



VALE OF GLAMORGAN  
LOCAL DEVELOPMENT PLAN  
2011-2026

GREEN WEDGE  
Background Paper

November 2011





## Executive Summary

1. This Topic Paper has been prepared to review the existing green wedge designations that were contained within the Adopted Vale of Glamorgan Unitary Development Plan 1996 – 2011 and to consider the need for additional green wedge designations resulting from the emerging Vale of Glamorgan Local Development Plan 2011 – 2026.
2. The existing green wedges have been identified in order to prevent urban coalescence between and within settlements at the following locations:
  - Between Dinas Powys and Penarth and to the south and west of Llandough;
  - North West of Sully;
  - North and East of Wenvoe;
  - South of Bridgend; and
  - Barry, Rhoose and St.Athan
3. The Topic Paper concludes that the existing green wedges designations (with certain amendments) should be included within the Local Development Plan. In addition a new green wedge designation is proposed to afford protection to land located between Penarth and Sully.
4. Green wedges are therefore proposed at the following locations:
  - Between Dinas Powys, Penarth and Llandough;
  - North West of Sully;
  - North of Wenvoe;
  - South of Bridgend;
  - Between Barry and Rhoose;
  - North of Rhoose, and,
  - South Penarth to Sully

## Contents

	<i>Page</i>
1. Introduction	3
2. Background	3
3. National Policy	4
4. Regional Context	5
5. The Vale of Glamorgan Adopted Unitary development Plan 1996 – 2011	5
6. Local Development Plan Draft Preferred Strategy	6
7. Assessment Methodology	8
8. Assessment of Existing Green Wedges	8
9. New Designations	17
10. Green Wedge Allocations	19
11. Designation of a Green Belt	20
<b>Appendices</b>	
Appendix 1 – The Vale of Glamorgan Adopted Unitary Development	22
Appendix 2 – Existing Green Wedges	24
Appendix 3 – The Vale of Glamorgan Local Development Plan 2011-2026 - Proposed Green Wedges	31
Appendix 4 – Proposed Green Wedges	33
Appendix 5 – Areas of Change	41

## 1. Introduction

- 1.1 This topic paper is one of a series prepared by the Vale of Glamorgan as part of the evidence base to inform the production of policies and site allocations for the Deposit Local Development Plan (LDP). Each topic paper can be read in isolation or in conjunction with other topic papers to gain a wider understanding of the issues facing the Vale of Glamorgan.
- 1.2 This topic paper has been prepared to review the green wedge designations contained within the Adopted Vale of Glamorgan Unitary Development Plan 1996–2011 (UDP). The review will seek to:
- Determine whether the existing green wedges remain relevant and if so;
  - To assess and define appropriate boundaries; and
  - To assess the need for additional green wedge designations within the Vale of Glamorgan in areas of known development pressure.
- 1.3 While there are other countryside and urban fringe protection mechanisms within the LDP it is considered that the areas defined by the green wedges require additional protection from development particularly those areas within the South East Zone.

## 2. Background

- 2.1 The Vale of Glamorgan is Wales' most southerly Unitary Authority, lying immediately west of Cardiff between the M4 and the River Severn. Covering an area of 33,097 hectares with 53 kilometres of coastline, 19 kilometres of which is designated as Heritage Coast, the Vale and its historic villages has for a long time been considered an appealing place to live. Located close to Cardiff and Bridgend with easy access to the national motorway network, the Vale of Glamorgan continues to experience significant pressures for development both within and on the edges of existing settlements in the South East Zone and within the rural Vale.
- 2.2 Green Wedges are an urban containment mechanism intended to restrict the spread of built development beyond designated settlement boundaries and allocated sites. Their designation, although non-statutory, adds an additional layer of protection to those areas where it is considered that development pressure exists or will exist during the lifetime of a development plan.
- 2.3 The Draft Vale of Glamorgan Unitary Development Plan 1996 – 2011 proposed four green wedges within the Vale of Glamorgan to restrict the spread of built development beyond designated settlement boundaries and allocated sites. In his report into the objections received on the UDP (November 2000), the Planning Inspector supported the designation of the green wedges and also extended their coverage to include areas which he considered to be under similar development pressure.

2.4 In April 2005 the Vale of Glamorgan Council formally adopted its UDP. The UDP included policy ENV 3 Green Wedges which formally designated five green wedges within the Vale of Glamorgan at the following locations:

- Between Dinas Powys and Penarth and to the south and west of Llandough;
- North West of Sully;
- North and East of Wenvoe;
- South of Bridgend; and
- Barry, Rhoose and St.Athan

2.5 In defining each of the green wedges the Council sought to ensure that the boundaries recognised physical features that could be used to establish defensible boundaries and only included areas of land to which it was considered necessary to afford additional protection. The notable exceptions to this were on the eastern boundary of the Wenvoe green wedge and the southern boundary of the Dinas Powys / Penarth green wedge, the boundaries of which abutted the indicative line of proposed major highway schemes.

2.6 Prior to their formal designation as green wedges within the UDP the areas identified had been afforded protection by a range of urban containment policies in a succession of earlier development plans reflecting the inherent sensitivity of the areas included within the designations.

### 3. National Policy

3.1 National guidance relating to the designation of green wedges is contained within Planning Policy Wales Edition 4 (February 2011) (PPW) which identifies that green wedges can:

- Provide opportunities for access to the open countryside;
- Provide opportunities for outdoor sports and recreation;
- Maintain landscape / wildlife interest;
- Retain land for agricultural, forestry and related purposes;
- Improve derelict land; and
- Provide carbon sinks and help to mitigate the effects of urban heat islands.

3.2 PPW states that local designations such as green wedges may be justified where land is required:

- To prevent the coalescence of large towns and cities with other settlements;
- To manage urban form through controlled expansion of urban areas;
- To assist in safeguarding the countryside from encroachment;
- To protect the setting of an urban area; and
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

- 3.3 Green wedges should be established through development plans and should only be maintained where normal planning and development control policies cannot provide the protection deemed necessary and local authorities should state in their LDPs the areas that require extra protection and why.
- 3.4 In defining green wedges it is important that only land that is strictly necessary to fulfil the purposes of the policy is included. Factors such as openness, topography and the nature of urban edges should be taken into account and clearly identifiable physical features should be used to establish defensible boundaries. The general policies controlling development in the countryside apply in green wedges, but in addition there is a general presumption against inappropriate development. Local planning authorities will need to ensure that a sufficient range of development land is available which is suitably located in relation to the existing urban edge and the proposed green wedge.
- 3.5 When considering applications for planning permission within a green wedge, a presumption against inappropriate development will apply and local planning authorities should attach substantial weight to any harmful impact which a development would have on the designation.
- 3.6 National guidance states that green wedge policies should be reviewed as part of the LDP process.

#### **4. Regional Context**

- 4.1 The South East Wales Strategic Planning Group (SEWSPG) was established in 1998 to develop regional guidance on strategic planning matters within South East Wales. In the absence of a regional study into the impacts that a green belt around Cardiff would have on the development dynamics of the region as a whole the recommendations of this group in respect of green belts and green wedges were that with the exception of Cardiff, the designation of green belts within the region was inappropriate and that elsewhere a package approach to anti-coalescence and landscape protection was recommended.

#### **5. The Vale of Glamorgan Council Adopted Unitary Development Plan 1996 - 2011**

- 5.1 The Vale of Glamorgan Unitary Development Plan 1996 – 2011 (UDP) includes policy ENV 3 Green Wedges as detailed below:

## POLICY ENV 3 – GREEN WEDGES

GREEN WEDGES HAVE BEEN IDENTIFIED IN ORDER TO PREVENT URBAN COALESCENCE BETWEEN AND WITHIN SETTLEMENTS AT THE FOLLOWING LOCATIONS:

- i. DINAS POWYS AND PENARTH AND TO THE SOUTH AND WEST OF LLANDOUGH;
- ii. NORTH WEST OF SULLY;
- iii. NORTH AND EAST OF WENVOE;
- iv. SOUTH OF BRIDGEND; AND
- v. BARRY, RHOOSE AND ST ATHAN.

WITHIN THESE AREAS DEVELOPMENT WHICH PREJUDICES THE OPEN NATURE OF THE LAND WILL NOT BE PERMITTED.

5.2 Policy ENV 3 of the adopted Vale of Glamorgan UDP has four objectives:

- a) To protect undeveloped land from speculative development
- b) To prevent urban coalescence between and within settlements
- c) To maintain the setting of built up areas, and
- d) To ensure that development does not prejudice the open nature of the land.

5.3 The plan at Appendix 1 illustrates the distribution of the existing green wedges across the Vale of Glamorgan and Appendix 2 shows the detailed boundaries of each green wedge.

5.4 In his report into the objections of the UDP the Inspector made a number of recommendations in respect of green belts and green wedges. While certain of these recommendations were accepted by the Council e.g. to include additional green wedges to reflect the pressure that areas were under between Barry and Rhoose, others such as the designation of a green belt in the Vale of Glamorgan were rejected on the basis that such a designation was premature in the absence of a clear policy context for the designation of a green belt within the region. However the Council accepted that a review of this position might be warranted as part of the 1<sup>st</sup> review of the UDP subject to regional agreement. The consideration of this position has been included within this background paper.

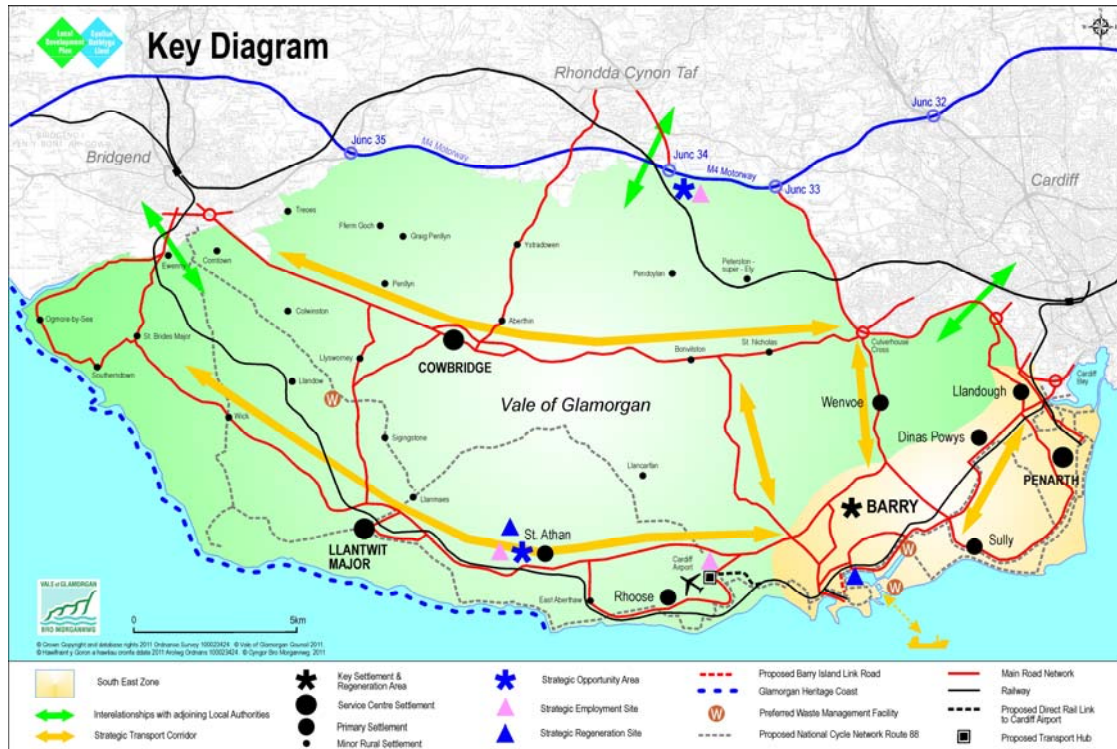
## 6. Local Development Plan Draft Preferred Strategy

6.1 The LDP Preferred Strategy document sets out the Council's strategic priorities for development between 2011 and 2026 and outlines a range of key issues affecting the Vale that will need to be addressed and defines a vision of how the Vale of Glamorgan should develop. The LDP Strategy identifies the general location of future development, sets objectives and establishes a series of strategic policies that will guide future growth and development.



6.2 The LDP Strategy comprises four key elements and is as follows:

*“To promote development opportunities in Barry and the South East Zone. The St Athan area to be a key development opportunity and Cardiff Airport a focus for transport and employment investment. Other sustainable settlements to accommodate further housing and associated development”*



6.3 The South East Zone includes the key settlements of Barry and the service centre settlement of Penarth as well as the primary settlements of Dinas Powys, Sully and Llandough. These settlements along with the larger settlements of the rural Vale provide the greatest opportunity for sustainable growth and represent the primary locations for future housing and employment expansion within the Vale of Glamorgan over the plan period. While the strategy is considered to offer the greatest opportunities for future sustainable growth across the Vale of Glamorgan, its application will invariably maintain the concentration of development pressure within the south eastern Vale and around the larger settlements of the Vale of Glamorgan.

6.4 In considering the development needs of the Vale of Glamorgan over the lifetime of the LDP, the Council has prepared a number of background papers that provide the evidence base in support of the Plan and its strategic objectives and a key element of this work has been the assessment of the demographic change within the Vale up to 2026. This has indicated that there will be a need for additional 9,950 dwellings within the Vale of Glamorgan over the lifetime of the Plan.

6.5 Given the strategy that has been adopted for the LDP and the limited availability of previously developed land within the Vale of Glamorgan, it is unlikely that the level of

development required during the plan period could be accommodated on brownfield land either within or on the periphery of existing settlements. It is therefore inevitable that development will occur outside of existing settlements within the open countryside and most likely in those areas already under significant development pressure i.e. those areas previously designated as green wedges. This study therefore reassesses the existing green wedge designations to consider whether they remain relevant and appropriate and to consider the designation of new green wedges in areas of development pressure that could result from the implementation of the adopted LDP strategy.

## 7. Assessment Methodology

7.1 There is no specific assessment methodology within PPW for identifying and defining green wedges. Therefore the methodology used to designate green wedges must be determined at a local level by each local authority. In reviewing the green wedges the Vale of Glamorgan has therefore determined that the four primary objectives of green wedges are those identified in Planning Policy Wales and each of the existing green wedges and any proposals for new green wedges will be assessed against these objectives.

7.2 The objectives of green wedges are therefore:

- To prevent urban coalescence between and within settlements;
- To ensure that development does not prejudice the open nature of the land;
- To protect undeveloped land from speculative development and
- To maintain the setting of built up areas

7.3 Desk based investigations were undertaken to:

- Review the existing green wedge designations to ascertain whether they remain appropriate and relevant;
- Identify areas of development pressure within the Vale of Glamorgan and consider the need for additional green wedges;
- Consider the impact of planning applications and candidate sites on the green wedges.

## 8. Assessment of Existing Green Wedges

8.1 For ease of assessment and future reference, the Barry, Rhose and St.Athan green wedge has been divided into two separate green wedges namely; Barry and Rhose and Rhose and St.Athan.

**Green Wedge: Dinas Powys and Penarth and to the South and West of Llandough**

**To prevent urban coalescence between and within settlements**

The LDP strategy will concentrate future development during the plan period within Barry and the South East Zone. The Service Centre Settlement of Penarth and the Primary Settlement of Dinas Powys are located within this zone and both settlements offer a range of services and facilities that are accessible by sustainable modes of transport. Given the attractiveness of these settlements it is therefore likely that they will continue to experience pressure from speculative development throughout the Plan period. At the narrowest point, the settlements are separated by as little as 150 metres and new development proposals, particularly within the narrow strip between the settlements would have a major detrimental impact upon the openness of the area and even small scale development proposals could result in the coalescence of the settlements. The land to the north west of Llandough has been designated as a Special Landscape Area and a large area of land between Leckwith Road and Lewis Road is in the ownership of the Vale of Glamorgan Council and utilised as a playing field, development opportunities are therefore limited. Development in the remainder of this area is unlikely to result in coalescence of settlements.

**To ensure that development does not prejudice the open nature of the land**

The area defined by the green wedge comprises predominantly open countryside of rolling/undulating lowland landscape between the settlements of Dinas Powys, Penarth and Llandough. The landscape rises to approximately 60m AOD in the north from approximately 10m AOD in the south. The land cover is predominantly pastoral farmland but contains features such as unmanaged deciduous woodlands, overgrown hedgerows and improved grasslands which are interspersed throughout the area. Sporadic development including schools and their playing fields, farm complexes and isolated dwelling houses are located throughout the area and the character and tranquillity is compromised by the visibility of development and the usage of roads. The area to the north of Dinas Powys between Cardiff Road and Pen Y Turnpike Road exhibits a distinctive character resulting from the topography and tree cover which creates a strong sense of place.

**To protect undeveloped land from speculative development**

The area designated by the green wedge has been subject to sustained development pressure and uses typical of the type found within an urban fringe location. The area is characterised by poor management practices such as overgrown hedgerows and poor land maintenance which are indicators that the land is in many instances held for its development hope value. Planning histories and the submission of 23 Candidate Sites that cover in excess of 40% of the current green wedge designation illustrate the inherent attractiveness of the area for development. Given the popularity of the main settlements and their locations in close proximity to Cardiff allied to the adoption of the LDP strategy it is considered reasonable to conclude that this pressure will not reduce over the Plan period and that opportunities for new development locations will continue to be sought.

**To maintain the setting of built up areas**

The countryside within the area defined by the green wedge makes an important contribution to the setting of the settlements of Penarth, Dinas Powys and the south of Llandough and contributes to maintaining their local distinctiveness. This is particularly important on the elevated slopes in the area between northern Dinas Powys and Llandough Hospital and in the narrow band of open countryside between Dinas Powys and Penarth where if left unchecked the continued encroachment of the settlements would ultimately result in the coalescence of the settlements.

**Boundary Justification**

The original green wedge boundary to the south of Dinas Powys was defined by the indicative alignment of the proposed Dinas Powys by-pass. This road scheme is not specifically allocated in the Plan and the perceived development pressure resulting from its construction is no longer considered likely. The green wedge to the south of Dinas Powys has therefore been rationalised and realigned to the more permanent and defined boundaries provided by the highway network and the defined residential settlement boundaries. The green wedge is largely defined by the settlement boundaries of the three settlements and by the highway network within the area. From the south eastern edge of Dinas Powys the boundary runs south along Murch Road to link with Sully Road and the boundary of Cosmeston Lakes Country Park. To the west of Penarth the boundary is primarily defined by the residential settlement boundary and Sully Road. In the north and north west the southern boundary of Llandough Hospital and Pen Y Turnpike Road present strong and defensible boundaries for the designation.

**Conclusion**

This is an area that remains under considerable pressure for new development. The proximity of the identified settlements Dinas Powys, Penarth and Llandough to Cardiff and the range of services, facilities and transport links that are available within them make them attractive locations for development. The preference for new development within the South East Zone of the adopted LDP strategy will maintain this pressure and it is considered important that the integrity of the individual settlements within the strategy area is maintained and that sporadic development close to the settlement edges is controlled. This is particularly important between eastern Dinas Powys and Penarth where the gap between the settlements is marginal and where small scale encroachment could have a significant detrimental impact upon the integrity of the settlements. A recent report on the Designation of Special Landscape Areas (SLA) in the Vale of Glamorgan (TACP March 2008) reconfirmed the sensitivity of the area to new development and again recognised the importance of the landscape in this area. The retention of the green wedge to the redefined boundaries is therefore recommended. Notwithstanding the above, the area to the north west of Llandough Hospital has been removed from the green wedge designation as it is considered that there is limited pressure for development and the area is afforded protection by the Special Landscape Area designation.

**Green Wedge: North and East of Wenvoe**

**To prevent urban coalescence between and within settlements**

The northern section of the green wedge surrounding the established retail centre at Culverhouse Cross remains under considerable pressure for development from a range of development types including employment and retail uses. It is considered important that the green wedge to the north of Wenvoe is maintained to prevent coalescence between Wenvoe, the village of Twyn yr Odyn and the retail and business centre at Culverhouse Cross and the western outskirts of Cardiff. To the south and east of Wenvoe, the construction of the Airport Access Road (AAR) as identified within the Adopted Vale of Glamorgan Unitary Development Plan 1996 – 2011, would have provided a permanent and distinct physical boundary to the east of the village which would have created pressure for additional development. The AAR is no longer under consideration as an access corridor to Cardiff Airport and it is therefore considered that the perceived development pressure will not materialise. The boundary of the green wedge has therefore been amended to reflect this situation.

**To ensure that development does not prejudice the open nature of the land**

The northern section of the green wedge is centred on the prominent ridge slopes that run through the central Vale of Glamorgan. Predominantly pastoral farmland, the area affords extensive views and has a high visual and sensory LANDMAP evaluation. While the area has some visual detractors, such as the developments at Culverhouse Cross, utility infrastructure and the A4050, it is largely open countryside characterised by a mosaic land cover of pastoral and arable fields. To the north and east there is more suburban detailing with increased signage to roads, property refurbishments and new development however to the east the landscape maintains a more rural and tranquil feeling. Two Special Landscape Areas, the Ely Valley and Ridge Slopes to the west of the A4232, north west of Culverhouse Cross and the Duffryn Basin and Ridge Slopes to the west of the A4050, overlap the green wedge confirming the areas high intrinsic value. The continuance of the green wedge designation will protect open and sensitive landscape around the major retail centre at Culverhouse Cross which forms an important gateway to the Vale of Glamorgan. The principle management recommendation of the latest LANDMAP assessment for this area was to reinforce the rural character and minimise the impact of new development. To the east of the A4050 while the area is characterised by a variety of land uses these are more dispersed and the general feeling is of a more open rural landscape.

**To protect undeveloped land from speculative development**

The area designated by the green wedge has been subject to sustained development pressure typical of that found within an urban fringe location e.g. small scale extensions, change of use, farm buildings etc. To the north of Wenvoe this pressure is further intensified by the additional demands resulting from the existing retail and employment uses at Culverhouse Cross and the areas proximity to the outskirts of Cardiff. The inherent attractiveness of the area, particularly around the periphery of Wenvoe, is evidenced by the submission of 18 Candidate Sites, 11 of which lie within the existing green wedge and which have been submitted for consideration for residential development. There is no reason to suspect that this development pressure will reduce over the Plan period. Recent landscape studies highlight the gradual degradation caused by the encroachment of the urban form into the open countryside and advise the restriction of development into the rural landscape.

**To maintain the setting of built up areas**

The area of land included within the designation is generally of high landscape value and provides an important setting to the village of Wenvoe. The prominent ridge slopes to the north and west of Wenvoe provide a green backcloth to the village and is highly visible from the main access corridors and from the outskirts of Cardiff and Culverhouse Cross. The A4050 provides an effective barrier to the village of Wenvoe and while development has breached this barrier, it is sporadic and tends to follow the rural highway network and does not overtly impact upon the rural landscape.

**Boundary Justification**

The boundary of the green wedge was previously defined by the line of the proposed AAR which is now no longer under consideration and the area covered by the green wedge has therefore been significantly reduced and the area of the green wedge previously bounded by the AAR to the south and east has been removed.

To the north and west of Wenvoe the existing green wedge boundary has been maintained and is defined by the residential settlement boundary of Wenvoe and by the minor and principal road network around the villages of Twyn Yr Odyn and the Downs. To the north of the A48 surrounding Culverhouse Cross the boundary again utilises the highway network and the retail development at Culverhouse Cross to define the green wedge. From the north eastern

edge of Wenvoe the green wedge boundary has been redefined to align with the existing highway network and runs north along the A4050 Port Road to the junction of Alps Quarry Road. The green wedge boundary then runs east along Alps Quarry Road and north along Caerau Lane to meet the A4232 and the southerly boundaries of the retail/employment and residential developments at Culverhouse Cross and Brooklands Terrace.

**Conclusion**

While the retention of the green wedge is recommended it is considered that the size of the original designation should be substantially reduced to the south and east of Wenvoe where the original designation sought to protect the land from development pressures that would invariably resulted from the construction of the AAR. The original green wedge utilised the indicative line of the proposed Airport Access Road (AAR) and while this would have provided a robust physical boundary for the green wedge, it would also have resulted in a significant visual intrusion on the landscape and would have further encouraged speculative development on land that was not under the same level of development pressure as the land to the north of Wenvoe. While aspirations for improved access to Cardiff Airport remain, the development of an AAR has is no longer under consideration and it is therefore recommended that the land to the east of A4050 and to the south east of Wenvoe be removed from the designation and the boundary be redrawn to the robust and defensible features as described above, maintaining protection in the area of most development pressure.

**Green Wedge: Barry and Rhoose**

**To prevent urban coalescence between and within settlements**

As identified by the Inspector in his report into the objections received on the Unitary Development Plan, the area to the west of Barry represents the only realistic long term opportunity for expansion of the town if coalescence with other settlements of the Eastern Vale is to be avoided (C2.10 refers). Located between Barry and Rhoose the area defined by the green wedge remains under significant pressure. To the west the village of Rhoose continues to experience significant growth and the opportunities presented by Cardiff Airport and its associated employment land also place development pressures on the area. Located on the edge of the LDP strategy's South East Zone, an area that has been identified as where development opportunities will be concentrated, it is considered that the area will remain under significant development pressure during the timeframe of the plan.

**To ensure that development does not prejudice the open nature of the land**

A gently undulating lowland plateau landscape situated close to the coast with moderate visual and sensory value. The land cover is primarily a pattern of medium to large scale arable fields set in managed hedgerows with limited woodland cover on the coastal fringe. Development within the area comprises mainly scattered farms and the plateau quality and steep incised valley and the absence of significant woodland cover allows long views into and out of the area towards Barry and occasionally Somerset and provides a feeling of openness that should be preserved. Development around the fringes of Barry in the form of allocations needs to be carefully managed to ensure that it would not represent an incongruous intrusion into open countryside.

**To protect undeveloped land from speculative development**

The area designated by the green wedge has been subject to constant development pressure typical of that found within urban fringe locations e.g. small scale extensions, change of use, farm buildings etc. The pressure from speculative development in this area is evidenced by the

submission of 5 candidate sites submitted as a part of the LDP process for additional residential uses centred on Waycock Cross and employment opportunities associated with Cardiff Airport. It is considered that as identified by the Planning Inspector that the area to the north west of Barry remains the only logical long term expansion opportunity for the town and that the remaining undeveloped land should be afforded protection from future development.

**To maintain the setting of built up areas**

The boundary of the proposed green wedge has been rationalised to take account of the proposed residential and employment allocations that form a part of the local development Plan. To the east the green wedge provides an important open landscape setting for the western edge of Barry characterised by open arable fields along the top of the steep incised valley of Porthkerry Country Park. To the west while the designation shares only a limited boundary with the village of Rhoose, the coastal location and the openness of the green wedge contrast strongly with the development on the eastern edges of the village and Cardiff Airport.

**Boundary Justification**

To the north the green wedge is bounded by the A4226 Port Road that forms the main approach to Rhoose and Cardiff Airport and the boundary of the strategic employment site at Cardiff Airport. To the east and south east the green wedge is bounded by the residential settlement boundary for Barry and to the south the coastal edge forms a natural and obvious limit to the designation.

**Conclusion**

Given its location within the South East Zone, the proximity of the settlements of Barry and Rhoose, the attraction of Cardiff Airport and the general openness of the majority of the land the retention of the green wedge in this area is recommended. The retention of the green wedge is supported by the Vale of Glamorgan LDP Coastal Study (June 2008) which considers that the area designated by the green wedge is sensitive to development and provides an important setting for the undeveloped coast. The study strongly recommends that the green wedge designation is retained as it is an important area in maintaining the separate character of the surrounding areas. The restriction of development to maintain the rural character of the area is also a management guideline recommended in the Visual and Sensory aspect of the latest LANDMAP assessment. Within the Adopted Unitary Development Plan 1996 – 2011, additional protection was afforded to the undeveloped coast by Policy ENV6. This designation has not been defined in the LDP and the green wedge designation as proposed will therefore afford additional protection to the open and sensitive countryside between Barry and Rhoose.

**Green Wedge: Rhoose and St.Athan**

**To prevent urban coalescence between and within settlements**

With the exception of the area of the green wedge to the north of Rhoose in the vicinity of Fonmon and the airport, there is little likelihood that coalescence between settlements is likely to occur in this area. Approximately 80% of the open countryside between the western edge of the village of Rhoose and East Aberthaw is included within the Aberthaw Quarry buffer zone and is therefore afforded protection against inappropriate development. Approximately 50% of the current green wedge designation to the west of Fonmon Road is covered by an extant planning consent for mineral extraction at Aberthaw Quarry. However there is considerable pressure for development in the area north of Rhoose where development would result

**To ensure that development does not prejudice the open nature of the land**

With the exception of Aberthaw Quarry, the area covered by the green wedge designation is a well managed pastoral landscape of hedgerows and fields that offer extensive views out to sea. While the generally open and flat character of the landscape is influenced by the adjacent land uses (Cardiff Airport and Aberthaw Power Station) there is little direct pressure for development that threatens the open nature of the green wedge with planning applications being primarily concentrated on the operational quarry. Restricting development to maintain the rural character of the area is one of the management guidelines identified in the latest Visual and Sensory aspect LANDMAP assessment. Three candidate sites have been submitted for development but these are closely related to the existing settlement of Rhoose and Cardiff Airport.

**To protect undeveloped land from speculative development**

The existing green wedge was designated following the Inspector's recommendation (3.24) of the UDP. The designation recognising the inherent sensitivity of the area and its location within the Waterfront Strip, an area of considerable development pressure. Given its location and the range of services and facilities available, for the LDP, Rhoose has been identified as a Primary settlement and will be subject to additional growth over the Plan period. The identification of St Athan as a Strategic Opportunity Area within the Wales Spatial Plan and its designation as one of five new enterprise zones in Wales allied to the Welsh Governments proposal for an Aerospace Business Park is likely to maintain pressure for new development in the general area particularly in settlements such as Rhoose that are easily accessible and provide for a variety of needs. Therefore, while there is little by way of sporadic development pressure within the area covered by the green wedge it is considered that development pressure will remain. The attractiveness of Rhoose is evidenced by the submission of 9 candidate sites for consideration for development as a part of the LDP process.

**To maintain the setting of built up areas**

The eastern boundary of the green wedge surrounds the western part of the village of Rhoose that runs northwards along Fonmon Road to the village of Fonmon. The land cover is primarily medium to large fields and the general plateau quality of the area and the absence of any large woodland blocks enables long views and provides a feeling of openness. The countryside to the north of Rhoose and around the village of Fonmon is considered to be important to their settings which warrant protection.

**Boundary Justification**

The green wedge boundary has been defined by robust and permanent features. To the south the green wedge is defined by the residential settlement boundary of Rhoose. Cardiff airport forms the green wedge boundary to the east and the highway network to the north and west form the remaining boundaries.

**Conclusion**

While the existing green wedge protects an area of open countryside that forms an important backcloth to the coast, the majority of the land covered by the designation is comprised of land covered by an extant planning consent for mineral extraction. Associated with this use, the land is covered by the existing Aberthaw Quarry buffer zone which prevents sensitive development such as residential from being developed within a large proportion of the area. It is therefore considered that given this indirect protection against development, allied to the policies within the emerging LDP that coalescence and/or speculative development of a scale likely to adversely impact upon the open countryside is in this area unlikely and that the green wedge should be removed. However, given the pressure for development that has been experienced in and around Rhoose and at Cardiff Airport, it is considered that the retention of the green wedge to the north of Rhoose and around Fonmon is justified to protect the



openness of the countryside and the setting of the settlements of Rhoose and Fonmon.

**Green Wedge: North West of Sully**

**To prevent urban coalescence between and within settlements**

The area designated by the green wedge along with the adjacent field to the north comprise the only remaining area of open countryside lying between the chemical complex on the east of Barry and the settlement of Sully. In the area around the Cardiff Road/Sully Road junction small scale employment uses present ribbon development beyond what could be considered to be the logical boundary formed by the B4267 Sully Road. Bounded to the east by the prominent dismantled railway line, these small scale employment sites are encroaching south along the B4267 Sully Road towards the village of Sully and the area covered by the existing green wedge designation comprises the last undeveloped open countryside in the area. The location of the area within the South East Zone of the LDP is likely to bring increased pressure for development and while there are no planning applications or candidate sites proposals within or close to the green wedge, the location lends itself to the natural progression of development along the B4267 and the eventual coalescence of Barry with Sully.

**To ensure that development does not prejudice the open nature of the land**

The area designated by the green wedge forms a part of Cog Moors a flat low lying flood plain with a mosaic land cover of rough pastoral fields. Away from the main roads, the wider area is characterised by a feeling of remoteness and tranquillity. With the exception of the settlement of Sully which forms the south eastern boundary of the existing green wedge, there is only one farm in the area although there are a number of significant visual detractors including the main road and power lines.

**To protect undeveloped land from speculative development**

The natural boundary formed by the B4267 has already been breached in the area around the junction of Cardiff Road and Sully Road. Although not new, incremental extension of this development has occurred southwards along the B4267 and the area now accommodates a number of small business uses. While the area designated by the existing green wedge is subject to Zone C2 flooding, this would not immediately prevent development of the type currently located in this area. The disused Barry to Penarth railway line to the north east is considered to place additional pressures on the area as it forms a natural and defensible boundary. While there are no planning applications or candidate sites proposals in this area, the location lends itself to the natural progression of development along the B4267.

**To maintain the setting of built up areas**

The low lying Cog Moors which includes the green wedge designation is in stark contrast to the settlement of Sully, located on a raised ridge to the east. The green wedge and the adjoining open countryside provide a rational break in the built form of the eastern edge of Barry and the western edge of Sully that is characterised by the ridge slope. The chemical complex to the west of Sully Moors Road is in distinct contrast to the openness of the countryside to the east.

**Boundary Justification**

The boundary of the green wedge utilises the obvious permanent features that are present in the immediate vicinity. The B4267 Sully Road as the primary boundary of the green wedge to the south west and the dismantled railway line to the north east. The designated residential settlement boundary for Sully forms the south eastern edge of the green wedge and to the

north west the designation is bounded by the existing employment uses.

**Conclusion**

It is considered that the retention and enlargement of the green wedge to the west of Sully is appropriate given the sensitivity of the area and the likely development pressures that will be maintained through the sites location within the South East Zone of the LDP. The re-designation and extension of the green wedge will help prevent the further progression of the commercial developments southwards along Sully Moors Road. This is supported by the latest Visual and Sensory aspect LANDMAP assessment which recommends as an immediate action, the restriction of development within the wider area to maintain the tranquillity and openness of the land around Cog Moors. Additional pressure from the redevelopment of the port estate could also contribute to increased demand for development in this general area.

**Green Wedge: South of Bridgend**

**To prevent urban coalescence between and within settlements**

The original green wedge in this area was designated to complement a green wedge designation in Bridgend to protect against the expansion of Bridgend southwards and to address pressure for residential development within Ewenny and Corntown. While the southerly expansion of Bridgend remains of concern the flooding characteristics of the Ewenny River have significantly impacted upon the likelihood of development in the area the Draft Bridgend County Borough Council LDP maintains the green wedge in this area. The area defined by the green wedge remains under pressure from development particularly from the continued expansion of the Bridgend employment area to the south east of Bridgend bounded by the A48 and near Brocastle which has been designated in the Bridgend LDP as a Strategic Employment Site (SP9(1) refers).

**To ensure that development does not prejudice the open nature of the land**

The green wedge designation defines an area of important open countryside to the south of Bridgend formed by the distinctive flood plain of the Ewenny River. The river forms the northern boundary of the green wedge and the river system is part of a much wider landscape that extends westwards into Bridgend and includes the historically important Merthyr Mawr landscape. The linear villages of Ewenny and Corntown that form the southern and western edges of the green wedge continue to face development pressures associated with such a location with housing infilling and extensions being prominent. The open nature of the valley provides an important setting to the historic landscape of Ewenny Priory which accounts for approximately 25% of the area of the green wedge.

**To protect undeveloped land from speculative development**

While there remains sustained pressure from small scale residential developments along the periphery of the green wedge in the settlements of Ewenny and Corntown there is little evidence of speculative development within the core of the green wedge. However a small number of candidate sites have been submitted for consideration for development with one site for mixed use development adjacent to the A48 seemingly seeking to capitalise on the close proximity of the Waterton Industrial Estate and recent development proposals for the Brocastle area. It is considered that development proposals within this area this which is outside the direct control of the Vale of Glamorgan Council (Brocastle Strategic Employment Site (SP 9(1))) will inevitably place additional pressure on the adjacent open countryside within the Vale of Glamorgan during the lifetime of the LDP.

**To maintain the setting of built up areas**

The area south of Bridgend is formed by the side slopes and valley floor of the Ewenny River which provides an important setting to the southern edge of Bridgend and the villages of Corntown and Ewenny. On the southern side of the river woodland blocks form an important landscape element of the valley sides that are highly visible from the north.

**Boundary Justification**

The green wedge is defined by strong and obvious boundaries on all sides. To the north the Ewenny River provides a natural boundary. To the south, east and west, the green wedge is defined by the residential settlement boundaries of Ewenny and Corntown and the main highway network.

**Conclusion**

Although coalescence with southern Bridgend is unlikely, the area remains under significant pressures from development both from Bridgend and its associated employment area to the south east as well as from the settlements of Corntown and Ewenny. This in combination with the openness of the land and its function in providing a setting for Ewenny Priory justify the retention of the green wedge in its current form. Bridgend County Borough Council has included a significantly reduced green wedge within the Deposit Draft LDP to the south of Bridgend bounded by the railway line and the main highway network. The retention of a green wedge within the Vale of Glamorgan in this location is considered to conform with and complement the proposed Bridgend designation while being mindful of the development pressures specific to the Vale of Glamorgan.

**9. New Designations**

9.1 The concentration of new development within the South East Zone as defined by the LDP strategy will inevitably increase pressure for new development on the narrow band of open countryside along the coastal strip between the settlements of Penarth and Sully. It is therefore proposed to define a new green wedge centred on Lavernock Point to protect against the long term future expansion of Penarth and Sully into the band of sensitive open countryside between the two settlements.

**Green Wedge: South Penarth to Sully**

**To prevent urban coalescence between and within settlements**

While the area between Sully and Penarth has experienced historic pressure development typical of the kind found within an urban fringe area, this has largely dissipated in recent years. However the areas location within a narrow coastal strip between the two sustainable settlements of Sully and Penarth have resulted in significant pressure for recreational development and the area hosts a number of small holiday caravan parks. Given the constraints to new development within and around Penarth (coast/green wedge/country park) it is considered that the area to the south defined by the green wedge offers the only realistic opportunity for the future expansion of the town. Similarly, the western edge of Sully which effectively joins with Barry is prevented from future expansion by the continuation of a green wedge designation and the area to the east of village again offers the only realistic possibility for future expansion. This pressure can only increase given the adopted LDP strategy. The

Vale of Glamorgan Adopted Unitary Development Plan 1996 – 2011 included an Undeveloped Coastal Zone designation however it is not proposed to progress a similar designation as a part of the emerging LDP. The green wedge designation as now proposed will therefore maintain protection to this sensitive area. The shortage of development sites within the Penarth area has seen the allocation of a housing site to the south of Penarth at Fort Road. This allocation while necessary, illustrates the pressure for development within this area.

**To ensure that development does not prejudice the open nature of the land**

The green wedge designation defines an area of important open countryside between the southern edge of the Penarth and the eastern edge of the village of Sully. The area is characterised by rolling, undulating lowland with its highest point a rounded hilltop [Hopkins Mount] located to the east of Swanbridge. The area is covered by a mosaic of pastoral fields enclosed by hedgerows that are often overgrown. The dismantled railway line that bisects the area creates a strong edge and provides a feeling of enclosure in some locations. The area is generally undeveloped however Lavernock Farm in the south east has been developed as a substantial campsite/holiday village and there are caravan parks at St Mary's Well Bay and Swanbridge. The feeling of tranquillity and rural character has been affected by these developments which together with some improved and extended properties create a suburban feel in some areas. Although views of the sea and more limited inland the area provides an important backcloth and essentially a rural hinterland.

**To protect undeveloped land from speculative development**

The area defined by the green wedge has historically been the subject of continued piecemeal development pressure much of which has been associated with tourism as evidenced by the popular caravan parks. The location of the area in close proximity to Barry, Penarth and Sully, complemented by the coastal location and the ease of access to the primary highway network are considered to make the area highly vulnerable to future speculative development. The area defined by the green wedge has been submitted in its entirety as a candidate site for a recreational mixed use development comprising, residential lodges, hotels and golf course.

**To maintain the setting of built up areas**

The area has a distinctive character that is largely defined by its proximity to the coast and the sea allied with the rural elements of pastoral fields and hedgerows. The generally open nature of the land contrasts starkly with the strong urban edge presented by southern Penarth which provides an urban rural break. A similar split is found on the western edge of Sully however it is not as distinct as development in the area is more sporadic and interspersed with parcels of open space and agricultural paddocks but there is nonetheless a strong impression of entering an urban environment.

**Boundary Justification**

The area covered by the green wedge is largely defined by the settlement boundaries of Penarth and Sully, the coastal edge and the main highway network all of which provide robust and permanent features. The boundary to the north runs along the B4267 Lavernock Road, and to the west the residential settlement boundary of Sully provides a definitive boundary. The southern and eastern edge of the green wedge is formed by the coast and to the north the narrow southerly extremes of Penarth complete the boundary.

**Conclusion**

While the area currently exhibits only limited pressure for change its identification within the strategy area of the LDP will in the longer term inevitably subject the area to considerable development particularly from the southerly expansion of Penarth. The areas coastal character and openness should be protected from change and it is considered that the green wedge designation is appropriate. Within the Adopted Unitary Development Plan 1996 – 2011, additional protection was afforded to the undeveloped coast by Policy ENV6. This designation

has not been defined in the LDP and the green wedge designation as proposed will therefore afford additional protection to the open and sensitive countryside between south Penarth and Sully.

9.2 Table 1 provides a summary of the reasons for the green wedge designations.

Green Wedge	Protect vulnerable undeveloped land	Maintain the setting of the built up area	Prevent urban coalescence between and within settlements	Protect the open nature of the land
Dinas Powys, Penarth and Llandough	•	•	•	•
North West of Sully	•	•	••	••
North of Wenvoe	•	••	••	•
South of Bridgend	••	•	•	•
Between Barry and Rhoose	•	•	•	•
North of Rhoose	•	•	•	•
South Penarth to Sully	•	••	•	•

- Primary
- Secondary

## 10. Green Wedge Allocations

10.1 Following the assessment, 7 green wedges have been recommended for inclusion within the Deposit Draft Local Development plan. These are:

- Between Dinas Powys, Penarth and Llandough
- North West of Sully
- North of Wenvoe
- South of Bridgend
- Between Barry and Rhoose

- North of Rhoose
- South Penarth to Sully

10.2 The locations of the proposed green wedges across the Vale of Glamorgan are shown at Appendix 3. Appendix 4 illustrates the detailed boundaries of the new green wedges and Appendix 5 illustrates where boundary changes to green wedges have been made.

## 11. Designation of a Green Belt

11.1 The Council has again considered the designation of a green belt within the Vale of Glamorgan as recommended by the Planning Inspector in his report on the objections received to the Draft Vale of Glamorgan Unitary Development Plan (November 2000) and its commitment to review such a designation as a part of the 1<sup>st</sup> review of the Plan. Having considered the matter further, the Council maintains its original position that prior to the designation of a Green Belt, within the Vale of Glamorgan it will be necessary for a sub-regional study to be conducted, to identify development needs and ways of managing change over the next 30 years within the region.

11.2 In the absence of, and until such a study has been conducted it is the view of the Vale of Glamorgan Council that the designation of a green belt within the Vale of Glamorgan would be premature and could have a serious detrimental effect upon both the growth dynamics of the region and regional sustainability.

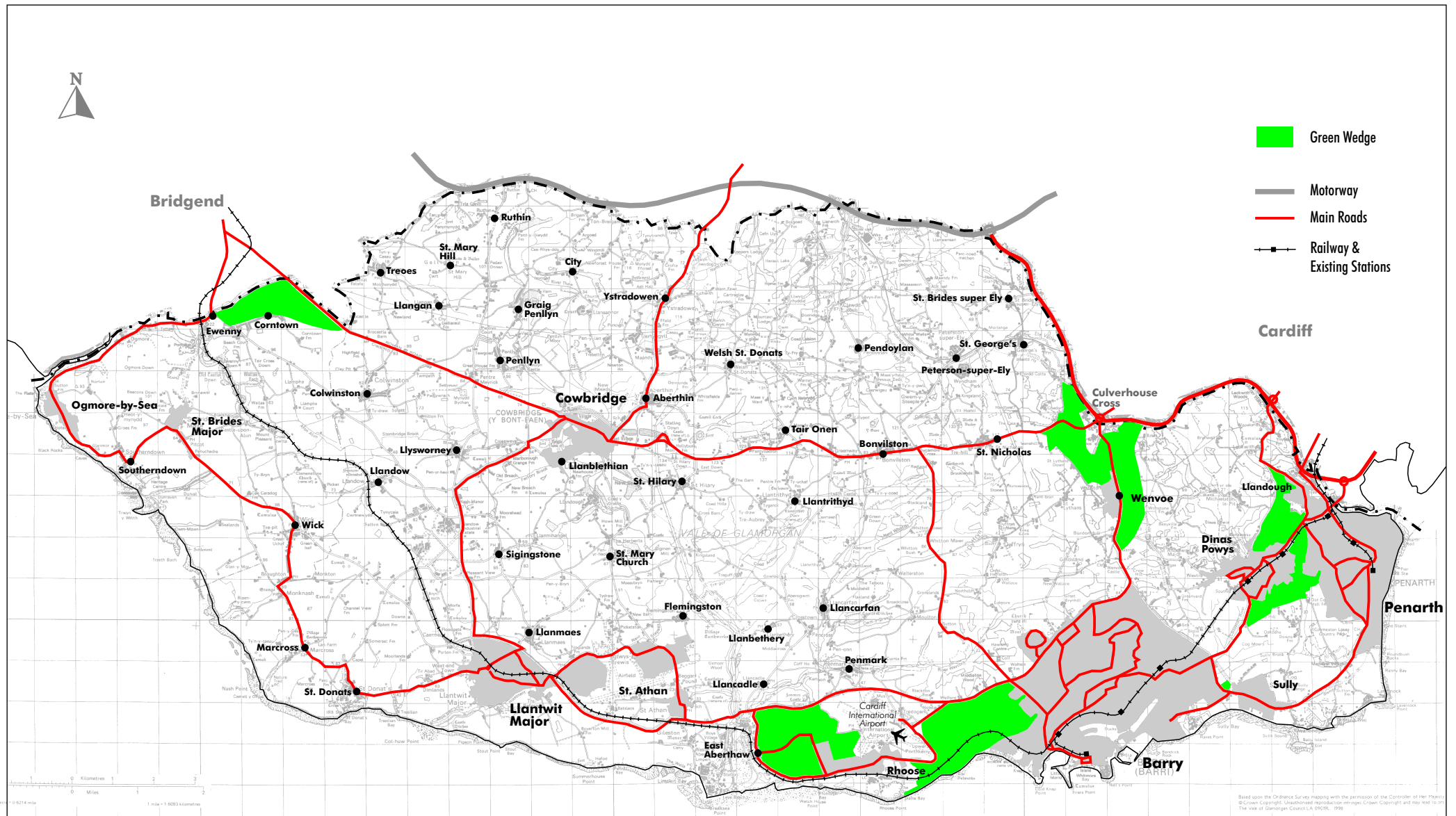
## Appendices

## APPENDIX 1

The Vale of Glamorgan Adopted Unitary Development Plan 1996 – 2011

Green Wedge Locations

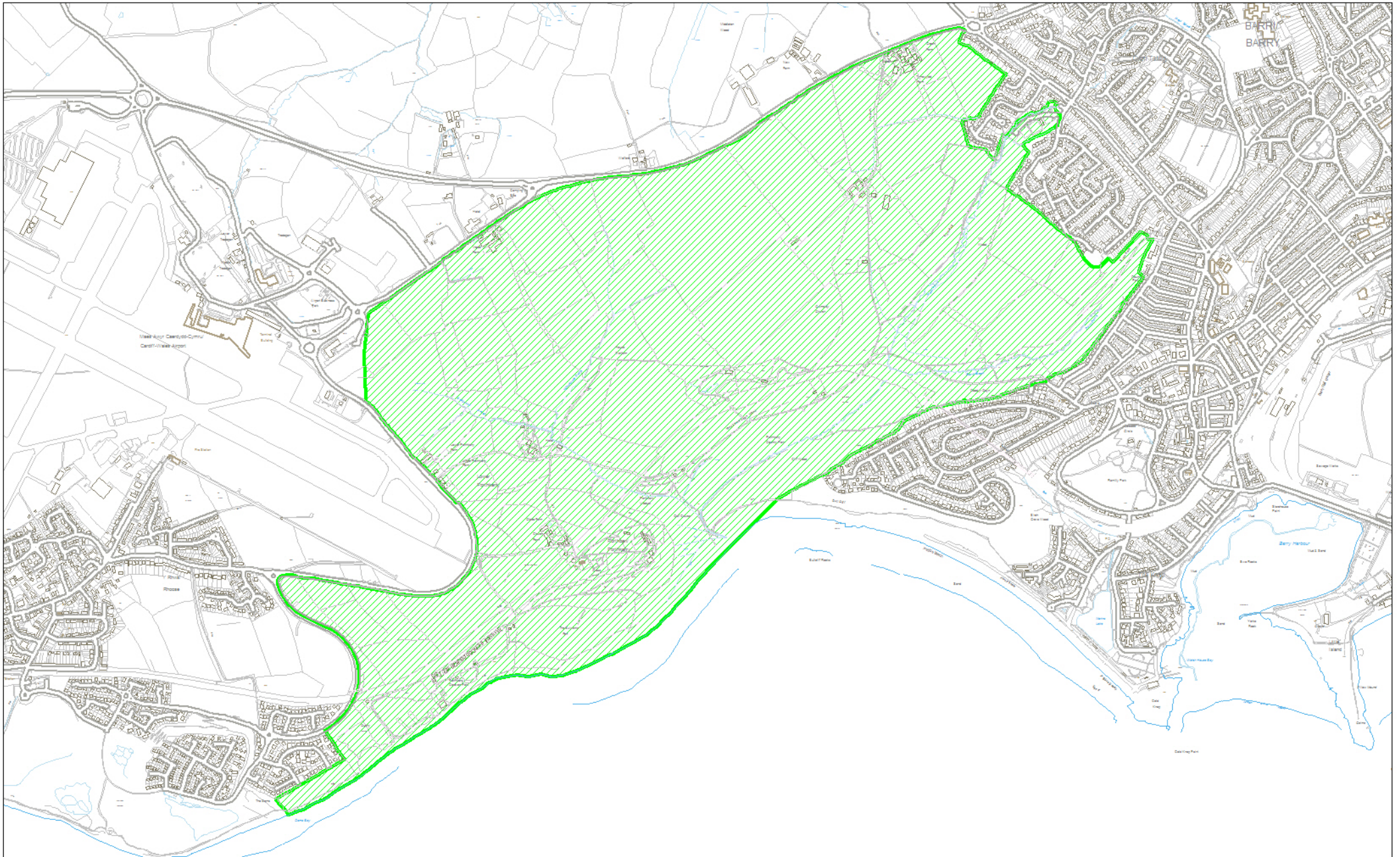




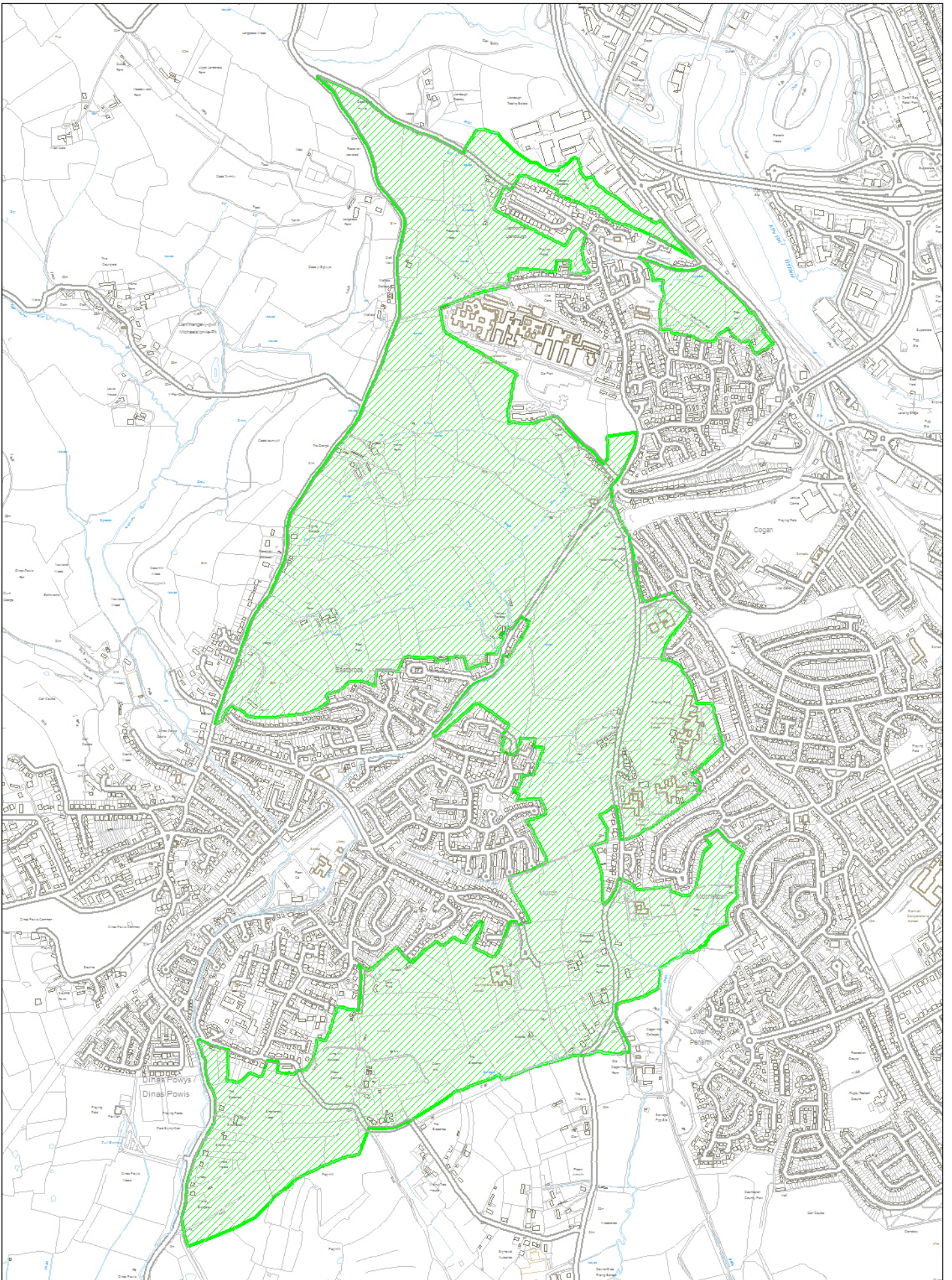
## APPENDIX 2

The Vale of Glamorgan Adopted Unitary Development Plan 1996 – 2011

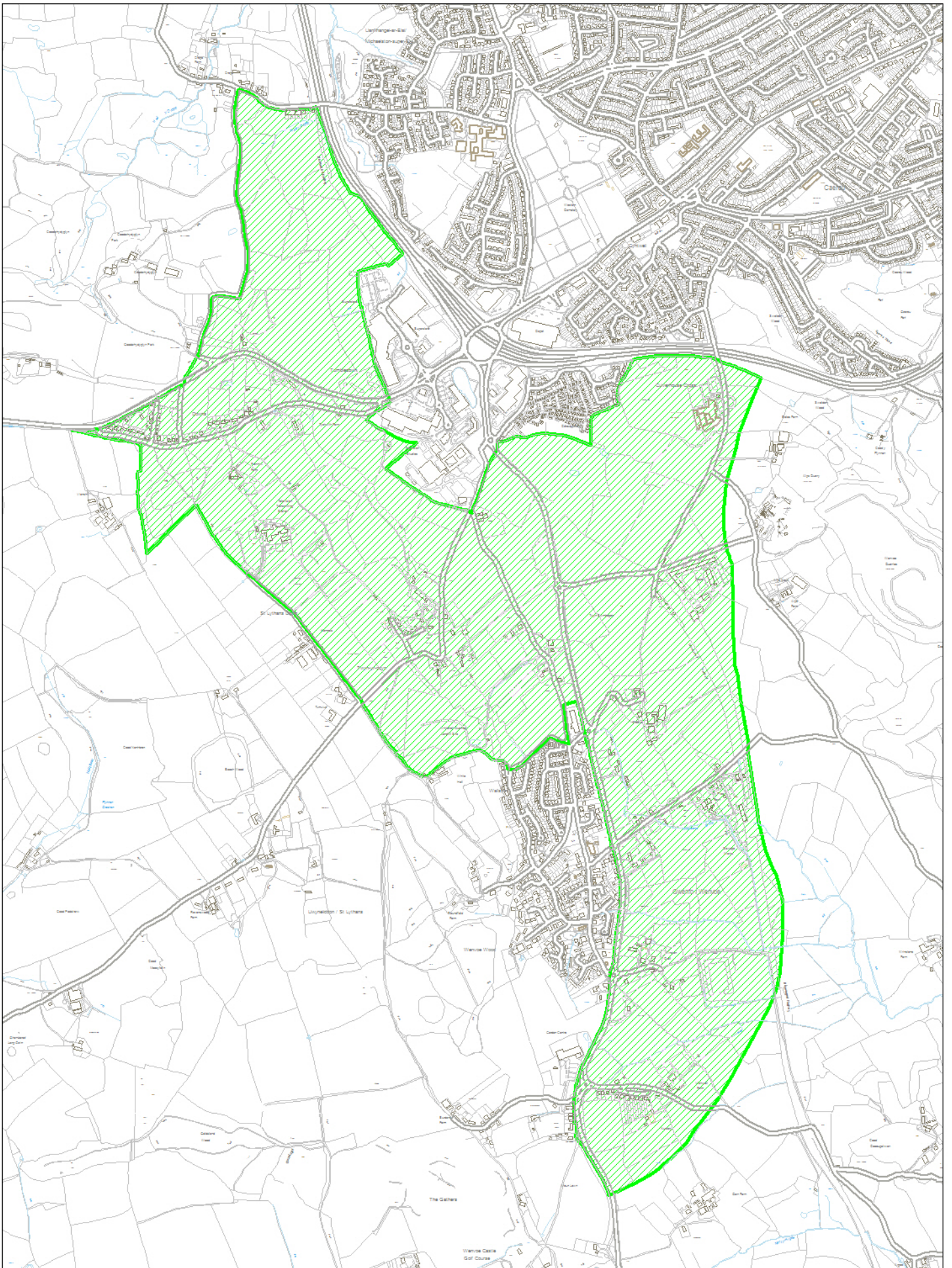
Existing Green Wedges



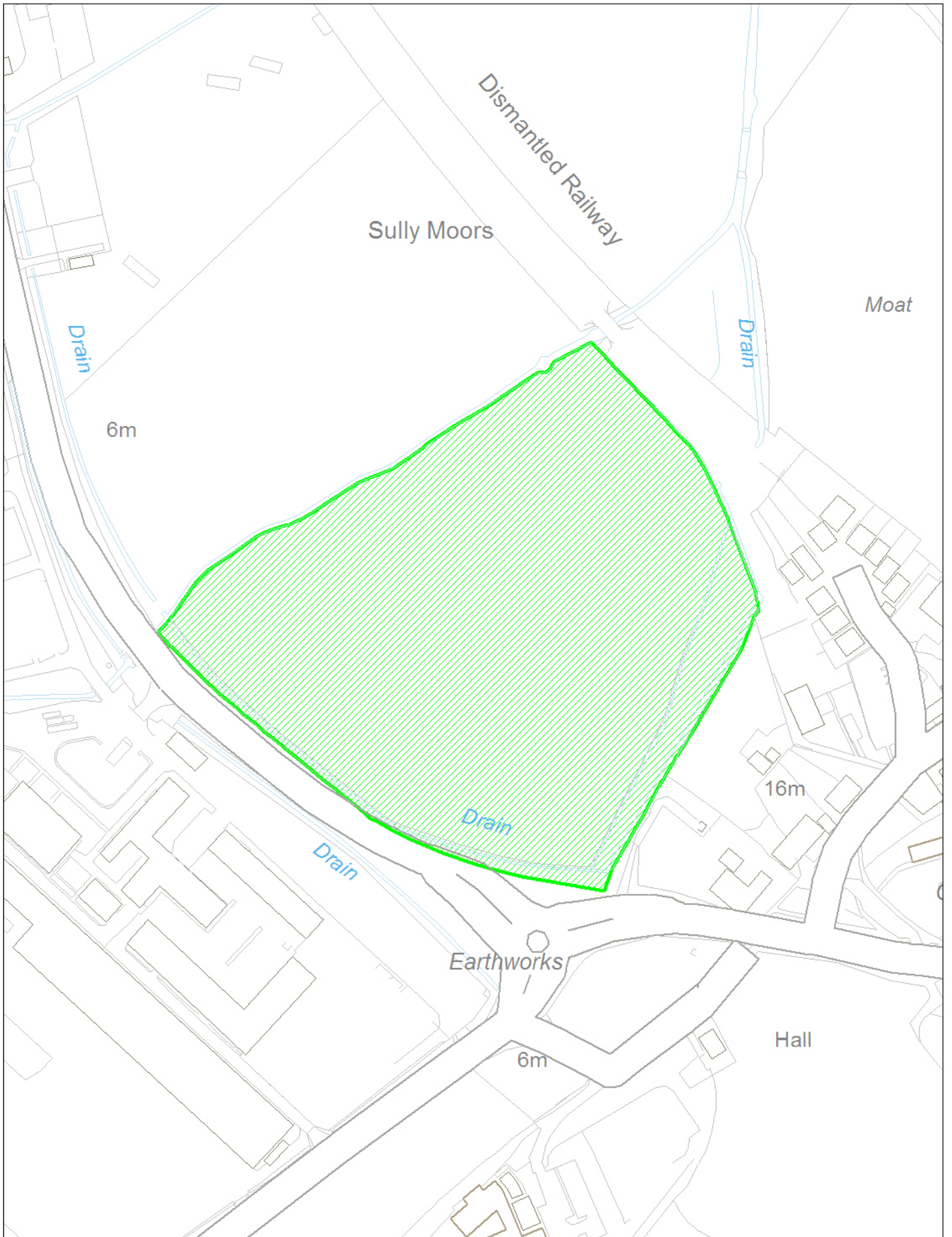
**EXISTING GREEN WEDGE - BARRY AND RHOSE**



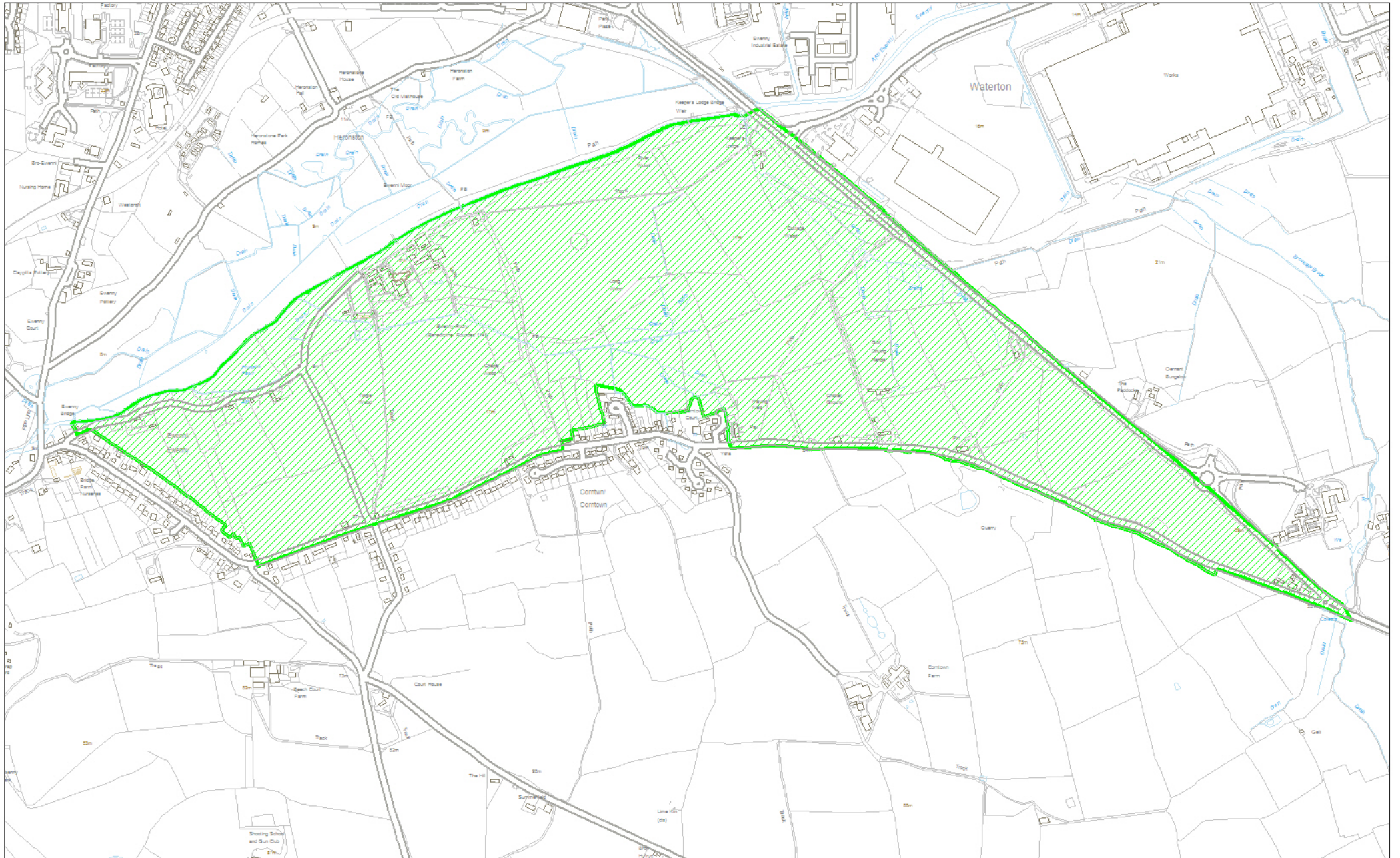
**EXISTING GREEN WEDGE - BETWEEN DINAS POWYS, PENARTH AND LLANDOUGH**



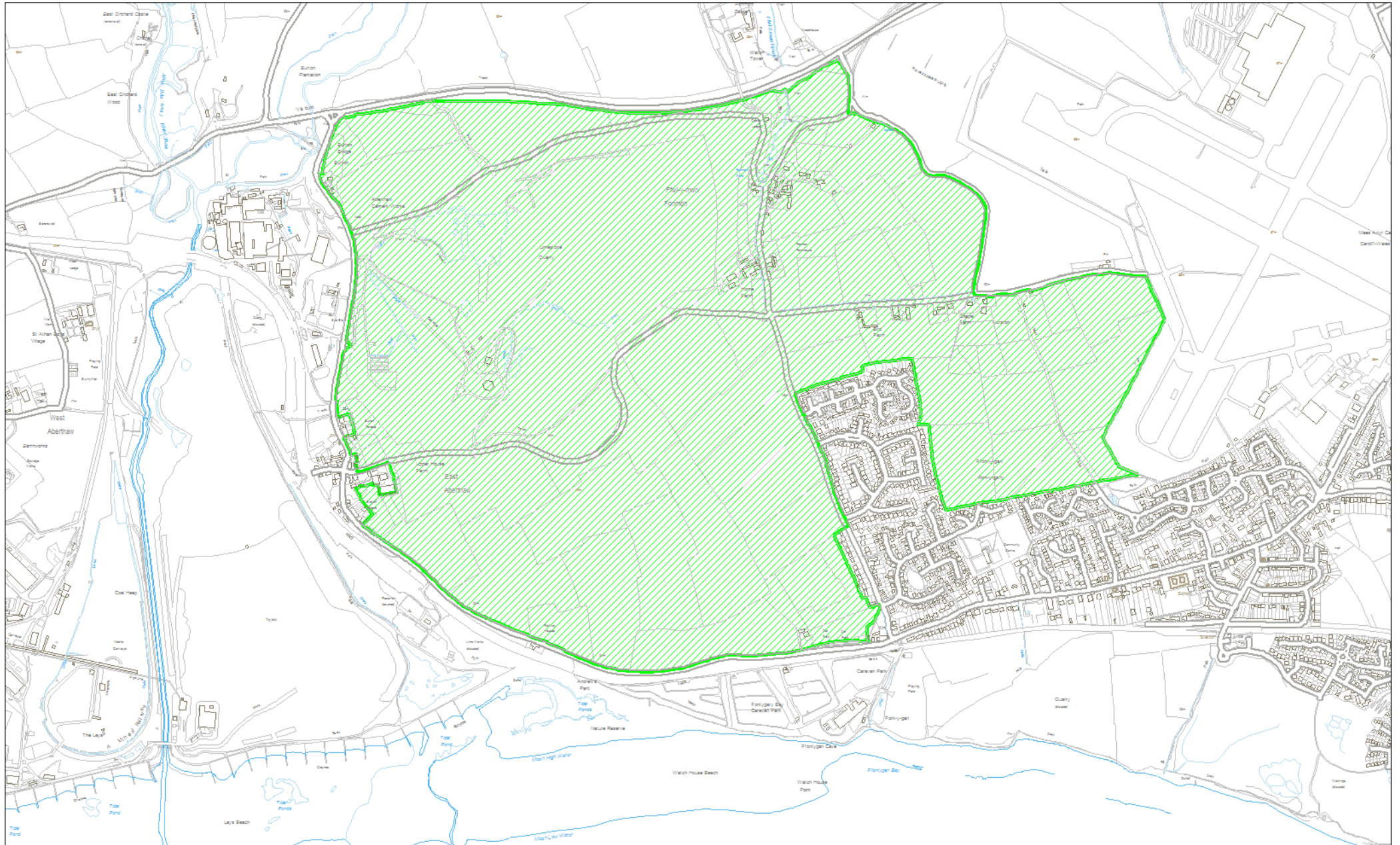
**EXISTING GREEN WEDGE - NORTH AND EAST OF WENVOE**



**EXISTING GREEN WEDGE - NORTH WEST OF SULLY**



**EXISTING GREEN WEDGE - SOUTH OF BRIDGEND**



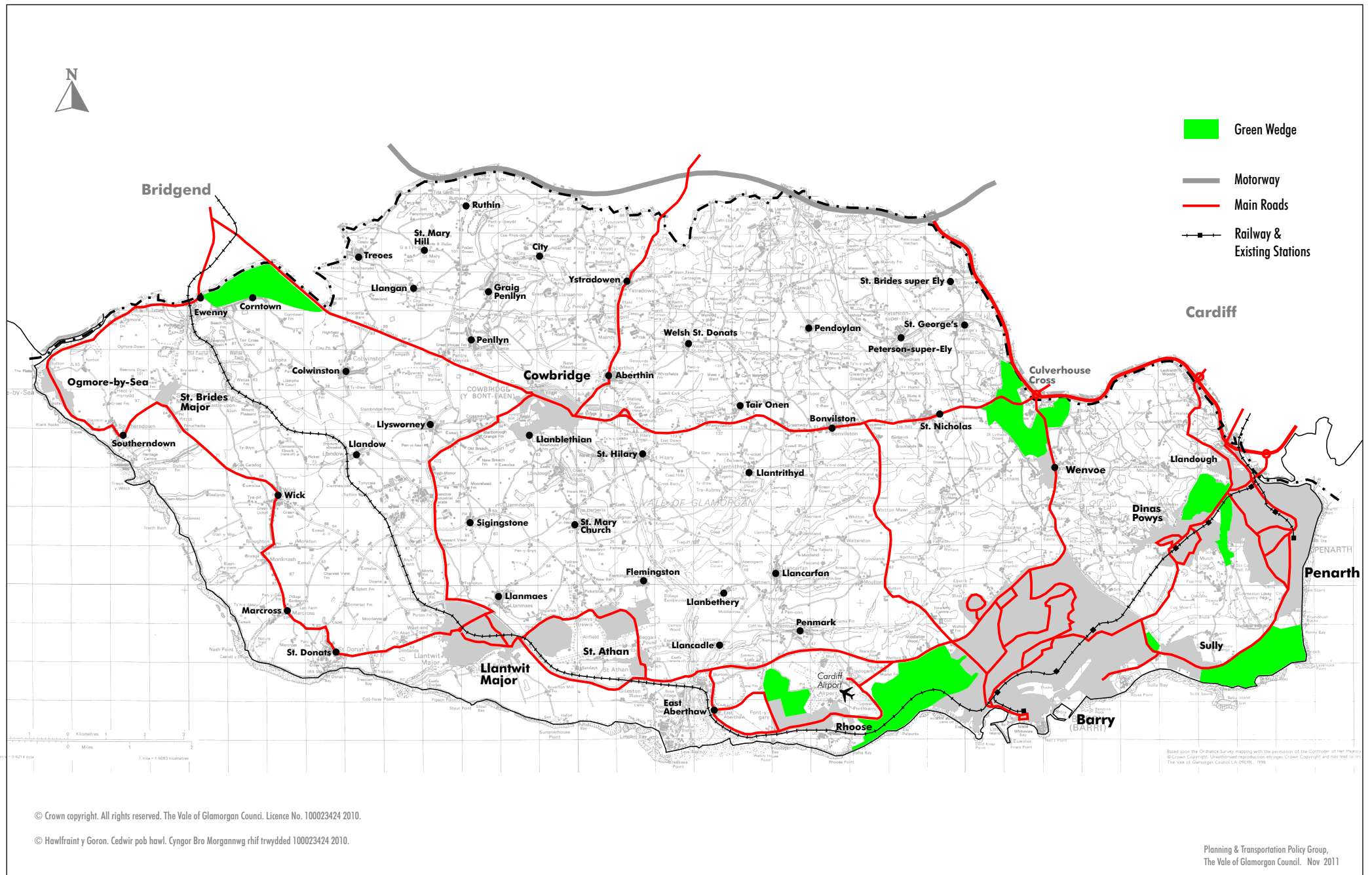
**EXISTING GREEN WEDGE - RHOOSE AND ST ATHAN**



## APPENDIX 3

The Vale of Glamorgan Deposit Local Development Plan 2011 - 2026

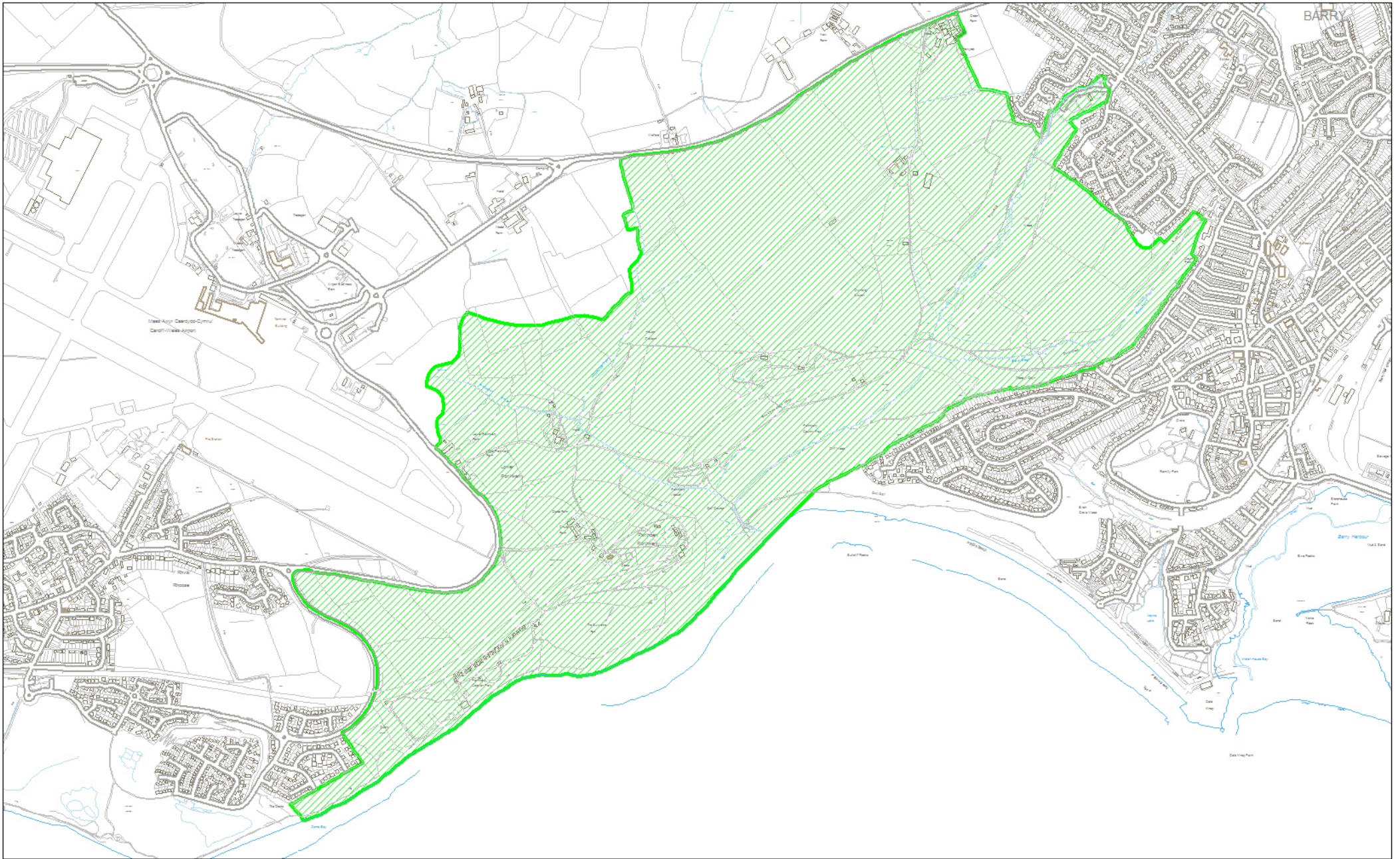
Proposed Green Wedge Locations



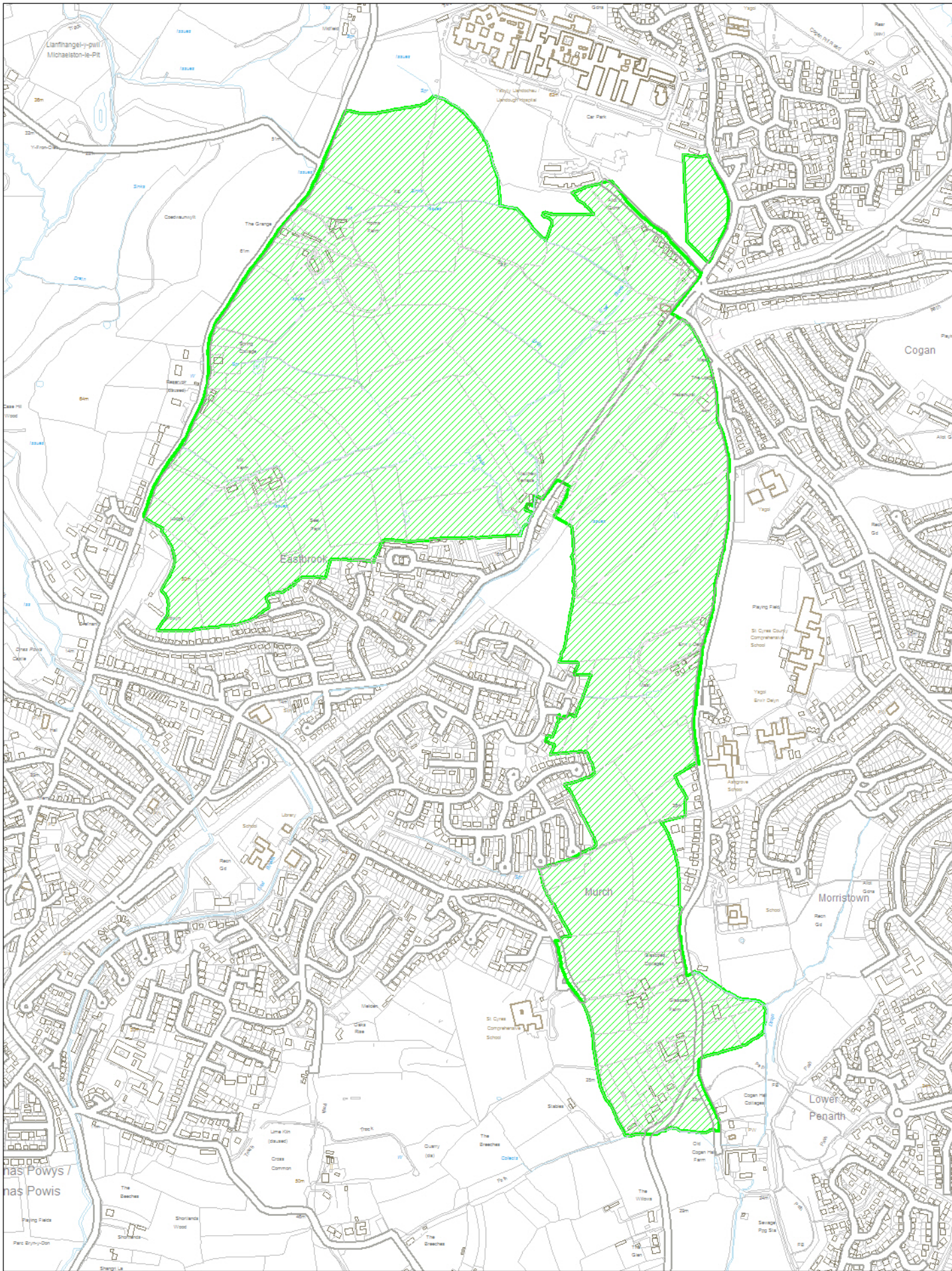
**APPENDIX 4**

The Vale of Glamorgan Deposit Local Development Plan 2011 - 2026

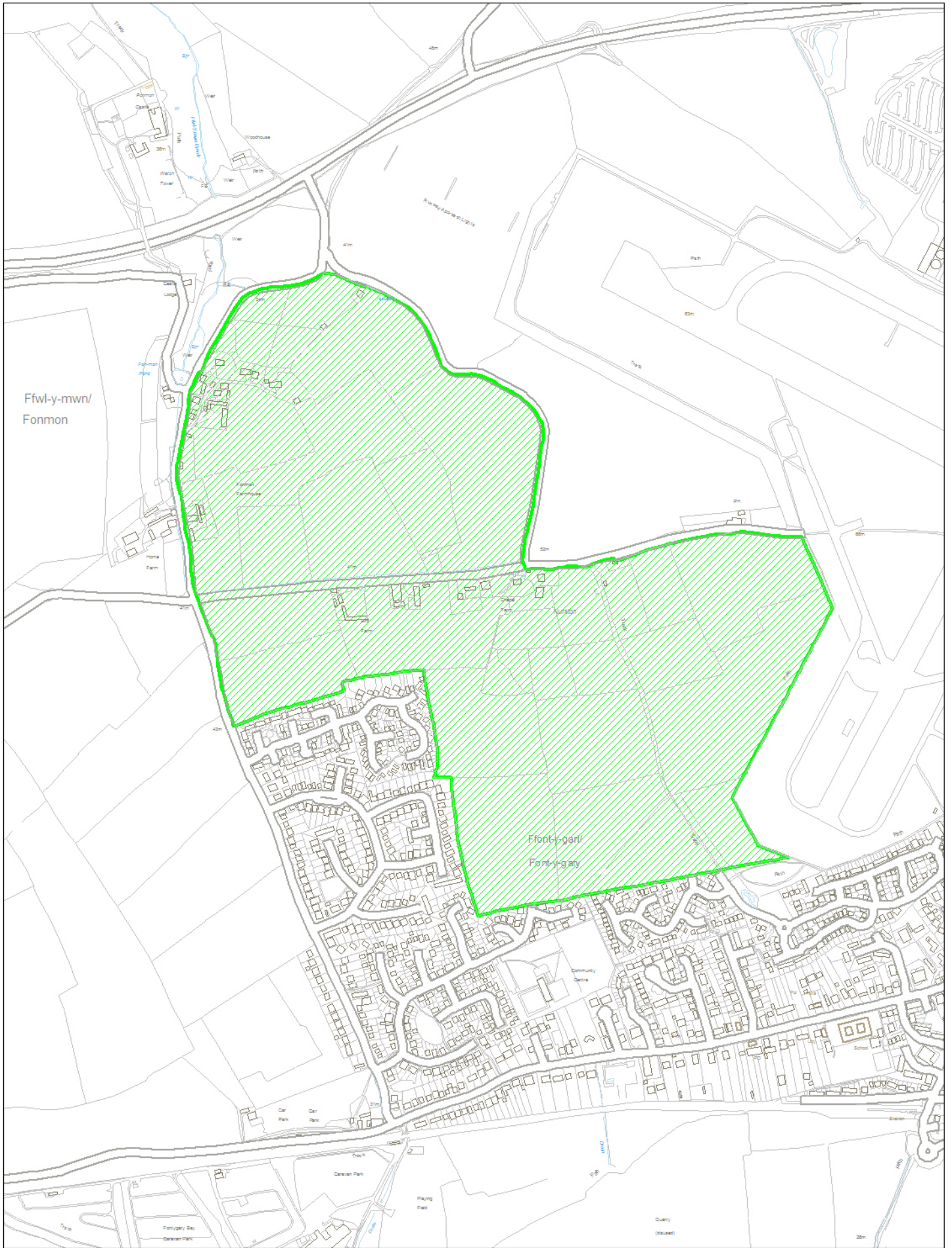
Proposed Green Wedge



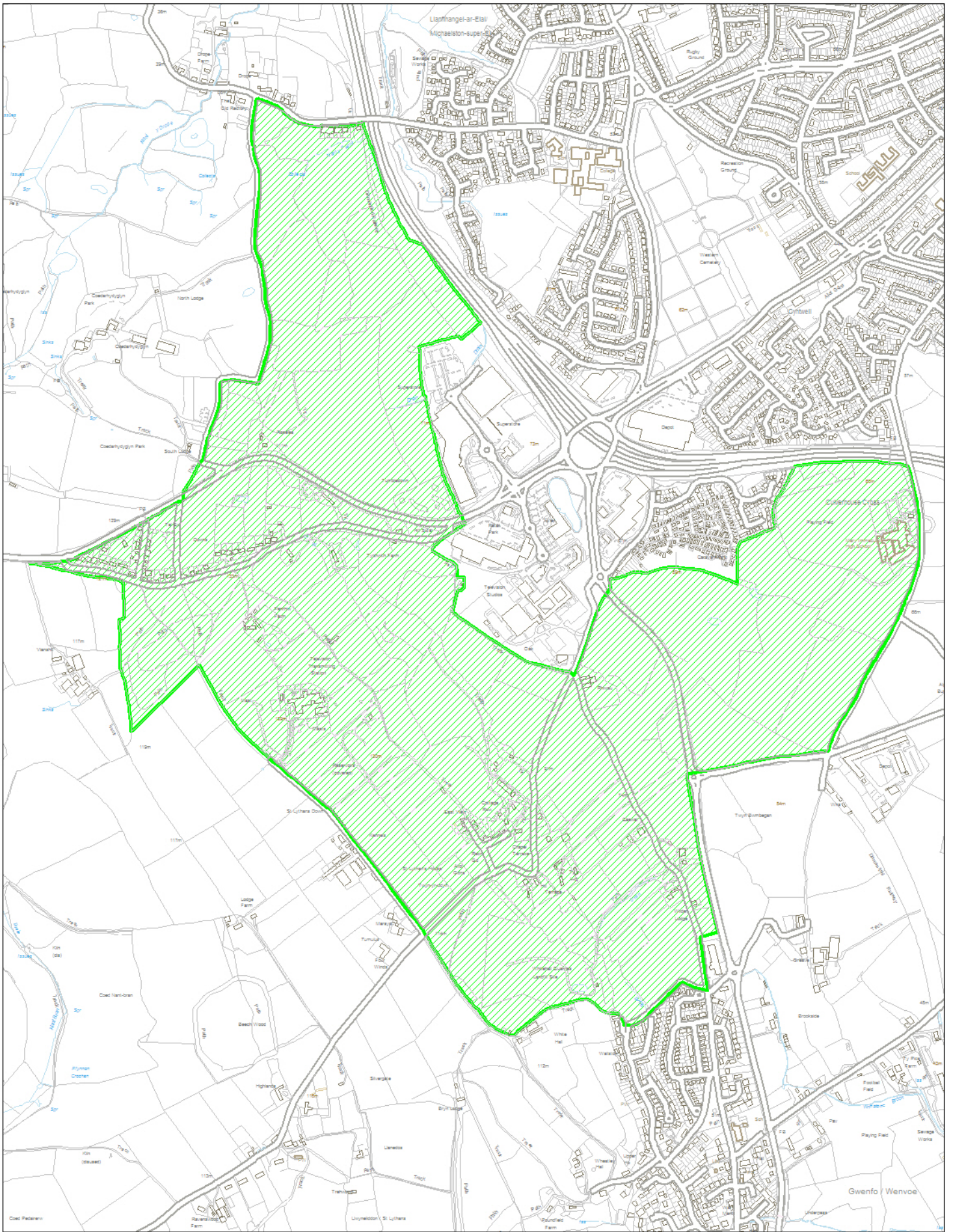
**PROPOSED GREEN WEDGE - BETWEEN BARRY AND RHOOSE**



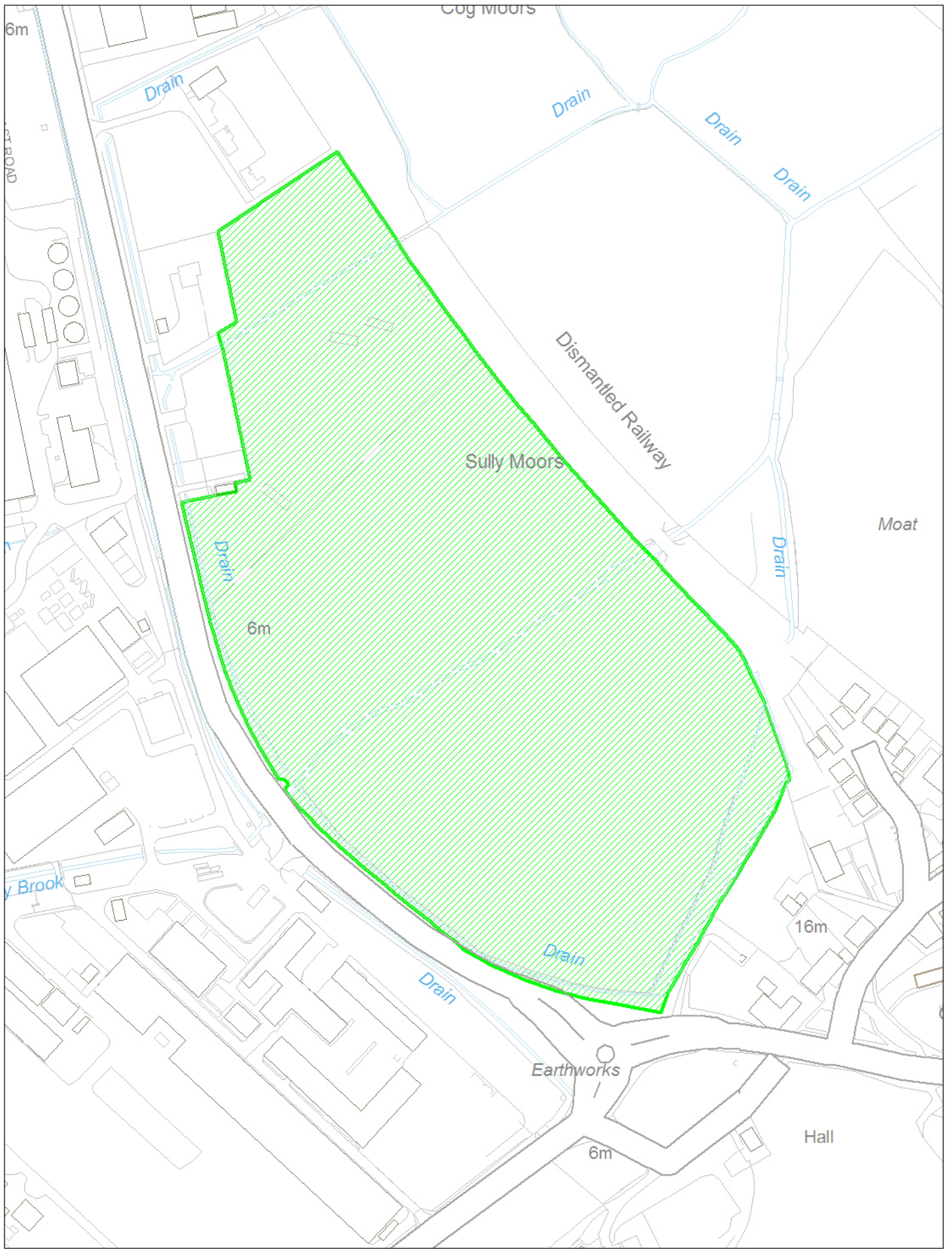
**PROPOSED GREEN WEDGE - BETWEEN DINAS POWYS, PENARTH AND LLANDOUGH**



**PROPOSED GREEN WEDGE - NORTH OF RHOOSE**

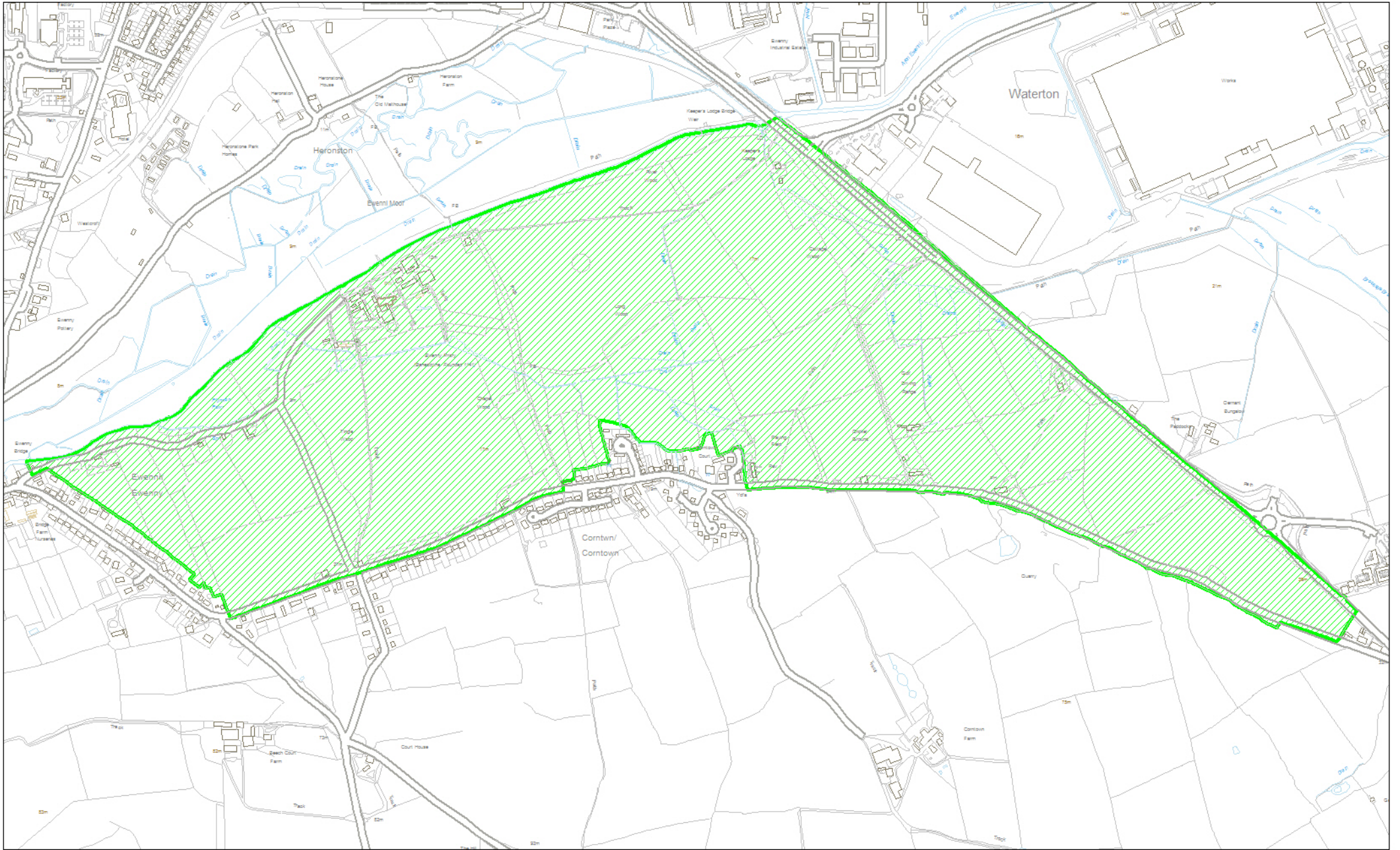


**PROPOSED GREEN WEDGE - NORTH OF WENVOE**

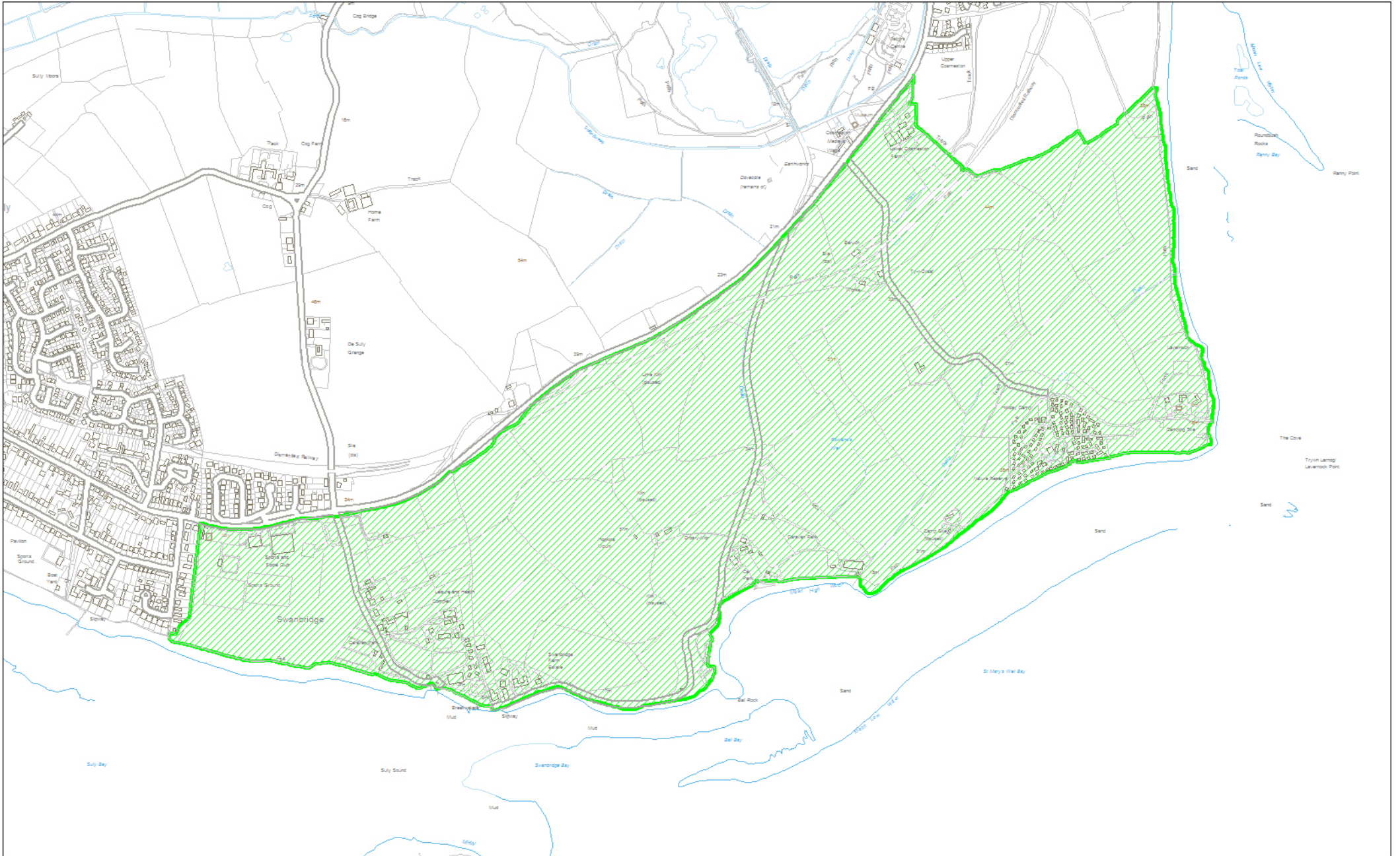


**PROPOSED GREEN WEDGE - NORTH WEST OF SULLY**





**PROPOSED GREEN WEDGE - SOUTH OF BRIDGEND**

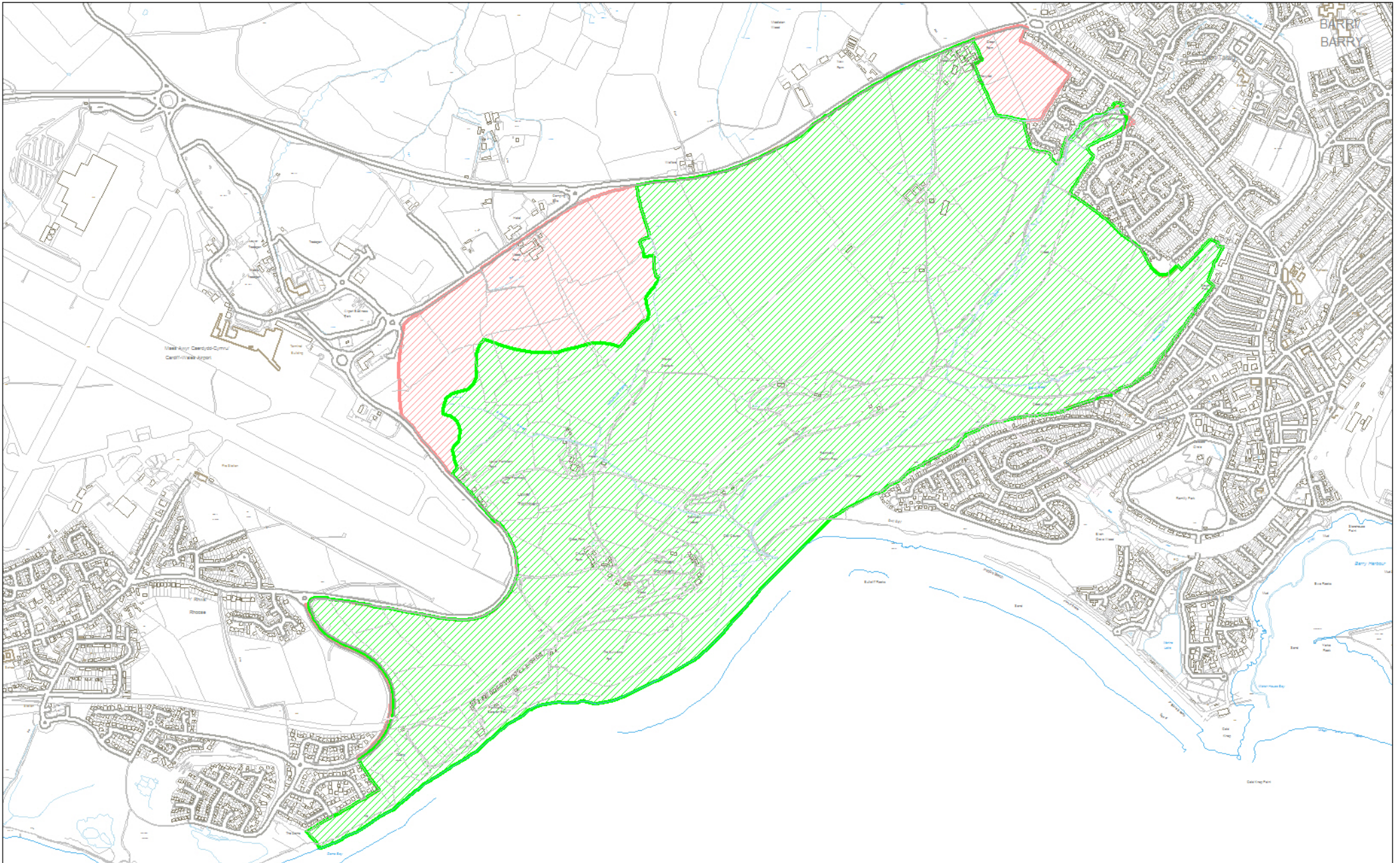


**PROPOSED GREEN WEDGE - SOUTH PENARTH TO SULLY**

**APPENDIX 5**

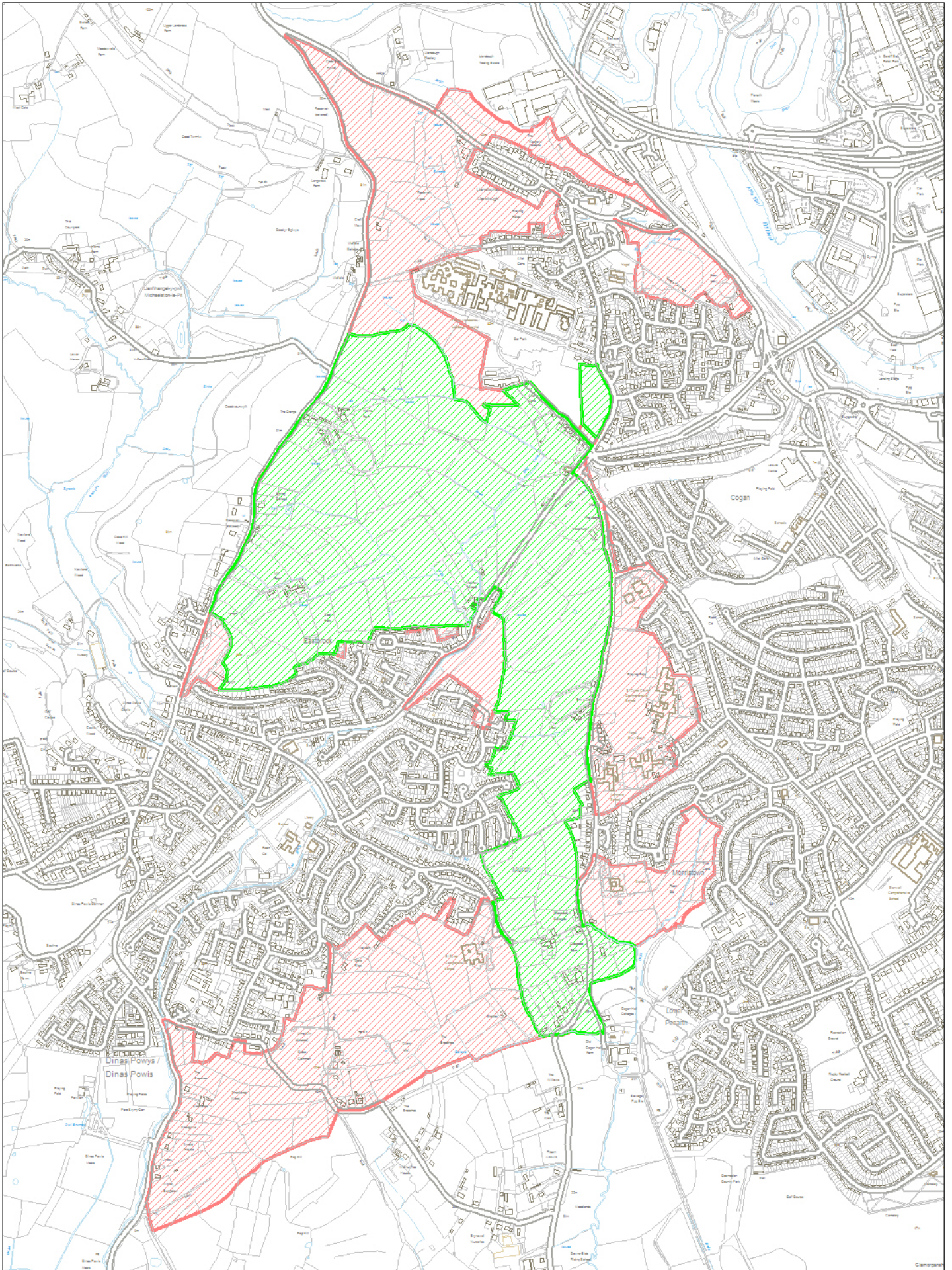
The Vale of Glamorgan Deposit Local Development Plan 2011 - 2026

Areas of Change



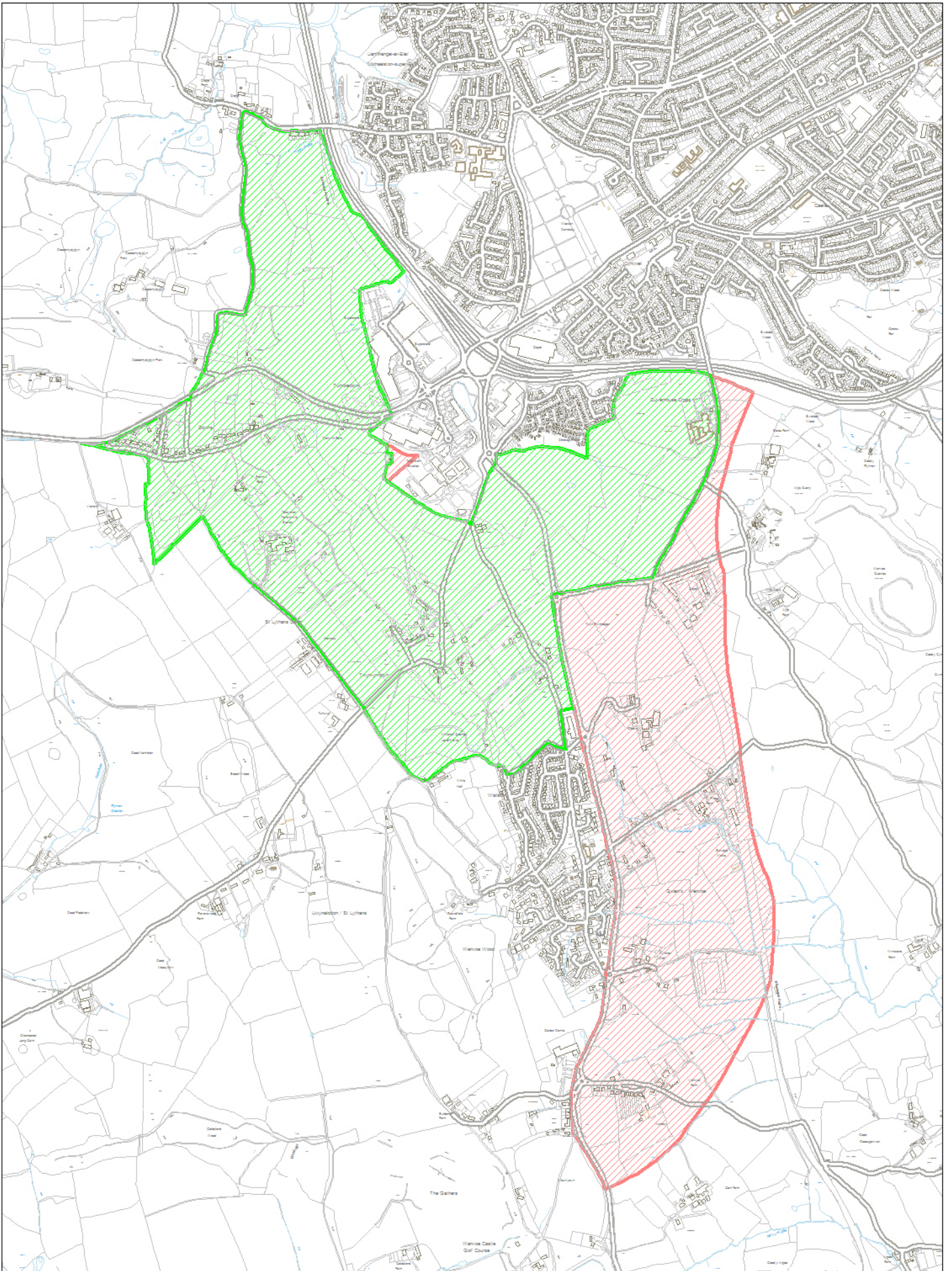
**BETWEEN BARRY AND RHOOSE**

 **AREAS REMOVED FROM GREEN WEDGE DESIGNATION**



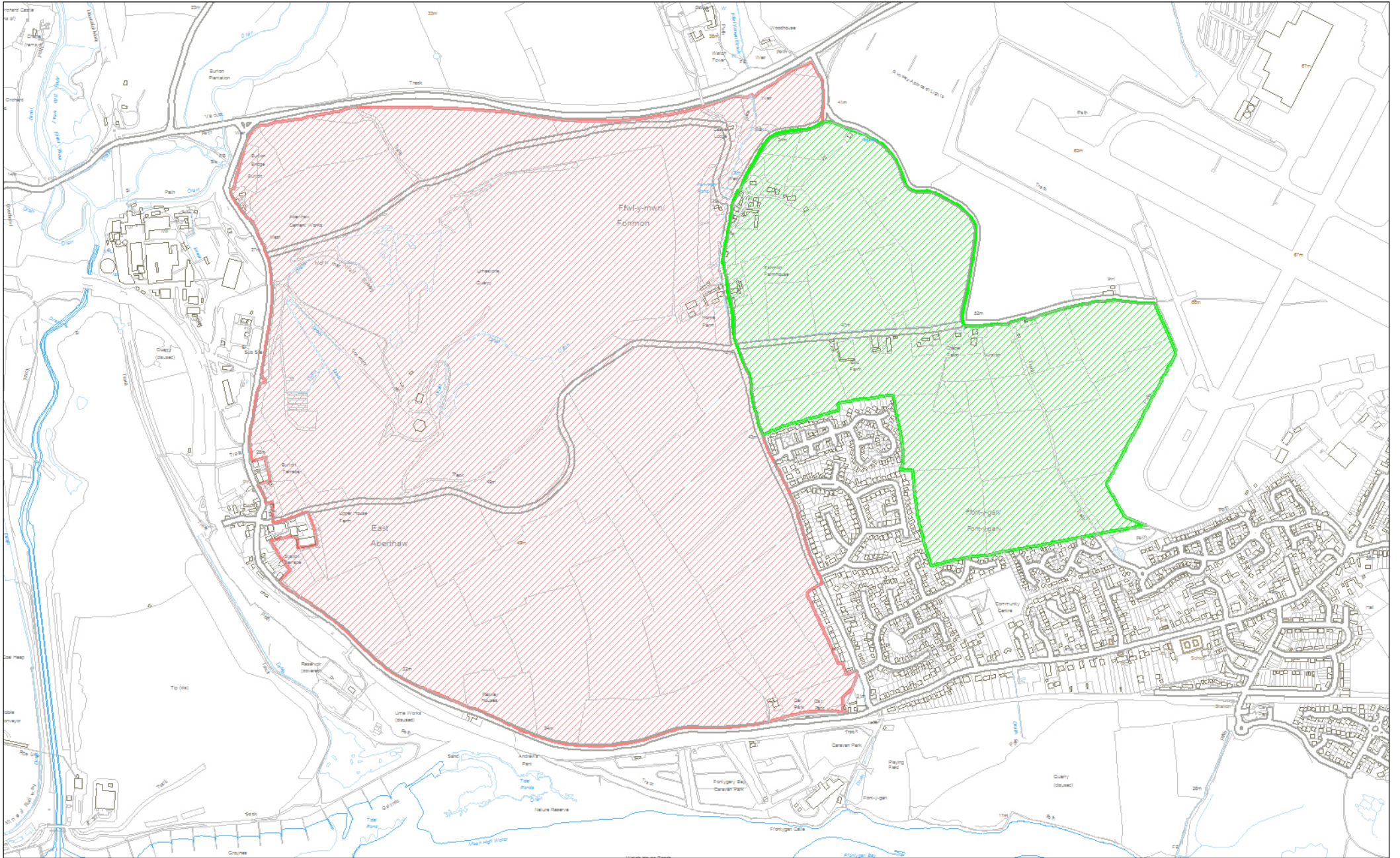
**BETWEEN DINAS POWYS, PENARTH AND LLANDOUGH**

 **AREAS REMOVED FROM GREEN WEDGE DESIGNATION**




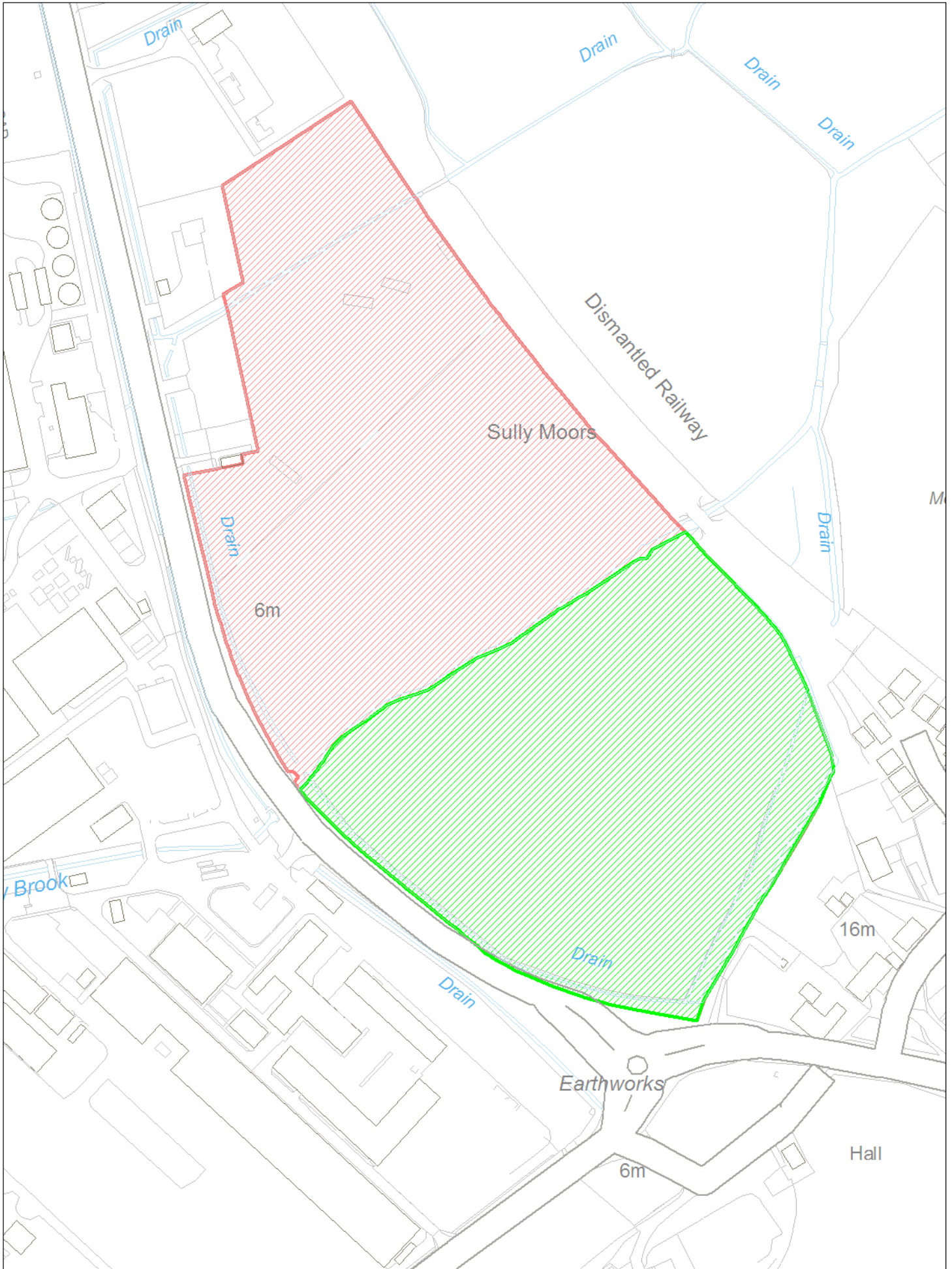
**NORTH AND EAST OF WENVOE**

 **AREAS REMOVED FROM GREEN WEDGE DESIGNATION**



**NORTH OF RHOOSE**

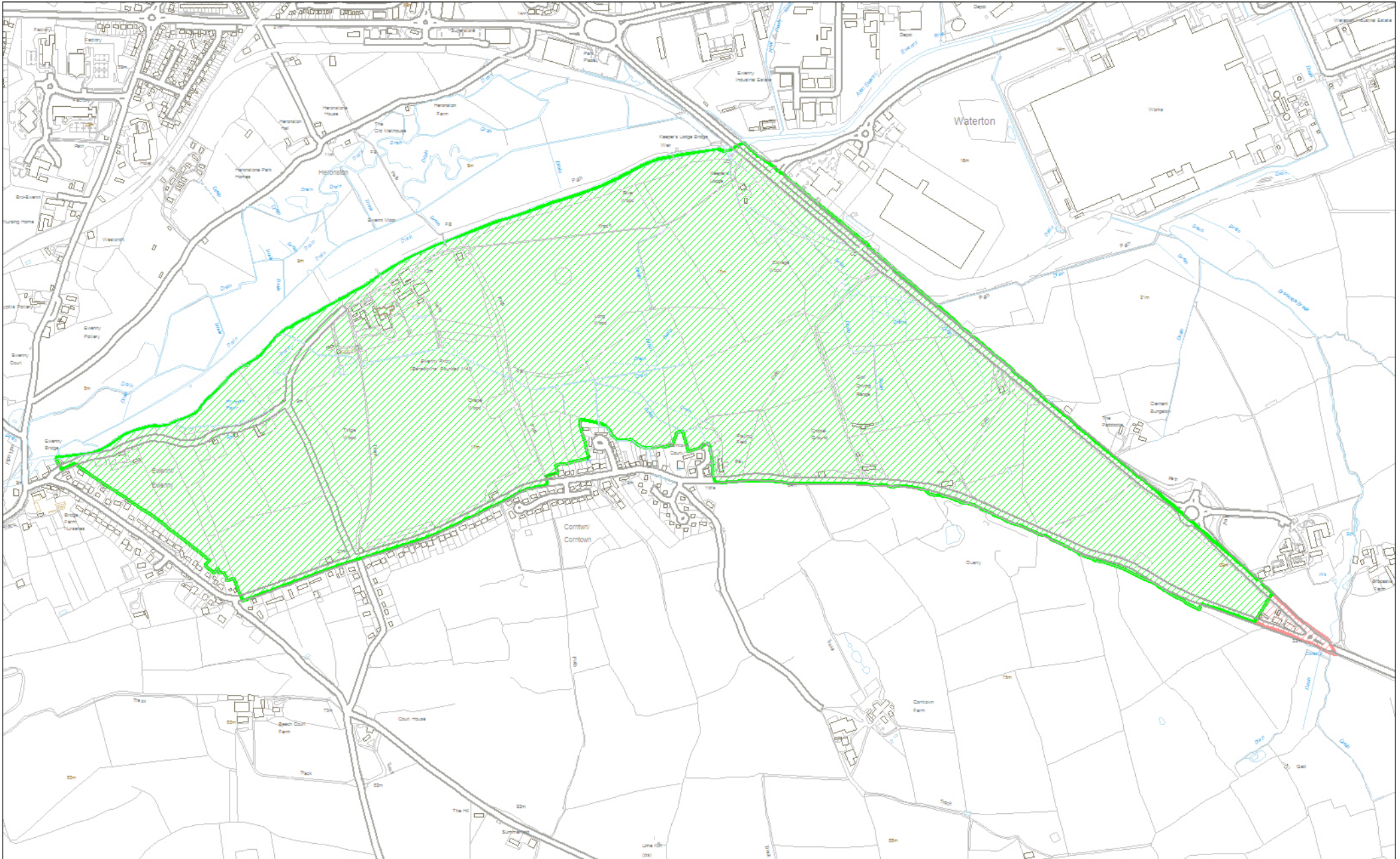
 **AREA REMOVED FROM GREEN WEDGE DESIGNATION**




**NORTH WEST OF SULLY**

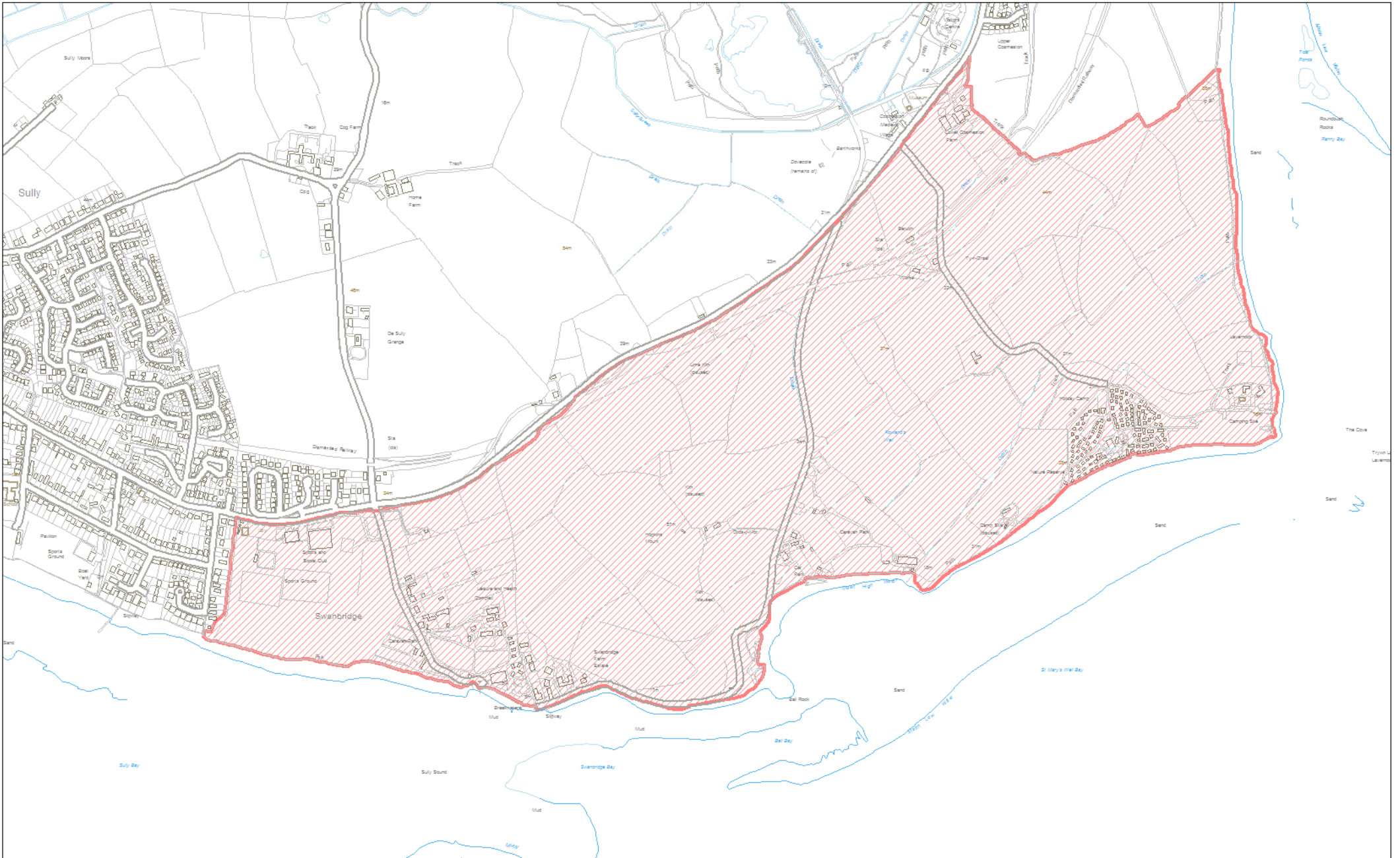
 **AREA ADDED TO GREEN WEDGE DESIGNATION**





**SOUTH OF BRIDGEND**

 **AREA REMOVED FROM THE GREEN WEDGE**



**SOUTH PENARTH TO SULLY**



**AREA ADDED TO GREEN WEDGE DESIGNATION**





The Vale of Glamorgan Council  
**Directorate of Environmental & Economic Regeneration**  
Dock Office  
Barry Docks  
Barry CF63 4RT  
[LDP@valeofglamorgan.gov.uk](mailto:LDP@valeofglamorgan.gov.uk)  
[www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)