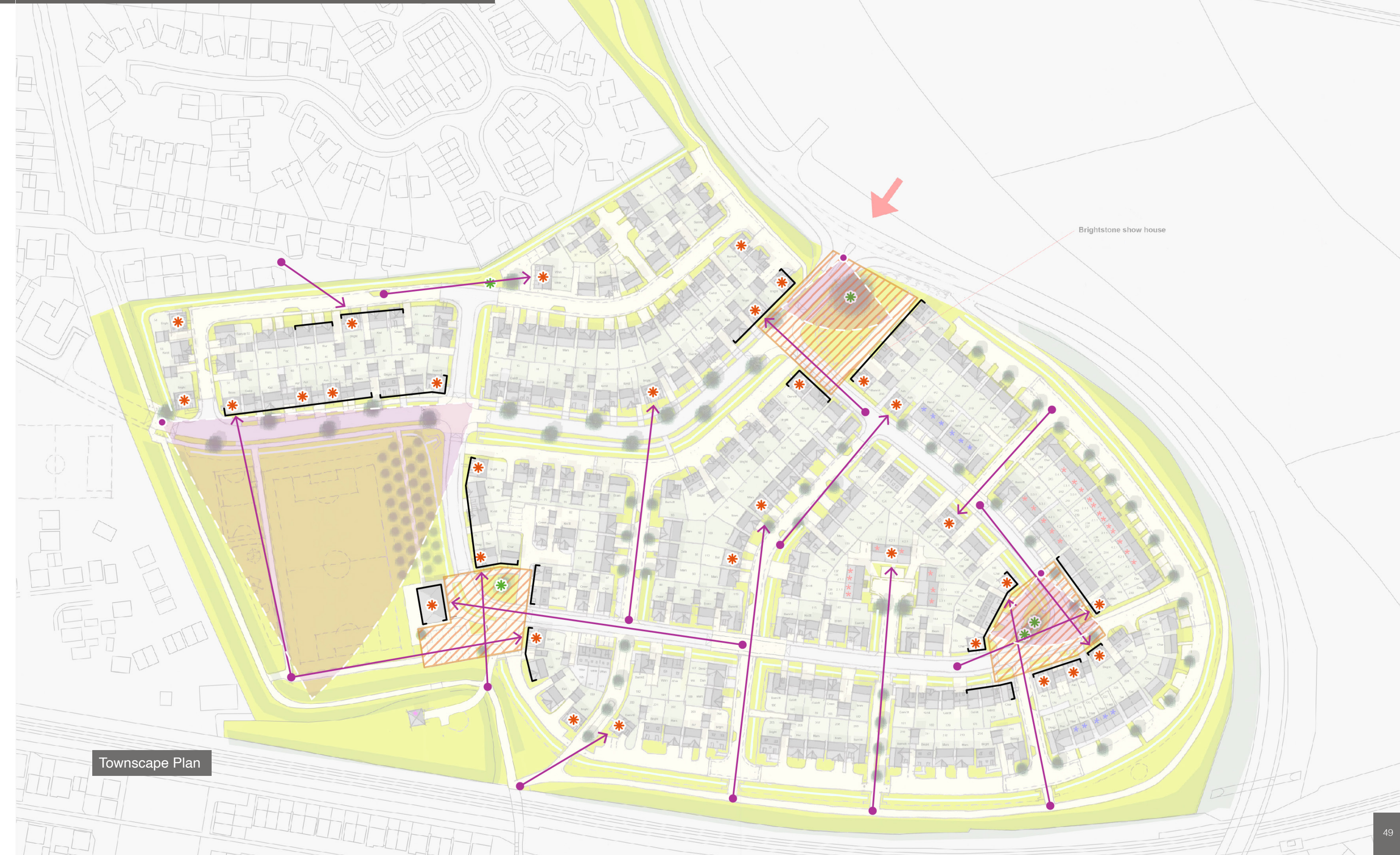
Key spaces are linked clear hierarchy of routes and intersections have been proposed to increase the legibility of development. Building and layout design, planting and views are utilised to form visual focal points and create legible routes.

Focal buildings are located at the termination of vistas, development entrances, or frame views. The inclusion of these homes with increased scale or distinctive treatment will add variety and interest to the appearance of the development, provide points of focus within the street scene and help people find their way round the site.

Buildings at key corner locations will also act as focal points and provide animation and surveillance to both sides of the building facing the public realm.

### Key

- ➔ Key Views
- Key Open Views
- ✱ Focal Structures
- ✱ Focal Trees
- ┌ Key Frontage
- ▨ Nodal Spaces





5.1 CONCLUSION

This Design and Access Statement has been prepared in accordance with national and local policy and guidance on design and demonstrates how the application site can accommodate the proposed development in a manner which reflects local character and will make a positive contribution to local housing need requirements, green infrastructure and biodiversity.

The appointed design team have used their design knowledge and expertise to thoroughly appraise the site and its context to ensure design proposals put forward as apart of this application reflect and enhance the character and sense of place for the area.

This design and access statement provides a strong design rational behind the chosen the material pallets, architectural massing and details as well as landscape design.

A series of character area design approaches have been established to deliver 256 homes across of the site enables to the proposal respond to the varied context in a manner which will make a positive contribution to Rhoose and adjacent historic phase of the allocation whilst also delivering strong green infrastructure and supporting biodiversity.

In summary, the proposal for this planning application aims to create a final phase of development for the allocation that:

- Appropriately responds to the adjacent context within Rhoose including reference to the villages historic centre and most recent development.
- Positively responds to the existing landscape character of the site including mature and young planting towards the perimeter of the site and enhancing the ecological value of the site
- Provides a mix and variety of house types and sizes to meet the needs of a wide range of potential residents.
- Responds and capitalises on the views from the site towards the Bristol Channel.
- Creates inclusive, well designed, high quality public open spaces whilst maximising active frontages and natural surveillance through development orientation;
- Provide much needed formal sports provision and local growing opportunities in easily accessible locations for existing and future residents.
- Creates a clear distinction between public and private spaces with appropriate boundary treatments; these can take the form of physical barriers such as dwarf walls, fences or hedges, or more subtle psychological barriers such as change in paving and materiality or landscaping.







The Urbanists, The Creative Quarter, 8A Morgan Arcade, Cardiff, CF10 1AF, United Kingdom

