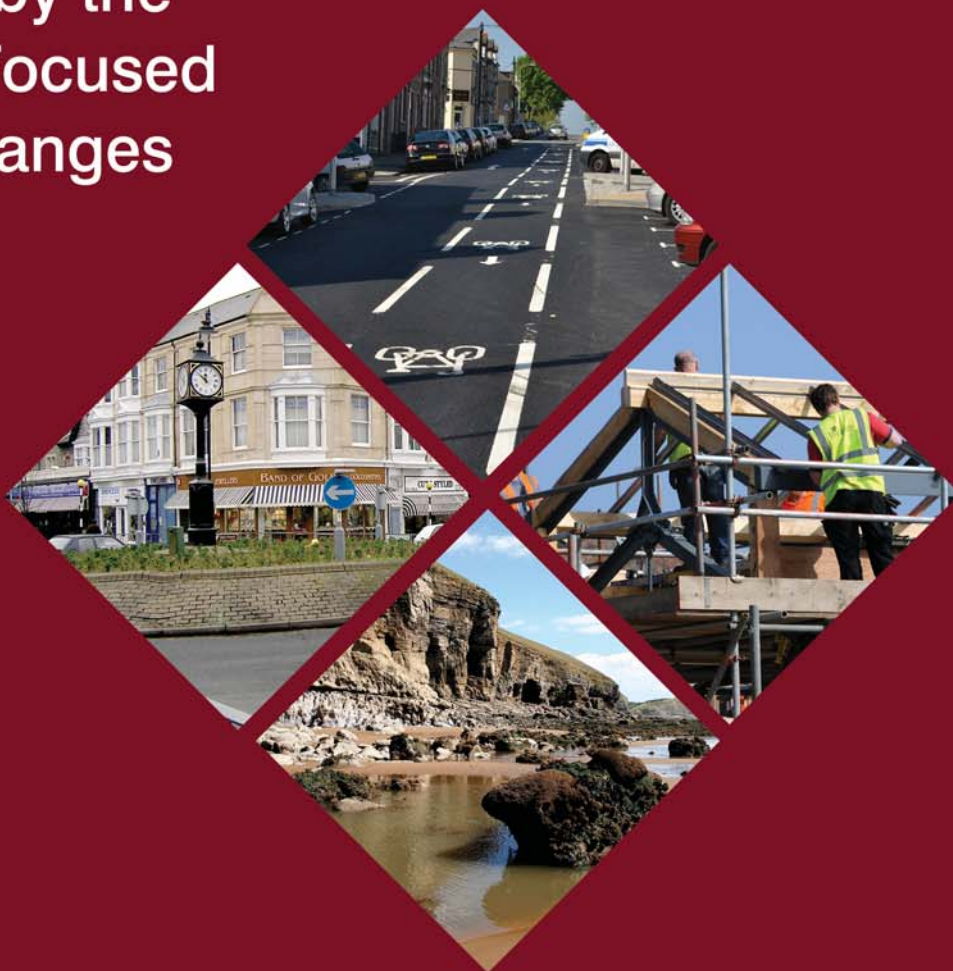


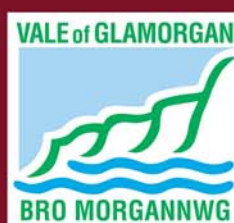
# Deposit Plan

## Written Statement

As Amended by the  
Schedule of Focused  
and Minor Changes



June 2015



Local  
Development  
Plan

Cynllun  
Datblygu  
Lleol



## **Foreword**

The Local Development Plan, once adopted, will provide a framework for sustainable development within the Vale of Glamorgan up to 2026. It is an extremely important Policy document that will guide the growth of the Vale of Glamorgan over a fifteen year period and also identify the infrastructure needs of our communities in terms of employment, facilities and services needed to support that development.

In setting this framework for the future development of the Vale of Glamorgan, we have been mindful of the need to regenerate and support our communities and in doing so the Plan seeks to achieve a balance between economic growth, social cohesion and environmental impact.

Wherever possible the Plan's emphasis is on re-using previously developed land and minimising the need to develop on green fields. Nowhere is this more apparent than in Barry where the emphasis is very much on the continued regeneration of the Waterfront. In addition, we have ensured that sufficient emphasis is being placed on providing for an appropriate level of growth in other communities throughout the Vale thereby ensuring their long term sustainability and vitality.

In reading the document you will see that the evidence base is substantially more wide ranging and of greater depth than that of the previous Draft Deposit Plan. I am particularly pleased that in progressing this Plan we have been able to comprehensively identify and allocate land for the services and facilities that will be needed to support additional residential and employment growth during the Plan period. In doing so this Deposit Plan contains significantly more detail and evidence on where new education, community and healthcare facilities are required and also identifies new transport proposals and the open space needed to support and facilitate additional housing and employment allocations.

The Plan seeks to grasp the opportunities offered by the St Athan - Cardiff Airport Enterprise Zone and demonstrates the essential role that the Vale of Glamorgan plays in the success of the wider City-Region Area. It also demonstrates a firm commitment to the ongoing regeneration of Barry and the Vale of Glamorgan.

As Cabinet Member for Regeneration, Innovation, Planning and Transportation, I am pleased to present the Deposit Vale of Glamorgan Local Development Plan.

To those who have played a part in the process to date, my thanks and a hope that all who are able to, contribute to the development of this key strategic document.

**Councillor Lis Burnett**  
**Cabinet Member for Planning and Transportation**



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## **Section 1**

### **Introduction**

- 1.1 The Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005, require the Vale of Glamorgan Council to prepare a Local Development Plan (LDP) for its administrative area, setting out the Council's strategy for future land use and development. It will become operative on the date it is adopted by the Council for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, when it will replace the adopted Unitary Development Plan 1996-2011. Once formally adopted, the LDP will be used for consistent and rational decision-making during the Plan period to ensure the most efficient use of land and other limited resources, whilst at the same time promoting the regeneration and stimulation of the local economy for the benefit of the present and future population.

## **Local Development Plan Process**

- 1.2 The Delivery Agreement that has been approved by the Welsh Government contains a Community Involvement Scheme (CIS) which sets out the Council's approach to community and stakeholder involvement and engagement throughout the LDP process. The Delivery Agreement also includes a timetable for the production of the Plan which sets out the timescale for each stage in its preparation as well as the resources allocated to each stage. As Figure 1 on the next page illustrates, the LDP process has 8 distinct but interrelated stages. The Deposit LDP represents the completion of stage 4 in the process.
- 1.3 In addition to fulfilling each of the stages in the plan making process the Council is also required to undertake a combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the LDP. These are progressed as one integral assessment process, given that the SEA forms an integral part of the SA. This ensures that sustainability is at the heart of the plan preparation process and that the social, environmental and economic effects of proposals and policies are appraised to comply with the principles of sustainable development. The European Habitats Directive (92/43/EEC) also requires that a Habitat Regulation Assessment (HRA) is undertaken for the LDP. This ensures that an appropriate assessment is undertaken of the impact of the Plan on European Designated Habitat Sites.
- 1.4 Further information in respect of the LDP process in the Vale of Glamorgan can be found in the Delivery Agreement (June 2013) and on the Council's web site at [www.valeofglamorgan.gov.uk/ldp](http://www.valeofglamorgan.gov.uk/ldp).

## **Structure of the Local Development Plan**

- 1.5 This section sets out the context for the LDP.
- 1.6 Section 2 describes how the Plan takes into account relevant local, regional and national strategies, plans and programmes.
- 1.7 Section 3 of the Plan identifies the key socio-economic and environmental issues in the Vale of Glamorgan. The issues have been identified through consultation and the analysis of the research contained in the LDP evidence base.

### **FIGURE 1**

- 1.8 **Section 4** sets out the Council's Vision for the Vale of Glamorgan over the Plan period and provides a detailed framework of land use objectives. The role of the Vision is to clarify the core purpose of the Plan and provide a framework for

developing policies. The Vision and Objectives of the Plan have therefore been developed to take into account the characteristics and key issues relevant to the Vale of Glamorgan.

- 1.9 **Section 5** outlines the Strategy of the Plan that will guide development and use of land throughout the Plan period. This Strategy seeks to promote development in the South East Zone, an area that accommodates the main centres of population and urban settlements with a range of facilities and services accessible by a range of transport modes. Within the South East Zone, Barry is identified as a key settlement, providing opportunities for sustainable growth with a particular focus on the regeneration of Barry Waterfront and Barry Island. The ~~zone~~ **strategy** also includes St. Athan, which is identified as a Strategic Opportunity Area, and the 'St Athan – Cardiff Airport Enterprise Zone', with a focus on the aerospace sector and investment in and around the land holdings of the Welsh Government and the Ministry of Defence. The Strategy also identifies Cardiff Airport as a focus for transport and employment investment. It also recognises the need for appropriate levels of growth and development in and around other sustainable settlements, which will support and enhance existing facilities and services as well as the wider rural areas of the Vale of Glamorgan. **(MC1)**
- 1.10 **Section 6** sets out a series of location specific policies, land allocations and designations intended to provide a framework for the management of growth in the Vale of Glamorgan.
- 1.11 **Section 7** contains criteria based policies intended to provide a framework for managing development throughout the area, against which all planning applications will be assessed. These policies will ensure that future development in the Vale of Glamorgan makes a contribution to achieving the LDP Vision and Strategy.
- 1.12 **Section 8** outlines the detailed infrastructure planning that has been undertaken as part of the LDP and matters relating to delivery and implementation of sites allocated for development in the Plan.
- 1.13 **Section 9** provides a detailed monitoring framework for the Plan. The section sets out a series of core, local and sustainability targets and indicators intended to monitor the performance of the Plan.
- 1.14 **Appendices** include a full glossary of terms, details of allocated housing and employment sites, key statutory designations such as Conservation Areas, Sites of Interest for Nature Conservation (SINCs) and Sites of Special Scientific Interest, retail boundaries including primary shopping areas and the LDP supporting documents.
- 1.15 Detailed allocations, statutory designations and areas of protection are illustrated on the accompanying **proposals and constraints maps**.
- 1.16 A list of current and proposed Supplementary Planning Guidance (SPG), which set out the Council's specific planning requirements, is contained at **Appendix 2**.

## How to use this document

- 1.17 The Deposit LDP contains the Vision and Objectives for the Plan, Strategy, Strategic Policies, Development Management Policies and Policies for Managing Growth. It outlines the requirements for the delivery and implementation of the sites allocated for development and provides a monitoring framework for measuring the effectiveness of the Plan.

- 1.18 The Deposit LDP includes a Proposals Map and a Constraints Map that are presented as individual 1:20000 scale maps. The Proposals Map identifies those areas which have been specifically allocated for development or are subject to protection through relevant policies within the Plan. The Constraints Map is a separate plan to be read alongside the Proposals Map that identifies constraints to development within the Vale of Glamorgan.
- 1.19 The Deposit LDP should be read as a whole. Many of the Plan's objectives, strategies and policies are cross-cutting and inter-related. Decisions on development proposals will have regard to the relevant policies in the Plan and the requirements of National Planning Policy, which is contained in a wide range of policy documents, statements and advice notes published by the Welsh Government. These documents can be viewed online at [www.wales.gov.uk](http://www.wales.gov.uk) .

## **Section 2**

### **National, Regional and Local Policy Context**

- 2.1 An important element of the LDP process is to ensure that the Plan has regard to the policy context provided by a range of national, regional and local plans, strategies and programmes.
- 2.2 The national, regional and local policy documents which have informed the LDP are summarised below.

### **National Policy Context**

- 2.3 In preparing the LDP the Council has taken into account a range of Welsh Government legislation, strategies, policies and guidance.

### **Environment Strategy for Wales (2006)**

- 2.4 **The Environment Strategy for Wales** outlines the Welsh Government's long-term strategy for the environment of Wales, setting out the strategic direction for the next 20 years.
- 2.5 The purpose of the Strategy is to provide a framework within which to achieve an environment that is clean, healthy, biologically diverse and valued by the people of Wales. The Welsh Government wish to see the environment thriving and contributing to the economic and social well-being and health of all of the people of Wales.

### **People, Places, Futures – The Wales Spatial Plan (2008)**

- 2.6 **The Wales Spatial Plan (WSP)** provides a framework for the future spatial development of Wales. The Vale of Glamorgan, along with the neighbouring authorities of Cardiff, Bridgend, Merthyr Tydfil, Caerphilly and Rhondda Cynon Taf, is identified as part of the "South East Wales Capital Network" Region. The Vision for the Capital Region is:

"An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global viability through stronger links between the Valleys and the coast and the UK and Europe, helping spread prosperity within the area and benefiting other parts of Wales"

- 2.7 The WSP proposes distinct approaches for the three areas that make up the Capital Region. The three areas are:
  - City/Coast;
  - Heads of the Valleys Plus; and
  - Connections Corridor
- 2.8 The WSP identifies 14 hub settlements which it sees as vital to the success of the city-region including the settlement of Barry.
- 2.9 In addition to the strategy areas and hub settlements the document also identifies three Strategic Opportunity Areas (SOA). The SOAs are centred around:
  - St Athan, Vale of Glamorgan
  - Llantrisant and North West Cardiff
  - The Heads of the Valleys Road (A465).

- 2.10 SOAs offer the potential for development to take place in a sustainable way, which will benefit the region as a whole. The identification of a SOA at St Athan and to the north of the Vale of Glamorgan around Llantrisant and North West Cardiff means that the area and the LDP have a crucial role to play in the development and economic growth of the South East Wales region.

### **Economic Renewal: A New Direction (2010)**

- 2.11 **Economic Renewal: A New Direction** is the Welsh Government's Strategic Framework for economic development. The Strategy sets out a vision for making Wales 'one of the best places in the world to live and to work', and outlines the Welsh Government's five priorities, which are: Investing in high quality sustainable infrastructure; making Wales a more attractive place to do business; broadening and deepening the skills base; encouraging innovation; and targeting support for business.

### **One Wales: Connecting the Nation – The Wales Transport Strategy (2008)**

- 2.12 **One Wales: Connecting the Nation – The Wales Transport Strategy** is the Welsh Government's strategy for transport. It sets out how the Welsh Government intends to achieve certain social, economic and environmental outcomes. Five key areas are identified as being areas for progress. These are:
- Reducing greenhouse gas emissions and other environmental impacts;
  - Improving public transport and better integration between modes;
  - Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;
  - Enhancing international connectivity; and
  - Increasing safety and security.

### **National Transport Plan (2010)**

- 2.13 **The National Transport Plan** sets out in detail how the Welsh Government proposes to deliver the Wales Transport Strategy 'One Wales: Connecting the Nation' over the next 5 years. The National Transport Plan builds on previous plans, adding and integrating public and community transport, walking and cycling so that investments help to deliver 'One Wales'. The National Transport Plan sits alongside the Regional Transport Plans in delivering the Wales Transport Strategy to ensure consistency of service provision across the transport network. Together, the national and regional plans seek to strengthen local service delivery and improve access to essential services such as health and education.

### **Our Healthy Future (2009)**

- 2.14 **Our Healthy Future** is the Welsh Government's strategic framework for public health in order to guide government, the health service and local government up to the year 2020. It focuses on health and wellbeing throughout life, healthy sustainable communities, reduced health inequities, prevention and early intervention, and health as a shared goal. It contains a number of priority outcomes which include reducing unhealthy eating, increasing physical activity and reducing the number of accidents and injuries.

## **Creating an Active Wales (2009)**

- 2.15 **Creating an Active Wales** sets out the Welsh Government's plan to get more people engaged in regular physical activity and set targets to increase the average activity in adults and children by 2020. It aims to ensure that those who aren't physically active are encouraged and to further support those who already are. One of its main themes is to encourage the development of a sustainable environment which promotes and encourages physical activity rather than inhibiting it.

## **Setting the Direction (2010)**

- 2.16 **Setting the Direction – The Welsh Government's Primary & Community Services Programme (2010)** sets out the strategic vision for the health care sector across Wales. It aims to ensure the delivery of community-based services across Wales which are reliable and accessible irrespective of where people live. It aims to ensure that health care services enable people to maintain their independence as long as possible and remain safely in their home. This health care strategy together with other national Welsh Government strategies highlights the importance of delivering healthy environments as part of developing sustainable communities. They set out the vision for the health care provision which is to build upon existing provision and deliver decentralised care within local communities wherever possible. This will become increasingly important when considering the needs of specific age groups with an ageing population.

## **National Planning Policy and Technical Advice Notes**

- 2.17 National planning policy and advice in respect of spatial and land-use planning is contained in a range of policy documents, statements, circulars and Technical Advice Notes (TANs). Of particular significance is Planning Policy Wales and the series of Technical Advice Notes produced to provide further advice and guidance on planning matters. These can be viewed at [www.wales.gov.uk/planning](http://www.wales.gov.uk/planning).

## **Towards a Welsh Planning Act**

- 2.18 The Welsh Government's Legislative Statement 2011 to 2016 includes a commitment to consolidate existing planning legislation to make it more transparent and accessible. A Planning Bill is expected to be introduced during the 2015/16 Assembly session, with the evidence base including work by an Independent Advisory Group which has been set up to:
- Identify the key policy objectives that the planning system is required to deliver now and in the future;
  - Assess existing institutional delivery arrangements, noting areas of good practice and areas in need of improvement; and
  - Propose options for the future delivery of the planning system, including plan making and development management services.

## **Regional Policy Context**

### **Regional Waste Plan 1st Review (2008)**

- 2.19 The Regional Waste Plan (RWP) provides a long-term strategic waste management strategy and land-use planning framework for the sustainable management of waste



and recovery of resources in South East Wales. The aims of the RWP 1st Review are:

- To minimise adverse impacts on the environment and human health;
- To minimise adverse social and economic impacts and maximise social and economic opportunities;
- To meet the needs of communities and businesses; and
- To accord with the legislative requirements, targets, principles and policies set by the European and National legislation and policy framework.

2.20 The RWP 1st Review comprises two main elements:

- The RWP Technology Strategy which provides strategic information on the types of waste management / resource recovery facilities required in South East Wales; and
- The RWP Spatial Strategy, which provides strategic information on the types of locations likely to be acceptable.

2.21 These two elements have been developed through different processes as they tackle different issues and have been presented at the regional level separately. The taking forward of the RWP 1st review is a matter for the LDP.

### **Regional Technical Statement for Aggregates ~~(2008)~~ (2014) (MC2)**

2.22 The Regional Technical Statement (RTS) has been produced by the South Wales Regional Aggregates Working Party (SWRAWP). Minerals TAN 1 (paragraph 1.45 refers) sets an overarching objective, which seeks to ensure a sustainably managed supply of aggregates essential for construction by striking the balance between environmental, economic and social costs. The RTS has been formulated to help guide individual Local Authorities in South Wales on how to implement these mineral planning policies in the formulation of their individual LDP policies and allocations.

### **Regional Transport Plan (2010)**

2.23 The South East Wales Transport Alliance (Sewta) is an alliance of 10 South-East Wales local authorities working with others to deliver better transport in the South East Wales region. It is constituted as a joint local government committee.

2.24 Sewta's vision for the RTP is to provide a modern, integrated and sustainable transport system for South East Wales that increases opportunity, promotes prosperity and protects the environment, where public transport, walking, cycling and sustainable freight provide real travel alternatives.

2.25 The priorities of the RTP are to:

- Improve access to services, facilities and employment, particularly by public transport, walking and cycling;
- Provide a transport system that increases the use of sustainable modes of travel;
- Reduce the demand for travel;
- Develop an efficient and reliable transport system with reduced levels of congestion and improved transport links within the Sewta region and to the rest of Wales, the UK and Europe;
- Provide a transport system that encourages healthy and active life styles, is safer and supports local communities;
- Reduce significantly the emission of greenhouse gases and air pollution from transportation;

- Ensure that land use development in south east Wales is supported by sustainable transport measures; and
- Make better use of the transport system.

### **City Regions (July 2012)**

2.26 A 'Task and Finish Group' was established by the Welsh Government to consider the evidence for city regions as economic drivers, and to identify potential city regions in Wales. The main objective was seen to be determining whether a city region approach appeared likely to deliver more jobs and greater prosperity in and for Wales than current approaches to economic development. The final report was published in July 2012 and concluded that a City Region approach in Wales could deliver three main economic benefits:

- Larger and more efficient labour markets, so the chances of a good match between employer needs and workers' skills are increased;
- Larger potential markets for goods and services because of the concentration of activity and transport cost savings; and
- A greater exchange of knowledge, ideas and innovation. Its success is dependent on the presence of a substantial population with relevant skills, efficient communication networks, and political will.

2.27 The report incorporated 22 recommendations, including that: -

- Two City Regions are designated in South East Wales (Cardiff City Region) and in Swansea Bay to support greater economic prosperity and sustainable development.
- City Region boundaries must reflect economic reality and not political or administrative boundaries, which will involve relinquishing power, funding and decision making to a more regional level.
- The two City regions establish collaborative arrangements to avoid unproductive rivalry.
- The Welsh Government should adapt or replace the Wales Spatial Plan to ensure the economic development framework is fit for purpose and does not hinder the success of city regions.

### **Local Policy Context**

#### **'Planning and Working Together': The Vale of Glamorgan Community Strategy 2011 to 2021**

2.28 'Planning and Working Together' provides a vision for how the Vale of Glamorgan will look in the future and how that vision can be achieved. It seeks to ensure that organisations active in the Vale of Glamorgan are focussed on providing quality services to residents, visitors and businesses. The Community Strategy represents a coordinated approach to improving the quality of life in the Vale of Glamorgan.

2.29 The Strategy includes the Children and Young People's Plan, the Health, Social Care and Wellbeing Strategy, the Community Safety Strategy and the Older People's Strategy. The incorporation of key partnership strategies and plans into one strategy is intended to remove duplication and confusion across partnerships, improve public services and ensure an efficient use of resources.

2.30 The Community Strategy contains 10 priority outcomes as follows:

- People of all ages are actively engaged in life in the Vale and have the capacity and confidence to identify their own needs as individuals and within communities.
- The diverse needs of local people are met through the provision of customer focused, accessible services and information.
- Vale of Glamorgan residents and organisations respect the local environment and work together to meet the challenge of climate change.
- Older people are valued and empowered to remain independent, healthy and active. They have equality of opportunity and receive high quality services to meet their diverse needs.
- Children and Young people in the Vale of Glamorgan are well informed and supported to access a broad range of quality services that enable them to take full advantage of the life opportunities available in their local communities and beyond.
- People of all ages are able to access coordinated learning opportunities and have the necessary skills to reach their full potential, helping to remove barriers to employment.
- The underlying causes of deprivation are tackled and the regeneration of the Vale of Glamorgan continues, opportunities for individuals and businesses are developed and the quality of the built and natural environment is protected and enhanced.
- The Vale of Glamorgan maximises the potential of its position within the region working with its neighbours for the benefit of local people and businesses, attracting visitors, residents and investment.
- Residents and visitors are safe and feel safe and the Vale of Glamorgan is recognised as a low crime area.
- Health inequalities are reduced and residents are able to access the necessary services, information and advice to improve their wellbeing and quality of life.

2.31 The LDP will provide a framework that will play an important role in assisting in the delivery of many of these priority outcomes.

### **Vale of Glamorgan Tourism Strategy (2011 to 2015)**

- 2.32 The Vale of Glamorgan Council is committed to the development of the local tourism industry. It recognises that a well-managed tourism industry is an important source of new jobs, enabling economic diversification, protecting the local heritage and environment and providing benefits to the local community.
- 2.33 The Council's Vision is to create an attractive tourism destination with a positive image for the Vale of Glamorgan, capitalising on the Glamorgan Heritage Coast and the proximity to Cardiff, encouraging sustainable development and quality facilities to enrich the experience for visitors and residents.

### **Corporate Plan (2013 – 2017)**

- 2.34 The Corporate Plan details how the Council intends to help deliver the overarching Community Strategy vision for 2013 – 2017, provides a framework for Service Plans and underpins the Council's budget. It reflects the Council's aspiration to continually improve the services it delivers to the local community, and is founded on the following Core Values:
- **Delivering Good Services:** We believe in providing high quality, value-for-money services, and will always strive to do so while abiding by the other values. We will embrace innovative ideas so that services continue to deliver improved outcomes and meet the needs of our customers;

- **Transparency:** Council decisions will be open and transparent, and we will make changes to the way the Council works to accomplish this;
- **Engagement:** Before making significant decisions we will engage with the individuals, groups and communities who are affected by them;
- **Empowerment:** We will strive to enable all sections of the community, including those whose voices have not been heard in the past, to take control over their lives.

### **Vale of Glamorgan Local Housing Strategy (2007 to 2012 2015 - 2020) (MC3)**

- 2.35 The Local Housing Strategy for the Vale of Glamorgan was developed in consultation with key partners and local residents. The Strategy seeks to raise standards and improve access to housing which is fundamental to quality of life and well-being. The Strategy outlines the Vision for housing in the Vale over a five-year period and details how the Vision will be delivered.

### **Severn Estuary Shoreline Management Plan 2 (2010) and Draft Lavernock Point to St Ann's Head Shoreline Management Plan 2 (2010).**

- 2.36 The Draft Shoreline Management Plans (SMPs) provide a framework for the management of the coast line in the Vale of Glamorgan. Both documents provide a 'route map' to move from the present situation towards meeting future needs and identify the most sustainable approaches to managing the risks to the coast in the short term (0-20 years), medium term (20-50 years) and long term (50-100 years). The SMPs include an action plan that prioritises what work is needed to manage coastal processes into the future.

### **Vale of Glamorgan Local Biodiversity Action Plan**

- 2.37 The Vale of Glamorgan Local Biodiversity Action Plan (LBAP) recognises the diversity of plants and animals and the places they live (Habitats), identifying them as local priorities. The overall objective of the Vale of Glamorgan LBAP is to conserve and enhance the biodiversity of the Vale by:
- Protecting all habitats and species important at a local as well as national or international level for nature conservation;
  - Promoting optimum management for these sites;
  - Where appropriate, improving degraded habitats or creating new habitats; and creating a healthy environment in which the commoner species can thrive; and
  - Creating public awareness of local biodiversity through education and information to all sectors.

## **Section 3**

### **The Spatial Profile in the Vale of Glamorgan**

- 3.1 The following spatial profile is intended to highlight the social, environmental and economic factors that characterise the Vale of Glamorgan in the 21st Century. The issues outlined have been identified through the work undertaken by the Council as part of the review of the Council's Community Strategy. In addition, the highlighting of issues has been informed by consultation and engagement with key stakeholders in preparing the LDP baseline information contained within the Strategic Environmental Assessment and evidence base studies prepared in support of the LDP. Finally the context for development provided by the national policy framework has also influenced this process.

### **Location and Regional Context**

- 3.2 The Vale of Glamorgan is Wales' most southerly Unitary Authority, lying west of Cardiff between the M4 and the Severn Estuary and covering 33,097 hectares, of which approximately 85% (28,132 hectares) is agricultural land. The Vale of Glamorgan has 53 kilometres of coastline, of which 19 kilometres is designated as Heritage Coast. Its neighbouring authorities are Bridgend County Borough Council to the west, Cardiff Council to the east and Rhondda Cynon Taf County Borough Council to the north.
- 3.3 The A48 links the Vale of Glamorgan to the south east region and beyond, with the M4 motorway located to the north of the administrative boundary. Barry is also connected to the wider region by the main rail line between Bridgend and Cardiff. The only commercial airport in South East Wales is located at Rhoose, some 8 kilometres to the west of Barry Town Centre. A runway also exists at MoD St Athan.

### **Socio Economic Portrait**

- 3.4 The 2012 mid-year estimates indicate that the population of the Vale of Glamorgan is 126,831 of which approximately 50,000 reside in Barry. A further 46,000 are distributed amongst the larger towns of Penarth, Llantwit Major, Dinas Powys and Cowbridge. The remaining population is accommodated throughout the Vale of Glamorgan's smaller rural villages and hamlets.
- 3.5 The Population Projections (2011) indicate that the population of the Vale of Glamorgan is set to rise from 126,700 in 2011 to 132,500 by 2026. Whilst the gender profile will remain largely unchanged with 49% males and 51% females, the age of the population shows a projected increase of 8% in children under 18 and 37% in people of retirement age.
- 3.6 The Vale of Glamorgan exhibits considerable socio-economic diversity containing some of the most affluent and the most deprived communities in Wales. The Index of Multiple Deprivation (2011) shows that of the 78 lower super output areas (LSOA) in the Vale of Glamorgan, 5 LSOAs in Barry fall within the top 10% of most deprived areas in Wales. Particular areas of concern relate to high indices of deprivation in respect of employment, income, education, health and community safety. As a result of these socio economic factors the Welsh Government designated the town as a Strategic Regeneration Area in 2011. The designation will help to provide a focused approach to regeneration and assist in delivering both economic and social benefits to the town.
- 3.7 Conversely, many of the other towns and villages in the Vale of Glamorgan are prosperous. The Index of Multiple Deprivation (2011) shows that 72 of the LSOAs in the Vale of Glamorgan are in the top 10% of least deprived areas in Wales. However, whilst the Welsh Index of Multiple Deprivation identifies a concentration of the most

deprived LSOAs in Barry, it is acknowledged that smaller pockets of deprivation also exist within the rural and south eastern corner of the Vale of Glamorgan.

- 3.8 In terms of health inequalities, figures from the Public Health Wales Observatory show that life expectancy in the Vale of Glamorgan, as in Wales in general, is increasing. However, this improvement is not experienced equally across all areas with inequality gaps existing between the most and least deprived areas for life expectancy. There are also inequalities in the quality of life relating to healthy life expectancy and disability-free life expectancy. The Slope Index of Inequality (SII) for the Vale of Glamorgan shows, for example, that the gap in life expectancy in males between the most and least deprived fifth is about 8 years. When considering healthy life expectancy the gap is even greater at around 20 years.
- 3.9 The proximity of the Vale of Glamorgan to Cardiff coupled with the rich and diverse nature of the towns and villages in the area have resulted in significant pressure for new residential development. An average house building rate of 426 dwellings per annum between 1998 and 2009 clearly demonstrates the strength of the housing market. The net result of this pressure is exhibited through relatively high land values and house prices. The Land Registry – House Price Index (May 2013) indicated that the average house price in the Vale of Glamorgan was £153,466.
- 3.10 High property prices contribute to an increase in the number of residents unable to enter the private property market. The Local Housing Market Assessment (2010) shows an overall housing need of 915 affordable dwellings per annum for the period 2010 to 2015. The findings of the assessment make clear that the area of greatest need is Barry followed by the coastal settlements of Rhose, Llantwit Major and Penarth as well as the Rural and Eastern Vale.
- 3.11 The economic profile of the Vale of Glamorgan is one of diversity. The Employment Land and Premises Study (2013) indicates the range of the employment sectors currently operating in the Vale, and identifies that most of the Vale's businesses employ less than ten employees (84.5%). Almost a third (32.4%) of people in the Vale of Glamorgan are employed in professional and associate professional and technical occupations, compared with the Welsh national average of just over a quarter (26.6%). Conversely, 5.4% of people in the Vale are employed in occupations such as process, plant and machine operatives and elementary occupations (Welsh national average 8.1%). Hotels and restaurants provide nearly 5.2% of the employment base. The number of persons employed in agriculture and fishing, once dominant in the Vale of Glamorgan, accounts for less than 1% (0.7) of the employment market, compared to national average of 1.7%.
- 3.12 The Office of National Statistics Annual Population Survey (April 2012-March 2013) indicates that unemployment in the Vale of Glamorgan is 7.9%, significantly below the Welsh average of 8.3%. The Office of National Statistics Survey of Hours and Earnings – resident analysis (2012), indicates that the average salary in the area is £31,263, significantly above the Welsh average of £27,534.
- 3.13 The Council's Employment Land and Premises Study (2013) indicates that the economic downturn has affected long term employment land take up, identifying an annual requirement over the Plan period of 2.65 hectares (previously 4.1 hectares in the 2007 employment land study). Despite this, the 2013 study indicates that there is a strong demand for small to medium size premises and plots of land, particularly in the Barry area, which attracts business from Cardiff seeking budget accommodation. Additionally, the study identifies that Cowbridge and Penarth support a buoyant office premises market. Consequently, the study recommends that the Council should protect existing employment land and premises, and also work with land owners to bring forward underused/vacant land in areas of demand.

- 3.14 The designation of the 'St Athan – Cardiff Airport' Enterprise Zone in September 2011 is of regional importance, and will focus on the aerospace and defence sector. This represents a significant opportunity to bring aerospace related inward investment to the area. A further major employment opportunity is located at the former Bosch factory at M4 Junction 34. This was acquired by Renishaw in 2011 for the purposes of expanding their manufacturing operations along with proposals for a Warehousing and Business Park.
- 3.15 A key factor in the employment market is the proximity of the Vale of Glamorgan to Cardiff. At 2011, annual statistics on commuting published by the Welsh Government show that at 52%, the Vale has the highest rate of out-commuting in Wales compared to the national Welsh average figure of 30%. The majority of out commuting is into Cardiff (36.3%) and adjacent authorities of Bridgend (4.6%) Rhondda Cynon Taf (2.5%) and Newport (1.6%). Conversely, 17,400 people commute into the Vale to work. Just over a quarter of in-commuters come from Cardiff and 15.5% come from Bridgend.
- 3.16 The retail sector in the Vale of Glamorgan is made up of a range of convenience and comparison stores centred principally in the settlements of Barry, Penarth, Llantwit Major and Cowbridge. The Retail Study (2013) indicates that the retail sector in the Vale of Glamorgan is worth £554 million per annum. Currently nearly 85% of the total expenditure in relation to convenience goods and 30% of expenditure in relation to comparison goods is retained within the area.
- 3.17 The study indicates that there is potential to retain a greater proportion of the expenditure on convenience goods by providing additional floorspace in Barry, Penarth and Cowbridge. The leakage of comparison spend out of the area is attributable to a number of factors, the most significant of which is the proximity to Cardiff.

### **Environmental Portrait**

- 3.18 The Vale of Glamorgan benefits from a wide range of environmental resources, some of which are recognised for their value by international and national designations such as the Severn Estuary and the Glamorgan Heritage Coast. There are also a large number of national and locally important designated sites of nature conservation value which provide important habitats for local biodiversity including protected species. The Vale of Glamorgan has 27 Sites of Special Scientific Interest (SSSI's), 1 Special Protection Area, 3 2 Special Areas of Conservation and one adjoining the Vale of Glamorgan at Kenfig (Bridgend) and 1 RAMSAR site. **(MC4)**
- 3.19 In terms of cultural heritage, the Vale of Glamorgan has approximately 740 listed buildings, over 100 Scheduled Ancient Monuments, 39 Conservation Areas, 18 areas included in the Register of Historic Parks and Gardens and 2 areas on the Register of Landscapes of Historic interest in Wales. A full list of these designations is contained in Appendix 10. The long term management of these important cultural assets is a key consideration.
- 3.20 As a coastal authority, potential rises in sea levels as a result of climate change may pose a threat to the Vale of Glamorgan's coastal environment as well as the towns and villages situated on the coast. The Shoreline Management Plans (2010) for the Vale of Glamorgan paint a picture of erosion and cliff falls causing some small scale recession along the coastline. The Plans indicate a need for limited long term intervention to prevent erosion in key areas such as Barry. The remainder of the coast line will be subject to non-intrusive management to prevent further erosion.



## Challenges and Opportunities for the LDP

3.21 The socio-economic and environmental analysis in this section of the Plan indicates that although the Vale of Glamorgan is a comparatively affluent area, there are still a number of factors that need to be managed if the Vale of Glamorgan is to meet the needs of current and future residents in a sustainable manner. These issues include:

- High levels of unemployment, low levels of income and educational deprivation in certain areas within Barry;
- House prices significantly above the Welsh average resulting in a considerable number of residents needing assistance to enter the property market;
- High levels of out commuting for work resulting in peak time congestion on the main distributor roads in the eastern Vale of Glamorgan;
- The need to diversify the employment market and provide opportunities for rural enterprise and tourism;
- The leakage of expenditure in the retail sector to Cardiff and Bridgend; and
- The need to manage the natural, coastal and built environment of the Vale of Glamorgan.

3.22 The LDP will seek to provide a policy framework which:

- Maximises the opportunities presented by the designation of Barry as a Strategic Regeneration Area;
- Manages the housing supply effectively in order to provide a range of good quality, affordable homes in sustainable locations;
- Capitalises on the opportunities presented by the designation of the St Athan – Cardiff Airport Enterprise Zone to attract inward investment that will benefit the region as a whole;
- Provides a range of employment sites to meet local need and promote opportunities to diversify the rural economy;
- Reduces out-commuting by providing opportunities for new housing, retail and employment development in accessible locations in the Vale of Glamorgan;
- Improves and enhances key transport links to and within the Vale of Glamorgan for the benefit of residents, visitors and business;
- Supports the retail centres and retain retail expenditure by providing opportunities for new retail development; and
- Manages the natural, coastal and built environment of the Vale of Glamorgan for future generations and maximises tourism and visitor potential.

## **Section 4**

### **Vision and Objectives**

## Vision

- 4.1 In considering how the LDP should guide and manage future development, a clear vision of how the Vale of Glamorgan should look in 2026 has been produced.
- 4.2 The Council's Community Strategy (2011 to 2021) has been developed in partnership with the Vale of Glamorgan Local Service Board and through extensive public consultation and includes a Vision for the Vale of Glamorgan up to 2021. To ensure consistency between the LDP and the Community Strategy, the Community Strategy Vision<sup>1</sup> has been adopted as the overarching vision for the Vale of Glamorgan LDP:

***“Our Vision for the Vale of Glamorgan is a place:***

- ***That is safe, clean and attractive, where individuals and communities have sustainable opportunities to improve their health, learning and skills, prosperity and wellbeing; and***
  - ***Where there is a strong sense of community in which local groups and individuals have the capacity and incentive to make an effective contribution to the future sustainability of the area.”***
- 4.3 The Community Strategy identifies ten priority outcomes across five themed areas (Children & Young People, Learning & Skills, Regeneration, Safer Vale and Health, Social Care & Wellbeing) and has been developed out of an understanding of the key economic, social and environmental issues affecting the Vale of Glamorgan. It recognises that achieving the priority outcomes will rely upon a wide range of partners and cut across the Council's key service areas. The LDP can support the objectives of the Community Strategy and assist in the delivery of the priority objectives where they relate to or require the development and use of land or protection of natural assets. In this regard the LDP through specific land use allocations and policies will provide a framework which will seek to:
- Develop a diverse and sustainable economy that maximises the Vale of Glamorgan's assets and the potential of its position within the region, to provide opportunities for working that benefit residents and businesses and attracts visitors and investment;
  - Provide a range and choice of housing including affordable housing, in sustainable locations that enables those living in the Vale of Glamorgan to meet their housing needs whilst supporting the role and function of existing settlements;
  - Foster a sustainable future which manages the natural and built resources of the Vale of Glamorgan and makes a positive contribution towards reducing the impact of climate change by promoting sustainable development and transport, energy conservation and renewable energy generation; and
  - Safeguard and enhance the vitality and viability of existing retail and tourist and visitor attractions that encourage people to use, visit and enjoy the diverse range of facilities and attractions on offer in the Vale of Glamorgan.

## LDP Objectives

- 4.4 In support of the social, economic and sustainable themes intrinsic to the LDP and Community Strategy Vision, a number of key strategic objectives have been developed that set the context of the LDP Strategy:

**Objective 1: To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all.**

- 4.5 Sustainable communities are places where people want to live and work. They offer access to housing, work and services and contribute to improved health, wellbeing and a high quality of life. The LDP will seek to ensure that the role and function of the towns and villages identified in the sustainable settlement hierarchy is maintained and enhanced by ensuring that new development is of a scale appropriate to its location, supports the local economy and sustains and wherever possible improves local services and facilities.

**Objective 2: To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change.**

- 4.6 The LDP will seek to ensure that new development makes a positive contribution towards reducing the impact of and mitigating against the adverse effects of climate change. New development will be located in sustainable locations that minimise the need to travel, incorporate sustainable design and building solutions. **The Council's Renewable Energy Assessment (2013) identifies the potential within the Vale of Glamorgan to meet 20% of its energy needs through renewable energy resources by 2020. Accordingly, the LDP will also** promote energy conservation and local renewable energy generation and avoid areas susceptible to flooding. (MC5)

**Objective 3: To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport.**

- 4.7 One of the main contributors to climate change is people's propensity to travel by private car. The LDP will seek to increase the use of sustainable transport and reduce congestion by concentrating new development within the South East Zone and the settlements identified within the sustainable settlement hierarchy which are, or can be, well served by public transport or by walking or cycling. The LDP will also seek to ensure that appropriate local infrastructure is provided as part of development proposals to enhance the opportunities for the adoption of sustainable travel patterns.

**Objective 4: To protect and enhance the Vale of Glamorgan's historic, built, and natural environment.**

- 4.8 The historic, built and natural environment of the Vale of Glamorgan is highly valued by residents and visitors and includes European, National and local designations which provide local identity and distinctiveness and present opportunities for recreation and tourism. The LDP will ensure that these natural and built environmental assets are protected, conserved and where appropriate enhanced as an important resource for local people and which attract visitors and contributes to the local economy.

**Objective 5: To maintain, enhance and promote community facilities and services in the Vale of Glamorgan.**

- 4.9 Appropriate and conveniently located community facilities are an important component of sustainable communities, reducing the need for people to travel and improving the quality of life. The LDP will support the retention of community facilities and services, and seek to ensure that new development, particularly housing, does not impose undue pressure on schools, community facilities and health facilities and

adequately provides for the needs of the local population as well as contributing to the health and well-being of the community.

**Objective 6: To reinforce the vitality, viability and attractiveness of the Vale of Glamorgan's town, district, local and neighbourhood shopping centres.**

- 4.10 The vitality, viability and attractiveness of retail centres will be supported by directing new retail proposals to the existing town, district, local and neighbourhood centres of the Vale of Glamorgan.
- 4.11 Within the established town and district centres of Barry, Penarth, Cowbridge and Llantwit Major, diversity will be encouraged to maintain a range of services and facilities while retail uses will be protected in local and neighbourhood centres.

**Objective 7: To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs.**

- 4.12 One of the greatest demands for the development of land arises from the provision of new housing to meet the future needs of the population. The LDP will provide a range and choice of housing, including affordable housing, in sustainable locations that support the needs of the local community and enhance the role and function of the settlements identified within the sustainable settlement hierarchy, creating integrated, diverse and sustainable communities.

**Objective 8: To foster the development of a diverse and sustainable local economy that meets the needs of the Vale of Glamorgan and that of the wider South East Wales Region.**

- 4.13 A strong and diverse economy is an essential component of sustainable communities providing employment opportunities and attracting investment. The LDP will seek to maximise the opportunities presented by the Vale of Glamorgan's location within the South East Wales Capital Region and capitalise on the designation of the St Athan – Cardiff Airport Enterprise Zone to attract inward investment, and focus on its economic assets such as MoD St Athan and Barry Docks to benefit the region as a whole. **With regard to Barry Docks, the Council will favour development proposals which assist the long term viability of Barry's Port to facilitate the efficient and reliable movement of freight by sea. (FC1)**
- 4.14 The LDP will give particular emphasis to new high quality employment that increases prosperity but reduces local deprivation and daily out-commuting. In the rural Vale of Glamorgan, the Plan will support initiatives that aid the development of a strong rural economy, particularly where this promotes sustainable tourism.

**Objective 9: To create an attractive tourism destination with a positive image for the Vale of Glamorgan, encouraging sustainable development and quality facilities to enrich the experience for visitors and residents.**

- 4.15 The Vale of Glamorgan benefits from a wide variety of tourist and visitor attractions, ranging from the Glamorgan Heritage Coast to more traditional destinations such as Barry Island and Penarth Seafront. The LDP will favour proposals which protect and support existing tourist attractions and enhance the range and choice of tourist and visitor facilities.

**Objective 10: To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources.**

- 4.16 The inappropriate use of finite resources can impact on the ability of future generations to fulfil their needs. The LDP through favouring the use of previously developed land and the sustainable use of natural resources of whatever kind and wherever they are located, will contribute to preserving their availability for future generations.
- 4.17 The ten objectives identified above have been translated into the spatial framework provided by the LDP and have informed the development of the Strategy, development management policies, as well as policies for managing growth. A detailed monitoring framework for the Plan is contained in Section 9 of the LDP, which will allow the Council to assess the delivery of the LDP objectives over the plan period.

## **Section 5**

### **LDP Strategy**

- 5.1 The LDP Strategy identifies broad areas where new development will take place in order to achieve the Vision and Objectives set out earlier in the Plan. The Strategy has been derived having full regard to the National, regional and local policy context, the key social, economic and environmental issues relevant to the Vale of Glamorgan, as well as the availability and deliverability of sites. In addition, it takes into account the findings of the Sustainability Appraisal, the results of previous stakeholder engagement and involvement, subsequent public consultation and recent National and regional policy development and initiatives on various spatial options.
- 5.2 The ten strategic objectives identified in Section 4 have also had a significant influence on the development of the Strategy, which seeks to balance the need for growth with the need to protect the Vale of Glamorgan's distinctive natural and built environment. In order to reduce the impact of and mitigate the adverse effects of climate change, the Strategy seeks wherever possible to favour the re-use of previously developed land, avoids areas of flood risk and promotes a range and choice of new housing sites in sustainable locations with good access to employment, public transport, community facilities and shops. In addition, the Strategy aims to protect and enhance the area's unique natural and built assets and recognises the potential economic benefits that can arise from the promotion of appropriate sustainable tourism. Throughout the LDP process, four key themes have been identified, namely Living, Working, Managing and Enjoying and these have been incorporated where appropriate throughout the Plan including the Strategic Policies.
- 5.3 The LDP Strategy comprises four key elements 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.”**
- (i) Development in the South East Zone**
- 5.4 Where appropriate, the LDP Strategy will seek to promote new development opportunities in the 'South East Zone'. For the purposes of the LDP, the South East Zone includes the urban settlements of Barry, Dinas Powys, Llandough (Penarth), Penarth and Sully. The South East Zone accommodates the majority of the Vale of Glamorgan's population and benefits from a wide range of services and facilities including a choice of transport links to Cardiff, Bridgend and the wider region. The LDP Strategy seeks to maximise these benefits to facilitate sustainable development and attract new inward investment in these areas.
- 5.5 Barry is the administrative centre of the Vale of Glamorgan and is identified as a 'key settlement' in the Wales Spatial Plan in recognition of its role in the success of the South East Wales Capital Region. The LDP Strategy therefore focuses on maintaining and enhancing the town's existing role as an important service centre by exploiting its strategic road and rail links as well as its attractive coastal location. In 2010, the Welsh Government designated Barry as a Regeneration Area to help co-ordinate regeneration activities and to encourage engagement with relevant interested persons. The Barry Regeneration Partnership Board agreed two objectives for the programme: supporting the development of Barry as an attractive place to live; and supporting the development of Barry Island as a destination primarily for activity based day trips. The Partnership Board also identified skills and employment as an overarching theme. Key to the regeneration of the town is the ongoing redevelopment of Barry Waterfront. Another key element in the regeneration of Barry is to maximise opportunities for new visitor and tourist facilities at Whitmore Bay, Barry Island for the benefit of both residents and visitors to the area.



- 5.6 In view of the above, the Strategy seeks to promote new housing, employment and retail opportunities within the South East Zone. In particular, the Strategy recognises the existing regeneration opportunities at Barry Waterfront and Policy SP 2 allocates the remainder of this brown field strategic regeneration site for a mix of uses including residential, employment, retail and leisure. This development will also facilitate improved transport connections between the wider town and Barry Island. It is envisaged that this Strategic approach will help to provide new and improved community services and facilities and create new local affordable housing and employment opportunities to meet the identified need during the Plan period.

#### **(ii) St Athan as a Key Development Opportunity**

- 5.7 St. Athan is identified as one of three Strategic Opportunity Areas in the Wales Spatial Plan (2008 Update) offering significant potential regional benefits. The designation of the 'St Athan – Cardiff Airport' Enterprise Zone in September 2011, focussing on the aerospace and defence sector, represents a significant opportunity to bring aerospace related inward investment to the area.
- 5.8 Although the UK Government decided not to progress the Defence Training College development, MOD St Athan remains an important element of UK Defence planning as part of 'Future Force 2020', with the site due to welcome additional troops from 14th Signal Regiment.
- 5.9 The LDP Strategy acknowledges the important role St Athan will play in the future prosperity of the Vale of Glamorgan and the wider South East Wales Capital Region. Policy SP 2 seeks to maximise opportunities for new inward investment and growth arising from these designations, while Policy SP 7 emphasises the strategic importance of a new Northern Access Road to facilitate the further development of the Aerospace Business Park at St Athan as part of the Enterprise Zone. Significant levels of new housing development are also proposed to reflect the importance of St Athan to the Strategy of the Plan, and to support the key employment opportunities within the area.

#### **(iii) Cardiff Airport - Employment and Transport Opportunity**

- 5.10 The LDP Strategy recognises the importance of Cardiff Airport to the future prosperity of the Vale of Glamorgan, as does its designation (along with St Athan) as part of the 'St Athan – Cardiff Airport' Enterprise Zone. Cardiff Airport, owned by the Welsh Government, is a vital gateway to Wales for business, tourists and general travellers alike, but it is recognised that the airport, in recent years, has suffered a slump in passenger numbers from a peak of two million in 2007 to just over one million in 2012. The Welsh Government is, however, committed to re-establishing passenger trips to 2.5 million by 2023.
- 5.11 Policy SP 2 therefore identifies the land to the east of the airport and south of Port Road as part of the St Athan – Cardiff Airport Enterprise Zone, and emphasises its strategic importance, while Policy SP 5 favours new employment opportunities which capitalise on the Airport's spin offs and reflect its strategic and regional importance in terms of attracting new inward investment and creating employment opportunities for the Vale of Glamorgan and the wider Capital Region.
- 5.12 The setting of Barry will be protected through the application of residential settlement boundaries (Policy **MG5** **MD5** refers) and the allocation of a green wedge to the west of Barry (Policy MG 18 refers). **TYP2**

#### **(iv) Development in the Other Sustainable Settlements**

- 5.13 In order to help spread the benefits of residential and commercial development more evenly across the Vale of Glamorgan, the LDP Strategy has identified other sustainable settlements which could accommodate additional housing and associated development. These settlements, which include Cowbridge, Llantwit Major, Rhoose, Wenvoe and some minor rural settlements, are considered to have sufficient population, services and facilities to assimilate growth without it having a detrimental impact on their existing character and local environment. Indeed, additional development in these locations will not only help to sustain existing services and facilities but can also provide opportunities to improve infrastructure.

#### **Growth Strategy for the Key Settlement, Service Centre Settlements, Primary Settlements and Minor Rural Settlements**

- 5.14 The LDP settlement hierarchy identifies sustainable settlements which are considered to be capable of accommodating additional development during the Plan period. The settlements have been grouped according to their size, role and characteristics as set out below.

#### **LDP SETTLEMENT HIERARCHY**

##### **Key Settlement:**

Barry

##### **Service Centre Settlements:**

Cowbridge, Llantwit Major and Penarth

##### **Primary Settlements:**

Dinas Powys, Llandough (Penarth), Rhoose, St. Athan, Sully and Wenvoe

##### **Minor Rural Settlements:**

Aberthin, Bonvilston, Colwinston, Corntown, Culverhouse Cross, East Aberthaw, Ewenny, Fferm Goch, Graig Penllyn, Llancafán, Llandow, Llanmaes, Llysworney, Ogmre by Sea, Pendoylan, Penllyn, Peterston Super Ely, Sigingstone, Southerndown, St Brides Major, St Nicholas, Treoes, Wick and Ystradowen.

- 5.15 The key settlement of Barry will continue to be an important hub for social and economic activity and is recognised in the Strategy as one of the most sustainable locations within which to focus major new development opportunities. The comprehensive redevelopment of Barry Waterfront will assist in the regeneration of the town and encourage economic growth. Accordingly, the Strategy promotes a significant amount of new housing, employment and retail development in Barry.
- 5.16 Although the historic service centre settlements of Cowbridge, Penarth and Llantwit Major are all very different in character, they have similar roles. For example, they all have significant resident populations, good public transport provision, local employment opportunities, established town centres and a wide range of cultural, educational and community services and facilities. The service centre settlements serve the daily needs of their local residents and also act as important hubs for those living in nearby smaller settlements. Therefore, the Strategy envisages that these settlements will also act as focal points for growth in the Vale of Glamorgan over the Plan period.
- 5.17 Notwithstanding St. Athan's strategic role, the primary settlements of Dinas Powys, Llandough (Penarth), Rhoose, Sully, St. Athan and Wenvoe play an important role in meeting housing need and in providing some key local services and facilities. The primary settlements complement the role of the service centre settlements in that they provide for the needs of residents and also cater for the needs of the

surrounding wider rural areas. They offer a number of key services and facilities, which are vital to their role as sustainable communities, as they reduce the need to travel to Barry or the service centre settlements for day-to-day needs. These facilities include primary schools, small convenience shops, food and drink outlets, some small scale employment provision and regular public transport. Consequently, these settlements are also capable of accommodating a considerable proportion of additional residential development and have an important role to play in the successful delivery of the Strategy.

- 5.18 The Strategy aims to concentrate the majority of growth in the key, service centre and primary settlements in order to maximise the opportunities for sustainable regeneration, to favour new local service provision and to encourage the use of sustainable travel modes. The allocations in these settlements reflect their respective roles and characteristics as well as their relevant physical or environmental constraints. Residential settlement boundaries have been drawn around each of these towns and villages in order to ensure the efficient use of land and buildings and to protect the surrounding undeveloped areas from unacceptable incremental urbanisation.
- 5.19 The various minor rural settlements identified in the LDP settlement hierarchy contribute towards the special character of the rural Vale and also play an important role in underpinning sustainable rural communities. These settlements tend to either be located alongside the strategic highway network or relatively close to the larger towns and villages identified within the settlement hierarchy. The types of services and facilities typically found within the minor rural settlements include places of worship, community halls, small scale retail uses and formal recreational facilities. A number of the smaller rural settlements also provide small scale local employment opportunities, either within or in close proximity to the settlements. Some of the smaller settlements such as Pendoylan, Colwinston, St Nicholas and St. Brides Major also include primary schools which serve a wider catchment area. Accordingly the minor rural settlements can be considered as being functionally linked, emphasising the importance of safeguarding facilities as well as facilitating new development opportunities.
- 5.20 In addition to the key, service centre and primary settlements, the Strategy acknowledges the need for some moderate growth in the minor rural settlements to help meet local housing need and to support existing local services. In these villages, the emphasis will be on development that assists rural diversification such as new rural enterprises and sustainable tourism. In contrast to the other types of settlements in the hierarchy, the minor rural settlements do not have defined residential settlement boundaries to facilitate appropriate levels of growth. Proposals for new development in these villages will therefore be considered on a case by case basis and will need to be of a scale, form and design that respect the existing character of the village. Culverhouse Cross figures in this category, although it is recognised that it is not a typical rural settlement. It does however contain a variety of land uses, including housing, retail and employment development and benefits from good public transport services. LDP designations such as Special Landscape Areas and the Glamorgan Heritage Coast will help to ensure the environmental protection of surrounding areas.
- 5.21 The key diagram shown in Figure 2 overleaf illustrates the LDP Strategy and shows the extent of the Vale of Glamorgan Council and the LDP area. The key diagram also shows the strategic transport routes, key locations for future development, the plan's hierarchy of settlements and interrelationships with adjoining local authorities.

## Area Objectives

- 5.22 In order to ensure the successful delivery of the LDP Strategy, specific area objectives have been identified for the key settlement of Barry, each of the service centre settlements and, because of its status as a key development opportunity, St. Athan. Common objectives have also been developed for the remaining primary and minor rural settlements. These objectives provide a platform for Managing Development and Growth in each of the settlements listed.

### Barry

- Create new employment, training and learning opportunities to support existing businesses and encourage appropriate economic development and inward investment to further the regeneration of Barry.
- Provide new opportunities for enhanced community services, facilities, public realm and infrastructure to support the important role of Barry, both locally and regionally, as a key settlement. ~~and its designation as a Regeneration Area.~~  
(MC6)

## KEY DIAGRAM

- Improve the existing housing stock through continued investment in area based renewal and promote a range and choice of new housing, particularly affordable housing given the high level of need identified in Barry.
- Support the Welsh Government's Tackling Poverty agenda through 'Communities First' working with residents, community organisations, business and other key agencies, leading to the long term sustainability and wellbeing of communities.
- Improve access to and within Barry, through strategic and local highway improvements and a range of sustainable transport measures, which will support regeneration whilst at the same time effectively managing congestion on the town's main arterial roads.
- Improve walking and cycling links between the town centre, the Waterfront and Barry Island.
- Promote continued investment and environmental enhancement in Barry's retail centres, particularly Holton Road and High Street to reinforce their vitality, viability and attractiveness, whilst at the same time encouraging the beneficial use of retail premises upper floors.
- Promote Whitmore Bay and Barry Waterfront as all year round attractive tourism and leisure destinations by encouraging a range of high quality serviced accommodation, all weather attractions, improved visitor facilities and event led tourism.
- Favour development proposals which assist the long term viability of Barry's Port to facilitate the efficient and reliable movement of freight by sea.

### Cowbridge

- Provide for a range and choice of housing to meet the needs of existing residents and the residents of surrounding rural communities.
- Preserve and enhance the historic built environment given its significant contribution to the character and vitality of the town's commercial core and its role as a tourism and leisure destination.

- Safeguard and enhance important open spaces within and adjoining the Cowbridge and Llanblethian Conservation Areas.
- Reinforce the vitality, viability and attractiveness of the town centre by maintaining a diverse range of retail, commercial and community uses and encouraging the town's vibrant evening economy.
- Improve the town's existing bus interchange and favour proposals that provide enhanced walking and cycling facilities to and within Cowbridge to alleviate traffic congestion, particularly through traffic along the High Street.
- Promote development proposals which provide opportunities for additional or improved infrastructure, including short stay parking facilities within the town centre.

### **Llantwit Major**

- Improve the public realm in the town's shopping area by favouring regeneration proposals that include new hard and soft landscaping, new street furniture and improved parking layouts.
- Enhance the vitality, viability and attractiveness of the town centre by encouraging a diverse range of uses, particularly those that contribute to a successful evening economy.
- Improve walking and cycling facilities and links around the town to adjoining residential areas and the nearby Glamorgan Heritage Coast and beaches.
- Maximise the town's tourism potential by preserving and enhancing its historic built environment, particularly its distinctive medieval core and promoting it as the "gateway to the Glamorgan Heritage Coast."
- Reinforce and improve existing links between Llantwit Major and the Enterprise Zone at St Athan.
- **Provide for an appropriate level, range and choice of housing, including affordable housing to meet local need. (FC2)**

### **Penarth**

- Favour development proposals which seek to protect and enhance the special architectural and historic interest of the town.
- Enhance the vitality, viability and attractiveness of the town centre by encouraging a diverse range of uses, particularly those that contribute to a successful evening economy and promoting continued investment and environmental enhancement.
- Favour proposals which seek to protect and enhance Penarth's tourism and leisure appeal by encouraging high quality serviced accommodation, improved visitor facilities and event led tourism.
- Strengthen links between Penarth Marina, the Esplanade and the town centre through effective traffic management schemes, appropriate infrastructure improvements, additional sensitive signage and public realm enhancements.
- Promote Penarth as a 'sustainable transport town' by encouraging new and enhanced walking and cycling links within the town and between the town and adjoining residential and commercial areas, including Cardiff Bay, and facilitating park and ride provision.
- Support the provision of modern, fit for purpose education and training facilities including the Penarth Learning Community.
- **Provide for an appropriate level, range and choice of housing, including affordable housing to meet local need. (FC2)**

### **St. Athan**

- Promote land within and adjoining the St. Athan Enterprise Zone as an area of excellence for the aerospace and military sectors, and the role of MOD St Athan in supporting 'Future Force 2020' and associated training and development activity.

- Promote new opportunities for job creation, business investment, training and learning to reflect its identification as a Strategic Opportunity Area and Enterprise Zone.
- Provide for a range and choice of new housing, including affordable housing for existing and future residents, to support the strategic role of St. Athan as a key development opportunity and part of the St Athan – Cardiff Airport Enterprise Zone.
- Provide opportunities for new and enhanced community facilities and infrastructure to support existing and future development proposals and the needs of existing and future residents.
- Improve access to and within St. Athan through a range of transport measures to support and facilitate economic investment.
- Improve walking and cycling facilities within and around St. Athan

### **Primary Settlements**

- Provide for an appropriate level, range and choice of housing, including affordable housing to meet local needs.
- Safeguard and improve existing key local services and facilities, particularly those that also serve the needs of wider rural Vale.
- Promote sustainable transport measures and related facilities in order to reduce dependence on the private car.

### **Minor Rural Settlements**

- Provide for an appropriate level, range and choice of housing, including affordable rural housing to meet local need.
- Favour proposals which seek to protect and enhance the viability, accessibility or community value of existing village facilities and transport services.
- Encourage the diversification of the rural economy by favouring appropriate employment and tourism related developments.

### **Risk Assessment**

- 5.23 The LDP Strategy is considered to be realistic, sustainable and sound. The Strategy seeks to build on the existing regeneration opportunities and take advantage of the existing infrastructure in the South East Zone by focussing new development in this area. In addition the Strategy clearly promotes St Athan as a key development opportunity, with the Enterprise Zone at St Athan – Cardiff Airport offering significant opportunities for development over the Plan period. Furthermore, it also recognises that some of the larger rural villages will benefit from additional development opportunities in order to sustain new and existing community services and facilities. As a consequence, the LDP has sought to minimise risk by adopting a balanced approach to growth which promotes the development of a range of sites, with accompanying infrastructure at several locations.
- 5.24 The LDP Strategy provides a land use framework that is flexible and will help to deliver widespread benefits across the Vale of Glamorgan. The Council will seek to assist delivery of the LDP by securing public sector funding through various mechanisms such as the Regional Transport Plan, the Rural Development Plan for Wales 2007 – 2013 and the European Agricultural Fund for Rural Development. The designation of St Athan – Cardiff Airport as an Enterprise Zone and Barry as a Regeneration Area are key to the successful delivery of the Strategy.
- 5.25 It is acknowledged, however, that the successful implementation of the Strategy depends on a number of key external factors. Examples include the availability of genuinely developable land, the introduction of new European or national policy,

changes in the global and local economy and the availability of private and public sector funding.

- 5.26 In view of the above, section nine of the LDP contains a monitoring framework which will help to assess the effectiveness of the LDP Strategy and policies in meeting the Plan's objectives. In particular, the Council will closely monitor the development of the strategic regeneration site at Barry Waterfront, development at St. Athan– Cardiff Airport Enterprise Zone, the provision of new land for employment and housing (including affordable housing), as well as proposed transport improvements.
- 5.27 Following adoption of the LDP, the Council will publish an Annual Monitoring Report which will identify any Policies that are not being implemented, the reasons why and suggest suitable amendments to the LDP to address the situation. In addition, a full review of the LDP is required every four years in accordance with LDP Regulation 3 (1)<sup>2</sup>.

### **Strategic Policies**

- 5.28 The following Strategic Policies (SPs) provide a framework for delivering the LDP Strategy.

#### **POLICY SP 1 - DELIVERING THE STRATEGY**

THE STRATEGY WILL SEEK TO IMPROVE THE LIVING AND WORKING ENVIRONMENT, PROMOTE ENJOYMENT OF THE COUNTRYSIDE AND COAST AND MANAGE IMPORTANT ENVIRONMENTAL ASSETS. THIS WILL BE ACHIEVED BY:

1. PROVIDING A RANGE AND CHOICE OF HOUSING TO MEET THE NEEDS OF ALL SECTORS OF THE COMMUNITY;
2. PROMOTING A RANGE OF EMPLOYMENT SITES INTENDED TO MEET THE NEEDS OF THE VALE OF GLAMORGAN AND THE WIDER CAPITAL REGION;
3. REINFORCING THE ROLE OF BARRY, SERVICE CENTRE SETTLEMENTS AND PRIMARY SETTLEMENTS AS PROVIDERS OF CULTURAL, COMMERCIAL AND COMMUNITY SERVICES;
4. PROMOTING SUSTAINABLE TRANSPORT;
5. DELIVERING KEY INFRASTRUCTURE LINKED TO THE IMPACTS OF DEVELOPMENT;
6. PROTECTING AND ENHANCING THE BUILT, NATURAL AND COASTAL ENVIRONMENT;
7. PROMOTING OPPORTUNITIES FOR SUSTAINABLE TOURISM AND RECREATION; AND
8. FAVOURING DEVELOPMENT THAT PROMOTES HEALTHY LIVING.

<sup>2</sup> The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005

- 5.29 The LDP's Strategy area is illustrated on the Key Diagram. Over the last 15 years, the South East Zone and some of the Primary Settlements have experienced significant housing growth and there continues to be a need for affordable housing in this area, particularly in Barry. This additional housing, whilst assisting in supporting and sustaining facilities, has also placed increased pressure on existing infrastructure as well as local services and facilities. The limited local employment opportunities has also meant that a large number of residents living in this area continue to commute to neighbouring authorities, particularly Cardiff, on a daily basis placing increased pressure on existing public transport services and the strategic highway network.
- 5.30 The LDP provides a policy framework which seeks to maximise regeneration opportunities and create sustainable communities. The LDP Strategy aims to match existing and planned housing developments with new local employment opportunities thereby providing opportunities for the resident population to work within the Vale of Glamorgan. The LDP Strategy also aims to enhance sustainable transport opportunities in order to reduce dependence on the car and ease congestion in the locality. In addition, new and improved retail and community facilities will be provided as part of new development proposals to meet the needs of the Vale of Glamorgan's growing population.
- 5.31 In developing sustainable communities, proposals which promote healthy living and address health inequalities will also be favoured. This includes designing environments which encourage physical activity and considering the health and healthcare needs of future residents through the design of buildings or the multi use of community facilities, particularly where this enables people to retain their independence and remain within the local community.

## **POLICY SP 2 - STRATEGIC SITES**

LAND IS ALLOCATED FOR DEVELOPMENT AT THE FOLLOWING STRATEGIC SITES:

1. MIXED USES AT BARRY WATERFRONT;
  2. MIXED USES AT ST. ATHAN; AND
  3. EMPLOYMENT USES AT LAND ADJACENT TO THE AIRPORT AND PORT ROAD, RHOOSE, AS PART OF THE ST ATHAN – CARDIFF AIRPORT ENTERPRISE ZONE
- 5.32 The sites identified in Policy SP 2 (Strategic Sites) are those that are considered to be major elements contributing to the implementation of the LDP Strategy as set out in the Plan i.e. the promotion of development and regeneration opportunities within the specific areas identified within the strategy.

### **Barry Waterfront**

- 5.33 Barry Waterfront lies adjacent to the No. 1 Dock and comprises approximately 48.55 hectares of previously developed land, enclosing 30 hectares of water with 4.3 km of quayside. The Vision for Barry Waterfront is:
- “The creation of a sustainable new urban quarter with distinctive neighbourhoods, attractive places and community facilities that complement, integrate and link with Barry town and Barry Island, whilst taking full advantage of the maritime setting of the No. 1 Dock.”**



- 5.34 The existing development at Barry Waterfront includes approximately 800 residential units together with a retail park. The Council's 'Innovation Quarter', a 19 acre mixed use regeneration project being facilitated by the Welsh Government, also forms part of the wider waterfront context, comprising a range of business and office units, a medical centre and a Premier Inn Hotel and associated restaurant/ public house.
- 5.35 In March 2012, the Council granted outline planning permission (ref. 2009/00946/OUT) for the final phase of Barry Waterfront. The scheme includes a mix of residential (C3), retail (A1) cafes, bars and restaurants (A3), hotel (C1) offices (B1) and community and leisure uses (D1 and D2), including a new school. In addition the development will provide for vehicular and pedestrian/cycle access, including a new link road to Barry Island, re-grading of the site to form new levels and associated infrastructure works, parking, servicing, landscaping, public realm and public open space provision. The strategic mixed use development at Barry Waterfront will help to realise significant regeneration benefits for the town, help to integrate Barry Island, the Waterfront and the town centre and strengthen Barry's key settlement role in the Capital Region.

### **St. Athan**

- 5.36 St. Athan is identified as a Strategic Opportunity Area (SOA) in the Wales Spatial Plan (2008 Update), with a designated Enterprise Zone also focussing on the Welsh Government's Aerospace Business Park (ABP). This designation will create significant economic benefits not only for St. Athan, but also for the Vale of Glamorgan as a whole and the wider South East Wales region.
- 5.37 Two outline planning permissions for a new Defence Training College (DTC) and Aerospace Business Park development were granted on 1st December 2009. The LDP Strategy recognises not only the above designations but also the planning history of the site. The St Athan Enterprise Zone and surrounding area is therefore identified as a Strategic site, given its importance in delivering the LDP Strategy which seeks to promote St. Athan as a key development opportunity, notably as an area of training and employment excellence, particularly for the military and aerospace sectors, as well as providing significant opportunities for new residential development.
- 5.38 The Aerospace Business Park will build upon the skilled workforce that already exists in the area. A significant element of the Enterprise Zone proposals is the provision of a new Northern Access Road (NAR) to facilitate the further development of the ABP at St Athan, and this has therefore been identified on the proposals map and by Policies SP7 and MG16. New housing development is also proposed to reflect the importance of St. Athan to the Strategy of the Plan, and to support the key employment opportunities within the area. The new housing allocations represent logical urban extensions to the settlement, or strategic allocations addressing the new NAR, and are well located in terms of access to existing services, facilities and the opportunities for further investment and employment.
- 5.39 The MOD base at St. Athan provides an important source of employment for the local economy and was previously identified as the preferred location on which to co-locate technical training for the armed forces. Although the DTC proposals have not been progressed, the Ministry of Defence announced in 2013 that 14th Signal Regiment would move to St Athan, thus reinforcing the important role of the base as part of UK defence plans.

### **Cardiff Airport**

- 5.40 The LDP Strategy recognises the importance of Cardiff Airport to the future prosperity of the Vale of Glamorgan, as does its designation (along with St Athan) as

part of the 'St Athan – Cardiff Airport' Enterprise Zone. This strategically located flagship site is intended to stimulate inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region.

- 5.41 To facilitate the Enterprise Zone, Policy MG10 allocates 77.4Ha of land surrounding the airport, which is intended to focus on business and employment uses catering specifically for the needs of the aerospace industry and high tech manufacturing. Policy MG10 expands upon this strategic allocation designation, which will require a Masterplan to demonstrate how a comprehensive development can achieve the strategic goals identified within the LDP, alongside the provision of a sizeable extension to the existing Porthkerry Country Park to the west of Barry (Policy MG 25 refers).

## Living

### POLICY SP 3 - RESIDENTIAL REQUIREMENT

IN ORDER TO MEET THE IDENTIFIED RESIDENTIAL REQUIREMENT, LAND IS MADE AVAILABLE IN SUSTAINABLE LOCATIONS FOR THE PROVISION OF ~~9,950~~ **9,500** NEW RESIDENTIAL UNITS UP TO 2026.

TO ENSURE A SUFFICIENT SUPPLY OF HOUSING LAND IS MAINTAINED DURING THE PLAN PERIOD, THE RELEASE OF HOUSING LAND WILL BE PHASED IN FIVE YEAR PERIODS WITH PRIORITY BEING GIVEN TO BROWNFIELD AND COMMITTED SITES AND THOSE WHICH DELIVER KEY INFRASTRUCTURE. **(FC3)**

- 5.42 Policy SP 3 anticipates the need for 9,950 additional residential units over the Plan period, arising from demographic change and migration together with changes in household formations. This requirement originates from the Welsh Government's 2008 based local authority level household projections for the Welsh local authorities. The Welsh Government has issued 2011 based principal population projections for the Vale of Glamorgan. However, household projections for 2011 are not likely to be released before the end of 2013. Until the 2011 household projections are released, the 2008 based local authority level household projections are used for determining the Vale of Glamorgan dwelling requirement. Further information on the dwelling requirement including statistical analysis is contained within the Population and Household Projections Background Paper (2013).
- 5.43 The construction of 9,950 new residential units in the Vale of Glamorgan over the Plan period will require a significant increase in house building rates from an average of 468 experienced over the last 15 years to a build rate of 663 per annum. The framework for delivering this increased growth is provided by Policy MG 1 (Housing Supply in the Vale of Glamorgan) and Policy MG 2 (Housing Allocations).
- 5.44 The majority of new housing sites listed in Policy MG 2 fall within Barry and in the St Athan area as well as the Key Service Centre and Primary Settlements identified in the LDP Strategy. Accordingly, a wide range of existing and developing employment, retail, leisure and education facilities are within easy reach and the settlements are served by good public transport. In addition, new housing at Barry Waterfront will assist in the regeneration of the town. To facilitate a range and choice of development opportunities, some additional housing sites have also been allocated in some of the more sustainable villages within the Rural Vale. In this regard the LDP settlement hierarchy identifies various sustainable minor rural settlements which have the capacity to accommodate some additional development without it having an unacceptable effect on their character.

- 5.45 In order to manage growth effectively, settlement boundaries are defined around the key settlement of Barry, Service Centre Settlements and Primary Settlements. Development proposals of an appropriate scale within Minor Rural Settlements will be assessed in accordance with Policy MD 5 which introduces a more flexible, criteria based approach to development in rural villages. Elsewhere, additional accommodation will be provided through the replacement, renovation and conversion of appropriate existing rural buildings (Policy MD 12).
- 5.46 The monitoring and release of land will be guided by the Council's annual Joint Housing Land Availability Study (JHLAS), which includes a mechanism for the calculation of housing land supply measured in years and annual monitoring report for the LDP. The aim being to ensure **specific, deliverable sites capable of providing a 5 year supply of land is demonstrated.** ~~that housing land supply does not become exhausted or an over supply created before the end of the Plan period.~~ Consideration has also been given to the availability and delivery of relevant infrastructure. Details on the anticipated phasing of allocated sites, to meet the strategic objectives of Policy SP 3, are provided within the Housing Supply Background Paper (2013). **(MC7)**

#### **POLICY SP 4 - AFFORDABLE HOUSING PROVISION**

THE RESIDENTIAL REQUIREMENT IDENTIFIED IN POLICY SP 3 WILL BE EXPECTED TO CONTRIBUTE TO THE ESTABLISHED COMMUNITY HOUSING NEEDS OF THE VALE OF GLAMORGAN BY PROVIDING ~~2694~~ **2,914** AFFORDABLE RESIDENTIAL UNITS OVER THE PLAN PERIOD. **(FC4)**

- 5.47 The delivery of affordable housing is a key objective of the LDP Strategy, with the relative strength of the Vale of Glamorgan's housing market over the last 10 years having resulted in many local people experiencing difficulties purchasing suitable housing on the open market. The Local Housing Market Assessment (2010) (LHMA) considered the nature and scale of the shortage of affordable housing in the Vale of Glamorgan, and identifies an overall affordable housing need of 915 affordable dwellings per annum over the period 2010 to 2015. This equates to 4,575 affordable dwellings over the 5 year period. The LDP will contribute towards meeting this identified need through the provision of a minimum of 2,694 affordable dwellings over the Plan period. The areas of highest demand for affordable housing are located in the housing submarket of Barry, followed by the Coastal, Penarth, Rural and East Vale submarkets.
- 5.48 The provision of affordable housing over the Plan period will principally be through the Council's statutory function as the local housing authority and the local planning authority.
- 5.49 As the local housing authority the Council will ensure the efficient management of housing stock, with particular emphasis on reducing vacancy rates, and will work in partnership with Registered Social Landlords to deliver new housing in the social sector. The Council has delivered an average of 25 new affordable residential units per annum via social housing grant. Projected over the next 15 years this could generate an additional 375 affordable residential units but this is dependent on the continuation of Social Housing Grant and as a consequence this contribution is not included in the ~~2,694~~ units identified in Policy SP 4. **(MC8)**
- 5.50 As the local planning authority the Council will seek to secure an appropriate level and mix of affordable housing in all proposed residential developments **and may include social and intermediate rent, low cost market housing, as well as co-operative housing and housing for older persons.** Further information on this aspect is included under Policy MG 4 and in the Council's Affordable Housing Delivery background

paper. The Affordable Housing Viability Study (2013) assesses the ability of new residential developments throughout the authority to provide an element of affordable housing within schemes, concluding that new residential developments in the Vale of Glamorgan can provide between 30 and 40 % affordable housing. These requirements have been taken into account when formulating Policy MG 4. **(MC9)**

- 5.51 The affordable housing requirement figure in Policy SP 4 is indicative and relates only to those affordable homes secured through the planning system. The figure includes contributions from committed sites, additional housing from new allocations, windfall and small sites as identified in Policies MG 1, MG 2, MG 4 and MD 5. It is anticipated that new allocations will contribute ~~2085~~ **2,259** affordable housing units and windfall and small sites a further ~~609~~ **655** affordable residential units. The Council will expect the provision of new affordable housing to be constructed to ~~Welsh Quality Housing Standards~~ **Welsh Government's Development Quality Requirements** and include measures for managing the reduction of energy use through construction and occupation. **(MC10)**
- 5.52 In order to assist in the provision of affordable residential units, ~~Policy MD 7~~ **Policies MD6 and MD11** provides a framework which allows for the development of affordable housing in sustainable locations outside the settlement boundaries of the towns and villages identified in the LDP settlement hierarchy. **(MC11)**
- 5.53 Further details on the LDP's site specific requirements for the provision of affordable housing are detailed within the Managing Growth and Managing Development policies of the Plan (sections 6 and 7 refer respectively).

## Working

### POLICY SP 5 - EMPLOYMENT REQUIREMENTS

IN ORDER TO ENSURE THE CONTINUED PROSPERITY OF THE VALE OF GLAMORGAN AND PROMOTE GROWTH IN THE CAPITAL REGION, ~~480 HECTARES~~ **490 HECTARES** (~~366HA NET~~)**(367 HA NET)** OF LAND IS ALLOCATED TO MEET REGIONAL AND LOCAL EMPLOYMENT NEEDS. **(FC5)**

- 5.54 The LDP Strategy recognises the important role that the development of land for economic purposes can make to the economy of the Vale of Glamorgan and the wider region. The identification of the St Athan, and the Llantrisant and North West Cardiff Strategic Opportunity Areas, combined with the identification of the St Athan – Cardiff Airport Enterprise Zone means that the Vale of Glamorgan has an important role to play in the future economic prosperity of the Capital Region.
- 5.55 To promote economic growth LDP Policy MG 9 allocates ~~433.5~~ **444.2** hectares (~~312.9Ha net~~) **(314.23 Ha net)** of land on three major employment sites at St Athan Aerospace Business Park, Land adjacent to Cardiff Airport, and land to the south of M4 Junction 34 (Hensol) to meet regional need. In allocating these sites the Council recognises the strategic importance of each site both in locational terms and as the catalyst for new employment within the South East Wales region. ~~The development of the allocated employment land is estimated these sites are likely to generate a potential 7,610-10,610 jobs within the Vale of Glamorgan. Development of these sites will also create additional (indirect) jobs within the wider region. an additional 12,000 – 15,000 new jobs within the Economy of South East Wales. The major strategic employment allocations are intended to specifically meet the needs of the needs of the following key economic sectors:~~ **(FC6)**

- Aerospace Industry;

- High Tech Manufacturing; and
  - Logistics and Distribution.
- 5.56 In order to ensure that sufficient land exists to meet local employment needs, the Council commissioned a review of the existing employment land and premises in the Vale of Glamorgan<sup>3</sup>. This identified that the office market is small and is predominantly local, being centred around the towns of Barry, Cowbridge and Penarth with a demand for premises less than 100sq.m. In terms of industrial land and premises, there is strong local demand for budget/moderate industrial premises, with the existing property supply focused around three key locations, namely Barry and Llandough, serving the eastern and, Llandow which serves the rural Vale. Barry is seen as a location for companies relocation from Cardiff.
- 5.57 The Employment Land Study (2013) has concluded that in terms of local employment land provision there is a projected need for 53 ha, with the existing employment land bank sufficient in terms of both location and supply to 2026. However, the study also noted that low land values and depressed rental values were stifling speculative development of employment land and premises, resulting in a lack of quality serviced industrial land and premises to meet local demand.
- 5.58 To ameliorate the situation, the study identified a series of recommendations these included:
- Due to the scarcity of a range and choice of available developable land, the Council should protect existing employment sites and premises from alternative uses.
  - To work with owners to bring forward serviced plots, intensify employment uses on existing sites through upgrading /redeveloping existing premises.
  - Outside of the main employment sites, consider, where appropriate, mixed used developments which provide greater benefit to the local community and potential job creation.
  - Encourage employment growth in rural areas through promoting rural enterprise and diversification.
- 5.59 In order to ensure that an appropriate range of land is available throughout the authority to meet local employment requirements, Policy MG 9 allocates 52.84 hectares of land for B1, B2 and B8 development, which includes a 5 year supply buffer to allow for a degree of flexibility over the Plan period. This is in addition to the three major employment sites identified above, which combined will provide for a range and choice to meet local demand and support the needs of the wider region. In addition to specific land allocations, Policy MD 17 provides a context that promotes diversification and enterprise in the economy of the rural Vale.

<sup>3</sup> Employment Land Study Background Paper 2013

## **POLICY SP 6 - RETAIL**

IN ORDER TO ENSURE THE CONTINUED VITALITY, VIABILITY AND ATTRACTIVENESS OF THE VALE OF GLAMORGAN'S TOWN AND DISTRICT CENTRES, PROVISION IS MADE FOR 3600 M2 (NET) NEW COMPARISON AND 2800 M2 (NET) NEW CONVENIENCE RETAIL FLOORSPACE. IN ADDITION, OPPORTUNITIES FOR THE EFFECTIVE USE OF VACANT FLOORSPACE AND REFURBISHMENT OF PROPERTIES WILL BE MAXIMISED, ALONGSIDE MEASURES TO IMPROVE PUBLIC REALM AND ACCESS.

- 5.60 Retail provision within the Vale of Glamorgan is largely concentrated within Barry town centre and Penarth, Cowbridge and Llantwit Major district centres. These retail

areas are characterised by a range of local and national retailers and serve relatively wide catchment areas. In addition, local and neighbourhood centres provide an important local service for their immediate catchment area and provide opportunities for reducing journeys by car.

- 5.61 The Retail Study (2009) undertaken for the Council by CACI provided a quantitative and qualitative assessment of the provision of convenience and comparison goods in the authority. The Study identified a need for the provision of ~~7,874~~ **6,235** square metres (net) convenience floorspace and ~~5,562~~ **1,072** square metres (net) comparison floorspace over the plan period. It should be noted that since this study was undertaken, a significant amount of new convenience floorspace has been provided or is currently pending in the existing centres. This includes the development of a 'Waitrose' food store in Cowbridge town centre measuring 1,319 square metres (net), and four associated non-food retail units of approximately 562 square metres (net), which will not only provide positive benefits to Cowbridge, reinforcing its position within the retail hierarchy, but also retain retail convenience expenditure within the town. Full details of additional provision is contained within the Retail Planning Study Update 2013. **(TYP3)(TYP4)**
- 5.62 The remaining requirements for new convenience floorspace will be provided at the Barry Waterfront Development, under Policy MG 3, which will accommodate 2,800 square metres (net) convenience floorspace.
- 5.63 The provision for additional comparison floorspace will be accommodated within Barry Waterfront (3600 square metres (net) under Policy MG 3) and the existing retail centres of Barry, Penarth, Llantwit Major and Cowbridge. The CACI study indicated that comparison headroom is projected to reach 5,562 square metres by 2026. The LDP will through the Managing Development Policies provide a positive policy framework for managing and maintaining a viable retail environment in these existing centres.
- 5.64 Town and district centres play a vital role in meeting the needs of residents and the LDP will seek to favour proposals that contribute to the regeneration of such centres, through the refurbishment and reuse of vacant properties. The LDP will also seek to improve the retail offer in town and district centres, with a focus on regeneration activity centred on the effective reuse of vacant floorspace at street level and on upper floors as well as improvements to public realm, circulation and access.

## **Managing**

### **POLICY SP 7 - TRANSPORTATION**

SUSTAINABLE TRANSPORT IMPROVEMENTS THAT SERVE THE ECONOMIC, SOCIAL AND ENVIRONMENTAL NEEDS OF THE VALE OF GLAMORGAN AND PROMOTE THE OBJECTIVES OF THE SOUTH EAST WALES REGIONAL TRANSPORT PLAN WILL BE FAVOURED. KEY PRIORITIES FOR THE DELIVERY OF STRATEGIC TRANSPORTATION INFRASTRUCTURE WILL BE:

1. A NEW BARRY ISLAND LINK ROAD;
2. A NEW NORTHERN ACCESS ROAD AT ST ATHAN ENTERPRISE ZONE;
3. IMPROVEMENTS TO THE A4226 BETWEEN WAYCOCK CROSS, BARRY AND SYCAMORE CROSS, A48 (FIVE MILE LANE);
4. IMPROVEMENTS TO THE B4265 AT GILESTON – OLD MILL;
5. ELECTRIFICATION OF THE VALE OF GLAMORGAN LINE;

6. THE NATIONAL CYCLE NETWORK ROUTE 88;
7. CYCLE ROUTES AT:  
A4050 CULVERHOUSE TO CARDIFF AIRPORT;  
A48 CULVERHOUSE CROSS TO BRIDGEND VIA COWBRIDGE; AND  
BARRY WATERFRONT TO DINAS POWYS
8. BUS PARK AND RIDE AT COSMESTON, PENARTH
9. BUS PRIORITY MEASURES AT:  
  
A4050 CULVERHOUSE TO CARDIFF AIRPORT;  
A48 CULVERHOUSE CROSS TO BRIDGEND VIA COWBRIDGE;  
MERRIE HARRIER CARDIFF ROAD BARRY TO CARDIFF VIA BARRY ROAD;  
LECKWITH ROAD, LLANDOUGH TO CARDIFF; AND  
LAVERNOCK ROAD TO CARDIFF VIA THE BARRAGE

PRIORITY WILL ALSO BE GIVEN TO SCHEMES THAT IMPROVE HIGHWAY SAFETY AND ACCESSIBILITY, PUBLIC TRANSPORT, WALKING AND CYCLING.

ALL NEW DEVELOPMENTS THAT HAVE A DIRECT IMPACT ON THE STRATEGIC TRANSPORTATION INFRASTRUCTURE WILL BE REQUIRED TO DELIVER APPROPRIATE IMPROVEMENTS TO THE NETWORK.

- 5.65 The delivery of planned housing and strategically important employment sites will be dependent upon the implementation of key sustainable transport and highway improvement schemes.
- 5.66 The provision of a new link road to Barry Island is a key element of the Barry Waterfront development proposals, enhancing key public transport linkages and sustainable transport connections and helping reinforce existing links between Barry Waterfront and Barry Island. It will therefore deliver significant benefits in terms of promoting Barry Island as a tourist and leisure destination.
- 5.67 The Enterprise Zone at St Athan - Cardiff Airport has the potential to deliver substantial economic growth to both the Vale of Glamorgan and the wider Capital Region. In order for this potential to be realised, however, surface and public transport access to Cardiff Airport, and highway access to the Aerospace Business Park at St Athan, needs to be significantly improved. This will include bus priority measures to the airport and the provision of a new Northern Access Road (NAR), with the latter incorporating walking and cycling infrastructure to link the St Athan area with Llantwit Major at St Athan.
- 5.68 The A4226 (Five Mile Lane) connects Barry at the Waycock Cross roundabout with the Sycamore Cross junction on the A48, and comprises an essential part of the highway network leading to the Enterprise Zone. The proposed Five Mile Lane Highway Improvements stem from the Welsh Government's proposals to trunk the route Culverhouse Cross – Sycamore Cross – Five Mile Lane – Airport. The Council has previously received a Principal Road Grant from the Welsh Government to advance the Five Mile Lane Highway Improvement Scheme, and to date this work has involved the signalisation of Sycamore Cross junction, as well as initial design and feasibility work together with various environmental assessments. Additional funding is required to complete the development and implementation of this scheme, with WG having announced their commitment to the scheme.
- 5.69 Movement along the B4265 was significantly improved following the construction of the Rhoose and Llantwit Major bypasses, however, there remains one section of the road, between Aberthaw and St. Athan, where a sharp bend creates a safety problem. The Gileston - Old Mill highway improvement scheme will address this issue by improving both the horizontal and vertical alignments of the highway at this

section. This highway improvement will enhance access to Aberthaw Power station and the Enterprise Zone / Aerospace Business Park at St. Athan – Cardiff Airport.

- 5.70 Central Government announced in 2012 that the whole of the Valley Lines network is to be electrified, including the Vale of Glamorgan Line. The investment, which is currently anticipated to be completed by 2018, will allow the use of cleaner, quicker and more efficient electrified rolling stock, replacing the current less efficient and more polluting diesel trains. Electrification will reduce the long-term operational costs of running the railway, bring environmental benefits, faster journeys, more capacity and support economic regeneration and jobs growth in South Wales.
- 5.71 In seeking to create sustainable and inclusive communities, the LDP will encourage the development of sustainable travel choices and improve accessibility. The National Cycle Network (NCN) route in the Vale of Glamorgan will form part of a longer Route 88 linking with Route 4 to the east at Newport and to the west at Margam Park via Bridgend and Porthcawl. NCN Route 88 runs generally in an east west direction through the Vale of Glamorgan and is illustrated on the key diagram.
- 5.72 NCN Route 88 will provide links to other communities and other destinations in the vicinity of the route corridor to provide a coherent main route with associated local networks. The main NCN Route 88 follows quiet lanes in the rural west of the area where there is also the potential for a circular route for leisure purposes. The central section runs closer to the coastline but poses some land ownership and construction issues, which may take time to resolve and fund. The more urban eastern section of the main NCN route connects Barry, Sully and Penarth to Cardiff and forms a comprehensive network. The network also connects the residential areas of Dinas Powys and Llandough to urban destinations for school journeys, commuting and other utility trips as well as to the wider network for leisure use. At the eastern boundary of the authority a connection to Cardiff city centre and Cardiff Bay is provided by a circular route around the Bay via a new footbridge crossing the Ely River at Penarth and through a link over the barrage forming a dramatic gateway to the NCN through the Vale of Glamorgan.
- 5.73 In 2013, Sewta unveiled proposals for a fully integrated transport system in the Cardiff City region, identifying potential new railway stations and routes, as well as priority bus lanes and light rail, to better connect the region. Designed to be a “catalyst” for economic growth and job creation, with the support of the Welsh Government in partnership with the public and private sector, it is hoped to deliver public transport improvements in the Vale of Glamorgan including journey time improvements and integrated park-and-ride proposals.
- 5.74 Bus-Based Park & Ride is one of a range of transport planning tools that can be used to encourage car users to switch to public transport and a well-designed and well-located facility can assist in reducing traffic levels in the town centre. The sole purpose of such sites is to encourage modal shift from single occupancy car use, removing traffic from the existing road network and relieving existing congestion. Bus-Based Park & Ride may help to form a positive image of public transport that can encourage increased use of other mainstream services. Park and ride and park and share facilities are supported by both the WG’s NTP and Sewta’s RTP and sites need to be large enough to significantly reduce car traffic on the target corridors with parking provided for a minimum of 500 cars along with bus priority measures along the line of route.
- 5.75 The Sewta Bus Strategy (2007) includes proposals to improve the bus corridor between the Vale of Glamorgan and Cardiff along the primary road network. The main recommendation of the bus investment programme study was to focus on improvements to the Dinas Powys, Llandough and Leckwith corridor to Cardiff. The Steer Davies Gleave Study 2008 expands on the proposals identified within the



Sewta Bus Strategy and identifies 10 major corridors for bus priority measures within the Sewta Region. The corridors identified within the Vale of Glamorgan include the Dinas Powys to Cardiff corridor, Culverhouse Cross to the Airport corridor and Bridgend to Cardiff via A48 and Cowbridge corridor. These routes are considered more problematic for buses to gain advantage over the car due to congestion and volume of traffic which makes the buses sit in the same traffic as the cars. An advantage to buses through bus priority will encourage a switch of transport mode from car to public transport.

- 5.76 Through its emerging Bus Network Strategy, Sewta recognises the need to implement bus priority measures along corridors where regional bus based park and ride facilities are provided. Therefore, in order to consider a park and ride facility at Cosmeston to cater for buses accessing Cardiff via the Barrage, bus priority measures will need to be provided on the corridor from Cosmeston to Cardiff Bay.
  
- 5.77 The provision of a strategic highway network is vital to the efficient movement of people and goods throughout the Vale of Glamorgan. The Council will continue to press for improvements to the strategic highway network, with particular emphasis on providing improvements in access to Barry, the Airport and St Athan from the M4. Likewise, all new developments that have an impact on the strategic highway network will be carefully assessed in terms of the need to improve strategic access.
  
- 5.78 The South East Wales Transport Alliance (Sewta) Highway Strategy Study (2008) identifies the A4055 through Dinas Powys as a key problem area of the regional road network as a consequence of the scale of traffic and associated congestion. Barry Waterfront to Cardiff Link Road (Dinas Powys By-Pass) was viewed as having dual benefits, helping to alleviate traffic congestion and improve road safety on the A4055 through Dinas Powys, while having the potential to improve access to the wider road network. Issues at the Cogan Spur and Merrie Harrier Junctions, however, would be difficult to overcome.
  
- 5.79 The Regional Transport Plan (RTP) (2010) states that the scheme offers positive outcomes and should be subject to further development and evaluation within the investment programme. Whilst the Council supports this scheme in principle, it is considered unlikely that it will come to fruition during the Plan period, given the current economic climate and the Welsh Government's preference to make better use of the existing transport system and highway network via the enhancement of public transport routes and provision of new facilities for walking, cycling and rail. Accordingly, the proposed link road / by-pass is not included within the LDP.
  
- 5.80 In addition to the identification of the key priorities for the delivery of strategic transportation infrastructure, as part of its detailed Infrastructure planning Capita Symonds was commissioned to undertake an assessment of the impact of possible future residential developments on the strategic highway network within the Vale of Glamorgan. The results of this capacity study form the basis for the highway schemes identified in Policy MG 16 and in the Council's Infrastructure Plan.

## **POLICY SP 8 - SUSTAINABLE WASTE MANAGEMENT**

~~THE CAPACITY REQUIREMENTS OF 291,600 TONNES IDENTIFIED IN THE REGIONAL WASTE PLAN WILL BE MET THROUGH A COMBINATION OF IN-BUILDING WASTE MANAGEMENT SOLUTIONS.~~

**DEVELOPMENT PROPOSALS WILL BE FAVOURED WHICH SUPPORT THE PROVISION OF A NETWORK OF INTEGRATED WASTE MANAGEMENT FACILITIES WHICH ASSIST IN MEETING THE WASTE MANAGEMENT CAPACITY IDENTIFIED IN THE NATIONAL COLLECTIONS, INFRASTRUCTURE AND MARKETS SECTOR PLAN**

THE FOLLOWING LOCATIONS ARE CONSIDERED SUITABLE FOR THE DEVELOPMENT OF IN-BUILDING WASTE MANAGEMENT SOLUTIONS:

- ATLANTIC TRADING ESTATE;
- THE OPERATIONAL PORT OF BARRY DOCKS;
- LLANDOW INDUSTRIAL ESTATE; AND
- ON SUITABLE EXISTING AND ALLOCATED CLASS B2 EMPLOYMENT SITES.

THE PROVISION OF OPEN AIR FACILITIES SUCH AS CIVIC AMENITY SITES, COMPOSTING AND RECYCLING OF COMMERCIAL AND DEMOLITION WASTE WILL ALSO BE PERMITTED ON EXISTING CLASS B2 EMPLOYMENT SITES, OPERATIONAL MINERAL WORKING SITES OR WITHIN OR ADJOINING EXISTING FARM COMPLEXES WHERE THEY DO NOT CONFLICT WITH EXISTING OR PROPOSED NEIGHBOURING USES. (FC7)

~~5.81 In accordance with the Welsh Government Strategy Towards Zero Waste, One Wales (June 2010), National Planning Policy and the South East Wales Regional Waste Plan (RWP) 1st Review (2008), the Council is committed to promoting the reduction, reusing and recycling of waste within the Vale of Glamorgan.~~

**5.81 The Collections, Infrastructure and Markets Sector Plan (2012) 'Towards Zero Waste' is the overarching waste strategy document for Wales, and covers the management of all waste in Wales and suggests where improved recycling is needed and aims to facilitate infrastructure developments to address the waste management's capacity needs for Wales. For South East Wales, the plan identifies a requirement for additional waste management facilities capable of handling between 421,000 and 871,000 tonnes by 2024-2025.**

~~5.82 The RWP 1st Review sets the strategic framework for the management of waste within the South East Wales region and includes each local authority's requirements for the provision of regional waste facilities. For the Vale of Glamorgan, the RWP 1st Review identifies an indicative capacity of between 252,826 and 291,582 tonnes, which equates to approximately five to six in-building facilities and a land requirement of between 8.4 and 15.1 hectares<sup>4</sup>.~~

~~5.83~~ **5.82** As the Waste Planning Authority, the Council has a statutory responsibility for the collecting and disposing of Municipal (household) Waste and also for land use planning control over waste management. At present the Council complies with its statutory duty by providing two Household Waste Recycling Centres (HWRC) located at the Atlantic Trading Estate in Barry (serving the Eastern area of the Vale of Glamorgan) and at the Llandow Trading Estate in Llandow (serving the Western area of the Vale of Glamorgan). The Atlantic Trading Estate HWRC is a modern facility which complies with current regulations and has been operational since September 2011, however, there is an urgent need to upgrade or replace the Western area HWRC in Llandow which has been operating since 1993/94 and is no longer considered suitable to serve the long-term needs of the area. It is therefore recognised that a new HWRC will need to be provided (or the existing facility upgraded) to make appropriate provision for existing and new residents of the western part of the Vale of Glamorgan, with such proposals to be considered under Policy SP 8.

~~5.84~~ **5.83** In addition to the HWRC's the Council, in partnership with Cardiff, Newport, Caerphilly and Monmouth, has formed Prosiect Gwyrdd for the purposes of procuring a regional municipal residual waste facility. The partnership announced in 2013 that Viridor was the preferred bidder, with their proposal at Trident Park in Cardiff seeking to deliver a facility that will replace each local authority's current arrangements of disposing of residual municipal waste to landfill after recycling and composting has

been maximised. The Trident Park HWRC became fully operational in March 2015 and will handle 350,000 tonnes of residual waste, or post-recycling waste, per year, of which 172,000 tonnes of that will be come from the five Councils that make up the Prosiect Gwyrdd partnership, therefore negating the need for the additional landfill provision within the Vale of Glamorgan<sup>4</sup>. Accordingly, although the Vale of Glamorgan does not currently have any landfill facilities for residual waste, it is anticipated that the facility will be operational by 2014/15 such that Policy SP 8 does not provide for any additional requirements for the provision of landfill in the Vale of Glamorgan.

~~5.85~~ **5.84** Policy SP 8 identifies the Council's preferred locations for in-building waste facilities, which have had regard to the site selection guidance contained in the RWP South East Wales Regional Waste Plan 1st Review (2008) and national planning policy. This advises that local planning authorities should in the first instance examine whether existing class B2 and major industrial sites could adequately accommodate new waste management facilities. Atlantic Trading Estate, the Operational Port of Barry Docks and Llandow Industrial Estate satisfy this guidance and have sufficient capacity to meet the requirements of the RWP. It should be noted that these locations either accommodate existing waste management facilities or have extant planning permissions for such facilities. In order to provide further flexibility, Policy SP 8 also identifies existing Class B2 'general industrial' (and similar) employment sites, as being suitable locations for additional waste management facilities consistent with national planning guidance. Applications for such facilities will still need to demonstrate that there would be no unacceptable impacts on local amenity through compliance with other Policies within the Plan.

<sup>4</sup> See Waste Background Paper (September 2013)

~~5.86~~ **5.85** For open air facilities, the RWP 1st Review provides an indicative capacity calculation for additional facilities such as civic amenity sites, open composting and recycling of commercial and demolition waste. However the RWP does not provide an indicative land requirement or identify the number of facilities required since site availability will determine the size of a facility, rather than vice versa. Consequently the LDP seeks to facilitate their provision through Policy SP 8 by identifying suitable locations where such facilities may be acceptable and would not conflict with neighbouring uses.

**5.86** Planning applications for waste management facilities will be considered against national planning policy and guidance and other relevant LDP Policies. Technical Advice Note 21: Waste (2014) sets out detailed guidance on specific waste related planning considerations that developers will be required to meet to satisfy Policy SP8. (FC8)

## **POLICY SP 9 - MINERALS**

THE LOCAL AND REGIONAL NEED FOR THE PROVISION OF A CONTINUOUS SUPPLY OF MINERALS, WILL BE ACHIEVED THROUGH:

1. MAINTAINING A MINIMUM OF 10 YEARS LAND BANK OF HARD ROCK THROUGHOUT THE PLAN PERIOD;
2. FAVOURING PROPOSALS WHICH PROMOTE THE SUSTAINABLE USE OF MINERALS AND ENCOURAGE THE USE OF SECONDARY AND ALTERNATIVE RESOURCES;
3. THE SAFEGUARDING OF KNOWN RESOURCES OF LIMESTONE, SAND AND GRAVEL WHERE THESE OCCUR OUTSIDE SETTLEMENTS, FROM

PERMANENT DEVELOPMENT THAT WOULD PREJUDICE THEIR FUTURE EXTRACTION; AND

4. SAFEGUARDING WHARF FACILITIES FOR THE LANDING OF MARINE DREDGED SAND & GRAVEL.

5.87 The Vale of Glamorgan is an important supplier of minerals and as the Minerals Planning Authority the Council has the responsibility for ensuring that the LDP provides for a continued supply of minerals during and beyond the period covered by the LDP. The assessment of the adequacy of the land bank is made in the light of guidance contained in MTAN1: Aggregates and ~~of the sub-regional apportionments set out in the Regional Technical Statement (2008)~~ **in the South Wales Regional Technical Statement on Aggregates. (FC9)**

5.88 ~~At January 2012<sup>5</sup> the Vale of Glamorgan landbank for hard rock aggregate was 56.2 years giving a landbank of 41.2 years available at 2026. Reserves of hard rock for non-aggregate (i.e. cement production) are sufficient for at least 28 years supply. In addition, the Vale of Glamorgan has more than sufficient reserves to satisfy the apportionments set out in the RTS either individually or in combination with Bridgend County Borough Council.~~ **At October 2014<sup>5</sup> the Vale of Glamorgan landbank for hard rock aggregate was 33.5 years giving a landbank of 18.5 years available at 2026. Reserves of hard rock for non-aggregate production (i.e. cement production) are sufficient for 26 years supply. The Vale of Glamorgan therefore has sufficient reserves to satisfy the requirements of the Regional Technical Statement. (FC10)**

1. Aberthaw - Liassic
2. Ewenny - Carboniferous
3. Forest Wood - Carboniferous (Shared with Rhondda Cynon Taf)
4. Pant - Carboniferous
5. Pantyffynnon - Carboniferous
6. Longlands - Carboniferous
7. Litalun - Carboniferous
8. Wenvoe - Carboniferous
9. Garwa Farm \* - Carboniferous
10. Ruthin \*- Carboniferous

\* Currently inactive but held in reserve

<sup>5</sup> See Minerals Background Paper (September 2013)

5.89 Mineral resources are finite and therefore it is vital to use these resources wisely and efficiently as well as encouraging the use of alternatives to naturally occurring minerals wherever this is technically possible and where it does not have unacceptable effects on the local environment. In this regard, Policy SP 9 translates national and regional guidance on aggregates provision to the local level by promoting the use of natural minerals sustainably and encourages the use of secondary and alternative resources.

5.90 Minerals Planning Policy Wales (MPPW) stresses the importance of safeguarding mineral deposits which society may need in the future. Carboniferous and Liassic limestone are widespread in the Vale of Glamorgan. This policy safeguards those resources in accordance with national policy to ensure availability for future generations. The safeguarded areas are shown on the Proposals Map. Additionally, although there is no history of land-based sand and gravel extraction in the Vale of Glamorgan, a number of areas have been identified that may in the future contribute as a replacement to marine-dredged materials. In view of the limited availability of

such material these areas are also safeguarded from development that would prejudice their potential extraction in the future.

- 5.91 Although the Wharf at Barry Docks has not been used for landing marine sand and gravel since 2005 it is recognised that this is a potential supply route of sand and gravel resource into the region. ~~The wharf site is therefore identified and safeguarded as shown on the Proposals Map.~~ **The wharf site is therefore safeguarded on the Proposals Map and future proposals will need to consider the potential impact on the landing of marine sand and gravel at Barry Docks. The safeguarding of the wharf does not prevent its use to land other goods and does not affect permitted development rights. (FC11)(MC12)**

## **POLICY SP 10 - BUILT AND NATURAL ENVIRONMENT**

DEVELOPMENT PROPOSALS MUST PRESERVE AND WHERE APPROPRIATE ENHANCE THE RICH AND DIVERSE BUILT AND NATURAL ENVIRONMENT AND HERITAGE OF THE VALE OF GLAMORGAN INCLUDING:

1. THE ARCHITECTURAL AND / OR HISTORIC QUALITIES OF INDIVIDUAL BUILDINGS OR CONSERVATION AREAS;
  2. HISTORIC LANDSCAPES, PARKS AND GARDENS;
  3. SPECIAL LANDSCAPE AREAS;
  4. THE GLAMORGAN HERITAGE COAST;
  5. SITES DESIGNATED FOR THEIR LOCAL, NATIONAL AND EUROPEAN NATURE CONSERVATION IMPORTANCE; AND
  6. IMPORTANT ARCHAEOLOGICAL AND GEOLOGICAL FEATURES.
- 5.92 The Vale of Glamorgan's natural and built environmental qualities significantly contribute to its identity and also provide valuable local recreation and tourism opportunities. These assets include areas recognised as being of European, national and local importance, including the Vale of Glamorgan's coastline which includes the Glamorgan Heritage Coast designation and the Severn Estuary Special Protection Area (Appendix 3 refers).
- 5.93 Policy SP 10 emphasises the need to protect the Vale of Glamorgan's natural and built environmental assets and reinforces that sensitive design and choice of location of new development can have a positive effect on the Vale of Glamorgan's built and natural heritage. Similarly, new development will be required to minimise its impact on natural systems, landscapes, species and habitats and, where appropriate, provide opportunities for the creation of new habitats or the sensitive enhancement of existing habitats.
- 5.94 The LDP provides a policy framework that seeks to preserve and enhance the Vale of Glamorgan's important historic built environment particularly in relation to the numerous listed buildings (both statutory and local), conservation areas, scheduled monuments and historic landscapes, parks and gardens that exist. In addition, it recognises the importance of preserving and enhancing the natural environment, principally the countryside and the coast, which have significant landscape and nature conservation value.

## Enjoying

### **POLICY SP 11 - TOURISM AND LEISURE**

PROPOSALS WHICH PROMOTE THE VALE OF GLAMORGAN AS A TOURISM AND LEISURE DESTINATION WILL BE FAVOURED. EXISTING TOURISM AND LEISURE FACILITIES WILL BE PROTECTED AND ENHANCED, AND FAVOURABLE CONSIDERATION WILL BE GIVEN TO PROPOSALS WHICH:

1. ENHANCE THE RANGE AND CHOICE OF THE VALE OF GLAMORGAN'S TOURISM AND LEISURE OPPORTUNITIES, PARTICULARLY THROUGH THE PROVISION OF ALL YEAR ROUND FACILITIES AND A RANGE AND CHOICE OF VISITOR ACCOMMODATION IN APPROPRIATE LOCATIONS;
  2. FAVOUR RURAL DIVERSIFICATION AND THE LOCAL ECONOMY; AND
  3. PROTECT EXISTING TOURISM ASSETS AND PROMOTE THE SUSTAINABLE USE OF THE COUNTRYSIDE AND THE GLAMORGAN HERITAGE COAST.
- 5.95 Located within the most populated area of Wales and in close proximity to Cardiff, the Vale of Glamorgan is well situated in terms of its catchment area for both day visitors and also as a base for visitors wishing to explore South Wales. The Vale of Glamorgan's coastal and rural setting is a valuable tourism and recreation asset, as are day trip destinations such as Whitmore Bay, Barry Island and Penarth. These assets were further enhanced in 2012 with the opening of the All Wales Coastal Path, a 'flagship' tourism project that is capable of bringing economic benefit to coastal communities. Such destinations and assets also provide a valuable source of local employment, employing approximately 3,000 people<sup>6</sup> and generating some £169.6 million of visitor expenditure both directly and indirectly.
- 5.96 The Vale of Glamorgan Council's Community Strategy seeks to build upon these tourism strengths. The aspiration is for the Vale of Glamorgan to become "the Green Lung of South East Wales" recognising the importance of ensuring that tourism is undertaken in a sustainable manner so that the natural and built tourism assets are maintained for the enjoyment of future generations. The LDP provides a policy framework which encourages new investment in appropriate tourism, leisure and recreation facilities and seeks to protect and enhance existing facilities for the benefit of residents, visitors and the local economy.
- 5.97 Furthermore, the LDP provides a policy framework that seeks to create new opportunities for a successful tourism and leisure industry whilst ensuring that the historic built and natural environment is safeguarded and enhanced for visitors and the local community alike.

<sup>6</sup> Vale of Glamorgan Tourism Strategy 2011 – 2015

## **Section 6**

### **Managing Growth in the Vale of Glamorgan**

- 6.1 This section sets out the Managing Growth Policies that will be used to ensure that future developments within the Vale of Glamorgan contribute to delivering the Vision, Objectives and Strategy of the LDP. The Policies will be used to complement national planning guidance produced by the Welsh Government and should be considered in the context of and in combination with these national policies. The policies do not seek to repeat national policy, but have been developed to reflect local circumstances in order to manage the distinctive characteristics of the Vale of Glamorgan. No policy should therefore be considered in isolation as the policies within the Plan form a suite of interrelated policies.
- 6.2 Policies contained in this section are set out under the themes identified in the Vision and Objectives section. The policies outlined under the living theme provide a framework for new residential development, those policies identified under working theme provide a context for new employment, retail and transportation proposals, the managing theme provides a framework for safeguarding special landscape areas, the urban fringe, locally important buildings and structures and mineral resources and those policies outlined under the enjoying theme provide a context for new leisure and recreation development in the Vale of Glamorgan.

## Living

### POLICY MG 1 - HOUSING SUPPLY IN THE VALE OF GLAMORGAN

IN ORDER TO MEET THE HOUSING LAND REQUIREMENT OF ~~9,950~~ **9,500** NEW DWELLINGS PROVISION WILL BE MADE FOR THE DEVELOPMENT OF UP TO 10,450 NEW DWELLINGS DURING THE PLAN PERIOD. THIS WILL BE MET THROUGH:

1. ALLOCATIONS WITHIN THE PLAN (INCLUDING ~~5%~~ **10%** FLEXIBILITY);
2. DEVELOPMENT SITES WITH EXTANT PLANNING PERMISSIONS;
3. DEVELOPMENT OF UNALLOCATED WINDFALL SITES IN SUSTAINABLE LOCATIONS; AND
4. SMALL SITES, INCLUDING INFILL, THE CONVERSION OF SUITABLE BUILDINGS AND SUBDIVISION OF EXISTING DWELLINGS.

TO ENSURE AN ADEQUATE SUPPLY OF HOUSING LAND IS MAINTAINED DURING THE PLAN PERIOD, THE RELEASE OF HOUSING LAND WILL BE PHASED IN FIVE YEAR PERIODS WITH PRIORITY BEING GIVEN TO BROWNFIELD AND COMMITTED SITES AND THOSE WHICH DELIVER KEY INFRASTRUCTURE. **(FC12)**

- 6.3 Policy SP 3 identifies a housing requirement of 9,950 dwellings for the Plan period. The requirement figure is based on Welsh Government population projections for the Vale of Glamorgan<sup>7</sup>. To accommodate this level of growth the LDP has identified a range of development opportunities throughout the Vale of Glamorgan. The LDP provides a framework for the delivery of 9,950 dwellings plus land for an additional 500 dwellings on a 'reserve' site at Sully (site MG 2 [46] refers). The inclusion of a 5% margin for flexibility is intended to ensure the availability of a range and choice of housing land throughout the Plan period and the reserve site will be brought forward for development if required.

<sup>7</sup>See Population and Housing Projections Background Paper (2013)



- 6.4 As Policy MG 1 indicates, the supply of new dwellings is provided through the following:
- 6.5 **Allocations within the Plan** – land for new residential development is allocated in accordance with Policies SP 3 and MG 2 for 7,829 dwellings (to include the reserve site referred to above).
- 6.6 **Development sites with extant planning permissions as of April 2011** – As of April 2011, excluding those sites that are allocated under Policy MG 2, planning permissions were in place in the Vale of Glamorgan for 175 dwellings on large sites (10 dwellings or over), with many of these sites having been built-out in the intervening period. For the avoidance of doubt this excludes constrained sites, as listed in the Joint Housing Land Availability Study 2011 (JHLAS).
- 6.7 It must be noted that should planning permission for a site lapse, planning applications to renew that approval will be assessed against the policies in the LDP.
- 6.8 **Development of unallocated windfall and small sites** - The contribution of both unallocated windfall (sites of 10 or more units) and small sites (9 units or less) to the overall housing supply in the Vale of Glamorgan can be significant, with such sites having contributed, between 2006 and 2011, a combined average of 163 dwellings per annum<sup>8</sup>. Rolled forward over the Plan period this would equate to a contribution to the housing supply for the LDP of such sites of 2448 (annual total of 163 multiplied by 15 (plan period in years)).
- 6.9 In order to provide sufficient land to accommodate the projected growth, the LDP will provide a policy framework for the construction of new dwellings as follows:

Development of Sites with extant planning permissions (10 or more dwellings) at April 2011	175
Allocations within the Plan ( <del>of which 500 units are identified on a reserve site for flexibility</del> ) <b>(FC13)</b>	7829
Development of unallocated windfall sites (10 or more dwellings)	1587
Development of small sites (less than 10 dwellings)	861
<b>TOTAL DWELLING SUPPLY 2011-2026</b>	<b>10,452</b>

<sup>8</sup> Housing Supply Background Paper (2013)

## POLICY MG 2 - HOUSING ALLOCATIONS

IN ORDER TO MEET THE HOUSING REQUIREMENT IDENTIFIED IN POLICY SP 3 LAND IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT AT THE FOLLOWING LOCATIONS

		Size (ha)	Number
	<b>Strategic Housing Sites</b>		
1	Phase 2, Barry Waterfront * #	48.55	1700
2	Land at Higher End, St. Athan # (in part)	9.78	220
3	Land at Church Farm, St. Athan	8.4	250

4	Former Stadium Site / Land adjacent to Burley Place, St. Athan	2.2	65
5	Land to the east of Eglwys Brewis, St Athan	10.9	300
6	Land adjacent to Froglands Farm, Llantwit Major	4.4	90
7	Land between new Northern Access Road and Eglwys Brewis Road, Llantwit Major	15.8	375
			<b>3000</b>
	<b>Key Settlement: Barry</b>		
8	Barry Island Pleasure Park #	1.18	124
9	White Farm ** #	12.14	177
10	Land to the east of Pencoedtre Lane #	2.8	67
11	Land to the west of Pencoedtre Lane	1.3	40
12	Ysgol Maes Dyfan	1.44	45
13	Barry Magistrates Court #	0.41	52
14	Court Road Depot, Barry	1.6	50
15	Holm View # (in part)	1.2	50
16	Hayes Wood, The Bendricks	1.8	55
			<b>660</b>
	<b>Service Centre Settlement: Cowbridge</b>		
17	Cowbridge Comprehensive Lower School #	0.8	21
18	Cowbridge Comprehensive 6th Form Block, Aberthin Road	0.52	20
19	Land adjoining St. Athan Road, Cowbridge	4.3	130
20	Land to the north and west of Darren Close, Cowbridge **	<del>17.27</del> <b>(FC14)</b>	390
			<b>561</b>
	<b>Service Centre Settlement: Llantwit Major</b>		
21	Plasnewydd Farm, Llantwit Major	4.4	130
22	Land adjacent to Llantwit Major Bypass	2.4	70
			<b>200</b>
	<b>Service Centre Settlement: Penarth</b>		
23	Land at Upper Cosmeston Farm, Lavernock **	7.8	235
24	Land adjoining St. Josephs School, Sully Road	2.7	80
25	Headlands School, St. Augustine's Road **	2.2	65
			<b>380</b>
	<b>Primary Settlement: Dinas Powys</b>		
26	Land at and adjoining St. Cyres School, Murch Road **	13.2	300
27	Land off Caerleon Road, Dinas Powys	2.5	75
28	Land at adjoining Ardwyn, Pen-y-Turnpike <b>(TYP5)</b>	1.6	15
29	Land at Cross Common Road	2.3	50
			<b>440</b>
	<b>Primary Settlement: Llandough (Penarth)</b>		
30	Land south of Llandough Hill / Penarth Road	5.2	130
31	Land north of Leckwith Road	0.6	15
32	Llandough Landings	6	120
			<b>265</b>
	<b>Primary Settlement: Rhooose</b>		
33	Land north of the Railway Line, Rhooose ** # (in part)	25.82	650
34	Land south of the Railway Line, Rhooose #	2.65	87
			<b>737</b>
	<b>Primary Settlement: Wenvoe</b>		
35	Land to the west of Port Road, Wenvoe	6.98	140
			<b>140</b>
	<b>Minor Rural Settlements:</b>		
36	Land adjoining Court Close, Aberthin	0.75	20
37	Land to the east of Bonvilston **	7.2	120

38	Land to rear of St David's Church in Wales Primary School, Colwinston	2.5	65
39	ITV Wales, Culverhouse Cross **	7.1	250
40	The Garden Emporium, Fferm Goch #	2.2	40
41	Ogmore Residential Centre #	3.25	84
42	Ogmore Caravan Park #	3.7	82
43	Land to the East of St Nicholas **	4.4	100
44	Land off St. Brides Road, Wick	4.0	100
45	Land off Sandy Lane, Ystradowen **	4.2	85
			<b>946</b>
	<b>Reserve Site (FC15)</b>		
46	Land West of Swanbridge Road, Sully	20	500
<b>TOTAL UNITS</b>			<b>7,829</b>

\* Barry Waterfront is allocated as a mixed use incorporating a new school, strategic transport infrastructure, strategic open space and community infrastructure

\*\* Mixed use including provision of open space or community infrastructure allocation or part of the site for the provision of a new school

# Sites with Planning Permission (including sites awaiting S106)

6.10 In accordance with the LDP Strategy and Policy SP 3, land has been allocated for an additional 7829 dwellings over the Plan period on 46 sites to take account of changes arising from demographic change, migration and changes in household formations. The number of units proposed for each site is based on an assessment of appropriate density. Where sites already have the benefit of planning permission, the figures reflect actual permissions, while on some sites densities have been adjusted to reflect site specific circumstances, including flooding constraints.

6.11 Generally, a gross density figure of 30 dwellings per hectare has been used to reflect the Council's aspirations to make better use of land in accordance with sustainability principles, which is reinforced through the Housing Density Policy MD 7. However, where there are known constraints expected to reduce the net developable area significantly, or for mixed-use allocations including education and strategic areas of open space, then a lower gross density has been used and this is explained in the site specific descriptions at Appendix 5. Furthermore, a reduced gross density of 25 dwellings per hectare has been used for the minor settlement sites to reflect the character of these areas. Density levels will be considered in detail at application stage having regard to Policy MD 7.

6.12 The spatial distribution of allocated sites reflects the strategic importance of Barry and the St Athan area, and recognises the need to ensure the provision of a range and choice of land for housing throughout the Vale of Glamorgan. Sites have been allocated in settlements which the Council considers are the most appropriate to assimilate new development. In doing so the Council recognises the role of many of the service centres and primary centres is crucial to the continued prosperity of the area. All allocated sites will be expected to contribute to the range and choice of housing types within the Vale of Glamorgan and contribute to the need identified for affordable housing at the rates identified in Policy MG 4.

6.13 In order to ensure a continued supply of land over the Plan period, and ensure an appropriate balance between necessary development and the protection of the fine environmental qualities of the Vale of Glamorgan, the Council proposes to release housing allocations over 3 successive 5 year periods. In addition to ensuring that housing land supply in the Vale is broadly in line with the housing land requirements

of TAN 1, phasing will allow the Council to ensure that sites are prioritised assisting the delivery of the aims and objectives underpinning the Plan.

- 6.14 The Vale of Glamorgan is widely accepted as an attractive area to live and develop in. This is demonstrated by the significant number of major planning applications received by the Council in advance of the publication of the LDP. Although the housing market has experienced a reduction in the number of residential completions at the start of the plan period, it is anticipated that the market will recover and the indications from developers are that the Vale of Glamorgan will be one of the first places to experience an increase in residential completions. It is therefore considered appropriate and in line with Government Guidance<sup>9</sup> that the Plan seeks to ensure that the total planned residential provision in the early years of the LDP is not exhausted. Regular monitoring of housing land availability, including the location and number of windfall completions, will be undertaken to ensure that the Vale offers a range and choice of housing sites throughout the Plan period. This information will also inform the Development Management process.
- 6.15 The anticipated schedule for the phasing of allocations within the LDP is contained within the Housing Supply paper and summarised at Appendix 4 and gives priority to committed sites with planning permissions and brownfield sites as well as sites which deliver key infrastructure such as road improvements and community infrastructure. In addition, the Plan seeks to ensure a range and choice of locations for residential development throughout the Plan period.
- 6.16 Consideration will be given to the need to release the 'reserve' site as part of the review of the LDP. The Reserve site will only be released where it can be demonstrated that there is a significant deficiency in the supply of land for housing which cannot be met from another source.
- 6.17 A site-by-site analysis of the above allocations is provided in Appendix 5, with the Council seeking to ensure that all sites deliver essential infrastructure in accordance with the background evidence supporting the LDP, particularly that contained within the Infrastructure Plan (2013).

### **POLICY MG 3 - STRATEGIC SITE AT BARRY WATERFRONT**

LAND AT BARRY WATERFRONT IS ALLOCATED FOR THE DEVELOPMENT OF 1700 NEW DWELLINGS, 6,400 SQM (NET) NEW RETAIL FLOORSPACE, A HOTEL, CAFE, BARS AND RESTAURANTS, OFFICES (CLASS B1), COMMUNITY, LEISURE AND EDUCATION FACILITIES. THE SITE WILL BE SERVED BY THE DEVELOPMENT OF THE BARRY ISLAND LINK ROAD AND ADDITIONAL SUSTAINABLE TRANSPORT INFRASTRUCTURE.

- 6.18 The development of Barry Waterfront has been guided by the approved Barry Waterfront Development Principles document<sup>10</sup>, which outlined the Council's Vision for Barry Waterfront as:

***"The creation of a sustainable new urban quarter with distinctive neighbourhoods, attractive places and community facilities that complement, integrate and link with Barry Town and Barry Island, whilst taking full advantage of the maritime setting of the No.1 Dock."***

<sup>9</sup> PPW section 2.5

<sup>10</sup> Barry Waterfront Development Principles (Vale of Glamorgan Council July 2009)

- 6.19 The redevelopment of Barry Waterfront has a lengthy planning history originally being granted outline planning permission in July 1988 by the then Secretary of State for Wales. Subsequent renewals for the comprehensive redevelopment of the site

were agreed in 1991 and 1994 and numerous applications have been approved since this time that have seen substantial development take place within the Waterfront area. In October 2007, a Consortium of house builders comprising Persimmon Homes, Taylor Wimpey and Barratt Homes entered into an agreement with Associated British Ports and the Welsh Government for the right to develop the Waterfront area. In March 2012 planning permission was granted for comprehensive redevelopment of the site subject to conditions and a Section 106 Agreement. Development has since commenced on the initial stages of the development.

- 6.20 The site is located between Barry Town centre to the north east, Barry Island to the south and the Old Harbour and Barry Marine Conservation Area to the south west. The site comprises 48.55 hectares of land divided between 6 distinct character areas within the old Barry Docks described as: - District Centre, West Pond, South Quay Parkside, South Quay Waterside, Arno Quay and East Quay.
- 6.21 The proposed development will include:
- The construction of approximately 1,700 new dwellings;
  - The provision of 6,400sqm (net) of new retail floorspace, comprising an 'Asda' food store (2,800sqm.) and 3,600sqm comparison floorspace in 2 retail units located in a 'district centre' to the north west of the development site adjacent to West Pond, the school site and the innovation Quarter;
  - Cafes, bars and restaurants with a combined floorspace of 750sqm -1820sqm located throughout the development but primarily within the District Centre;
  - A hotel with a gross floorspace of 3,500sqm located within the District Centre; Offices (B1) with a gross floorspace of 3,450sqm;
  - A new primary school within 'West Pond' to meet the educational needs of the English medium primary and nursery school children generated by the development.
  - Up to 400sqm Community Facilities (D1 / D2) ; and
  - The construction of the Barry Island Link Road to link the existing Ffordd y Milleniwm to Barry Island.
- 6.22 Proposals will also include new vehicular and pedestrian/cycle access, re-grading of the site to form new site levels and associated infrastructure works, parking, servicing, landscaping, public realm and public open space provision. In line with the Vision, proposals will also be required to have regard to its maritime context and, where appropriate, protect and enhance the marine environment.
- 6.23 In order to ensure that the development comes forward in a comprehensive manner and delivers appropriate levels of community infrastructure, a phased approach to development has been adopted. Phase 1 will include the District Centre, part of West Pond and Arno Quay. This phase will accommodate a section of the new link road to Barry Island as well as the supermarket and non-food retail floorspace, petrol filling station, hotel, A3 uses, offices, residential, public open space and public realm provision.
- 6.24 Phase 2 will include the remainder of residential development at West Pond. The third phase of the development is identified as South Quay Parkside which is estimated to consist of approximately 300 residential units and will see the completion of the new link road to Barry Island. This phase also includes the main Linear Park and some A3 uses. Phase 4 includes the South Quay Waterside with the provision of further residential units and some A3 uses, and the East Quay public open space, while the fifth and final phase includes the residential development at East Quay.

## **POLICY MG 4 - AFFORDABLE HOUSING**

~~THE PROVISION OF A MINIMUM OF 30% AFFORDABLE HOUSING WILL BE REQUIRED ON ALL RESIDENTIAL DEVELOPMENTS WHERE THERE IS A NET GAIN OF 5 OR MORE UNITS IN:~~

- ~~• BARRY;~~
- ~~• LLANTWIT MAJOR;~~
- ~~• RHOOSE; AND~~
- ~~• ST ATHAN.~~

~~ALL NEW RESIDENTIAL DEVELOPMENTS RESULTING IN A NET GAIN OF 1 DWELLING OR MORE; OR THE CONVERSION OF EXISTING BUILDINGS RESULTING IN A NET GAIN OF 2 OR MORE DWELLINGS; WILL REQUIRE A MINIMUM AFFORDABLE HOUSING CONTRIBUTION OF 35% IN:~~

- ~~• COWBRIDGE;~~
- ~~• DINAS POWYS;~~
- ~~• LLANDOUGH;~~
- ~~• PENARTH;~~
- ~~• SULLY;~~
- ~~• WENVOE;~~
- ~~• THE MINOR RURAL SETTLEMENTS AND~~
- ~~• THE RURAL VALE OF GLAMORGAN.~~

**RESIDENTIAL DEVELOPMENTS (INCLUDING MIXED USE SCHEMES) WILL BE REQUIRED TO CONTRIBUTE TO MEETING AFFORDABLE HOUSING NEED AND SHOULD MEET THE LEVELS OF AFFORDABLE HOUSING SET OUT BELOW:**

**30% AFFORDABLE HOUSING ON RESIDENTIAL DEVELOPMENTS RESULTING IN A NET GAIN OF 5 OR MORE UNITS IN:**

- BARRY;

**35% AFFORDABLE HOUSING ON RESIDENTIAL DEVELOPMENTS RESULTING IN A NET GAIN OF 5 OR MORE UNITS IN:**

- LLANTWIT MAJOR ;
- RHOOSE; AND
- ST ATHAN.

**40% AFFORDABLE HOUSING ON RESIDENTIAL DEVELOPMENTS RESULTING IN A NET GAIN OF 1 DWELLING OR MORE; OR THE CONVERSION OF EXISTING BUILDINGS RESULTING IN A NET GAIN OF 2 OR MORE DWELLINGS IN:**

- COWBRIDGE;
- DINAS POWYS;
- LLANDOUGH;
- PENARTH;
- SULLY;
- WENVOE;
- THE MINOR RURAL SETTLEMENTS; AND
- THE RURAL VALE OF GLAMORGAN.

**THE PROVISION OF AFFORDABLE HOUSING WILL BE NEGOTIATED ON A SITE-BY-SITE BASIS TAKING INTO ACCOUNT THE EVIDENCED VIABILITY OF THE**

**DEVELOPMENT. CONTRIBUTIONS WILL BE MADE IN ACCORDANCE WITH THE REQUIREMENTS SET OUT IN THE COUNCIL'S AFFORDABLE HOUSING SPG, WHICH PROVIDES GUIDANCE ON VIABILITY AND THE CIRCUMSTANCES UNDER WHICH CONTRIBUTIONS MAY BE VARIED OR REVIEWED. (FC16)**

6.25 Policy SP 4 identifies a minimum target of 2,694 affordable homes across the Vale of Glamorgan over the Plan period in accordance with the findings of the Council's Local Housing Market Assessment (2010) (LHMA) which considered the nature and scale of the shortage of affordable housing in the Vale of Glamorgan over the Plan period.

~~6.26 The findings of the Affordable Housing Viability Study (AHVA) (2010)<sup>14</sup> indicates that there exists a mixed pattern of viability across the Vale of Glamorgan, with development proposals of 5 dwellings and above in the areas of Barry Llantwit Major, St Athan, Rhoose capable of providing 30% affordable housing. In Cowbridge, Penarth, Dinas Powys, Wenvoe and the minor rural settlements sites of 1 dwelling or more are viable to support affordable housing provision of up to 40%. (FC17)~~

**6.26 The findings of the Council's Affordable Housing Viability Update Report (AHVA 2014)<sup>11</sup>, highlights that the Vale of Glamorgan has amongst the highest house prices in Wales, which generates significant land values from which section 106 contributions can be sought by the Council. Indicating that within the Vale of Glamorgan new residential developments have the potential for supporting affordable housing contributions of 30% in the Barry housing market area, 35% in Llantwit Major, Rhoose and St Athan, and elsewhere 40% affordable housing contributions. (FC17)**

~~6.27 In support of the findings of the AVHA, the Council commissioned a Small Site Viability Study<sup>12</sup> (2013) which further examined the potential for securing affordable housing on small sites. The study reconfirmed the findings of the AVHA, recommending that the Council adopt a 1 dwelling threshold and a 35% affordable housing contribution within Cowbridge, Penarth, Dinas Powys, Wenvoe and the minor rural settlements for all new residential developments resulting in a minimum net gain of 1 dwelling. The study, however, also indicated that some types of residential development should be excluded on the basis of viability. These are single barn conversions, the replacement of an existing dwelling on a one for one basis, the conversion/subdivision of an existing dwelling into 2 units, and the conversion of existing buildings into a single dwelling. (FC17)~~

**6.27 The 2014 AHVA also reconfirmed the findings of the Council's Small Site Viability Study (2013)<sup>12</sup>, which recommended that the Council should adopt a single dwelling threshold within the highest areas of affordable housing viability. However, the study also highlighted that single barn conversions and the replacement of an existing dwelling on a one for one basis, the conversion/subdivision of an existing dwelling into 2 units, and the conversion of existing buildings into a single dwelling should be excluded. (FC17)**

~~6.28 Reflecting the identified development viability, within the settlements of Barry, Llantwit Major, Rhoose and St Athan Policy MG 4 requires an on site affordable housing contribution of at least 30% on residential developments generating a net gain of 5 dwellings and above. (FC17)~~

**6.28 Policy MG4 reflects the findings of the 2014 AHVA, and sets a target contribution of 30% within Barry, and 35% target within Llantwit Major, Rhoose and St Athan on residential and mixed use sites resulting in a net gain of 5 dwellings or more. (FC17)**

~~6.29 In Cowbridge, Penarth, Dinas Powys, Wenvoe, minor rural settlements and the rural Vale of Glamorgan a 35% affordable housing contribution will be required on new residential development schemes generating a net gain of 1 or more dwellings; and developments involving either the subdivision of existing dwellings or the conversion of existing buildings, where these result in a net gain of 2 or more dwellings. In accordance with the recommendation of the small sites viability study, barn conversions are excluded from the requirements of Policy MG4. (FC17)~~

**6.29 In Cowbridge, Penarth, Dinas Powys, Wenvoe, minor rural settlements and the rural Vale of Glamorgan a 40% affordable housing target is set on all new residential development schemes generating a net gain of 1 or more dwellings; and developments involving either the subdivision of existing dwellings or the conversion of existing buildings, where these result in a net gain of 2 or more dwellings. In accordance with the recommendation of the small sites viability study, barn conversions are excluded from the requirements of Policy MG4. (FC17)**

~~6.30 A financial contribution (a commuted sum) towards the provision of affordable housing will be required on all new residential developments involving a net gain of 1 -2 units; and in the case of the subdivision of existing dwellings or the conversion of buildings where this results in a net gain of 2-3 units. Commuted sums will be calculated using the equivalent cost of on-site provision and will be used to assist development of affordable housing to meet identified needs. (FC17)~~

~~6.31 6.30~~ The Council's preference will always be for on-site delivery of affordable housing, however, where appropriate, the Council may allow a proportion of the affordable housing to be delivered off site or through the provision of commuted sums to facilitate affordable housing in areas of greatest need, affordable housing on land in ownership of the Council or an RSL or improvements to existing affordable housing, or may allow the Council to use funding to provide affordable housing in areas of greatest need. **(FC17)**

~~6.32 Reflecting the identified development viability, Policy MG 4 requires all new residential developments within the Vale of Glamorgan to contribute towards affordable housing. Within the settlements of Barry, Llantwit Major, Rhoose and St Athan the Council will require affordable housing contribution of at least 30% on sites of 5 dwellings or above. In Cowbridge, Penarth, Dinas Powys, Wenvoe and the minor rural settlements new development will require as a minimum a 35% affordable housing contribution on sites of 1 or more dwellings. The reduction in the requirement from 40% to 35% recognises the impact of the economic downturn on the housing market. (FC17)~~

<sup>11</sup> Vale of Glamorgan Council Viability Update Report (2014)

<sup>12</sup> Provision of Viability and Policy Advice on Affordable Housing, Small Sites and Commuted Sums for the Vale of Glamorgan Council (Dr Andrew Golland, August 2013)

~~6.33 6.31~~ On sites where 1 -2 dwellings are proposed, a financial contribution (a commuted sum) towards the provision of affordable housing will be required, and will be based on the residual value of the scheme equivalent to the on-site provision. On sites of 3 dwellings or more on site provision will be sought. Commuted sums will be calculated using the equivalent cost of on-site provision and will be used to assist development of affordable housing to meet identified needs. **(FC17)**

~~6.34 6.32~~ Where concerns over viability are raised, the onus will be on the developer to demonstrate through the submission of a viability appraisal that the required contribution would make the development unviable. **(FC17)**

~~6.35 6.33~~ Where it is demonstrated that there are proven economic circumstances that impact upon the delivery of the affordable housing, for example where market



circumstances have changed or where existing use values prevent the policy target being achieved, the Council may negotiate the level, type and nature of on-site provision or where appropriate, off-site provision. In instances where a financial contribution in lieu of affordable housing provision is considered to be acceptable, the most appropriate use of this funding will be determined by the Council. This could include the provision of affordable housing on land in ownership of the Council or an RSL or improvements to existing affordable housing, or may allow the Council to use funding to provide affordable housing in areas of greatest need. **(FC17)**

- ~~6.36~~ **6.34** Where on site provision is required, emphasis will be on the provision of a range and choice of affordable housing, to include a balance of social rented and intermediate units to fulfil local housing needs and in order to provide for an appropriate mix and balance of development. In addition, the provision of local lettings policies will be important when bringing sites forward for affordable housing. Further information in relation to the affordable housing need is contained within the Affordable Housing Delivery Background Paper. **(FC17)**
- ~~6.37~~ **6.35** Appropriate planning conditions and/or planning obligations will be utilised to ensure that affordable housing provided through new development will remain affordable in perpetuity. Further detailed guidance on the implementation of this policy is set out in the Council's Affordable Housing Supplementary Planning Guidance. **(FC17)**

## **POLICY MG 5 - GYPSY AND TRAVELLER SITE**

LAND IS ALLOCATED AT HAYES ROAD, SULLY FOR THE PROVISION OF A GYPSY AND TRAVELLER SITE.

- 6.38 Sections 224 and 225 of the Housing Act 2004 require local authorities to assess the accommodation needs of Gypsy and Travellers within their area and that where there is an identified need sufficient site(s) should be allocated within the Council's LDP to address that need.
- 6.39 In 2007 in partnership with Cardiff Council the Vale of Glamorgan Council commissioned Fordham Research<sup>13</sup> to undertake a Local Housing Market Assessment to include a Gypsy and Traveller Accommodation Assessment (G&TAA) with the aim of quantifying the accommodation and housing related support needs of Gypsies and Travellers in terms of residential and transit sites as well as bricks and mortar accommodation.

<sup>13</sup> Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation (Fordham Research August 2008)

- 6.40 The Study, which included direct consultation with the Gypsy and Traveller community, identified a need for the Council to provide 6 authorised pitches and 15 transit pitches for the Plan period.
- 6.41 To inform the preparation of this Plan, a further study was commissioned in 2013<sup>14</sup> which has concluded that 18 pitches are required to satisfy the identified and future need for Gypsies and Travellers during the Plan period.
- 6.42 Having regard to the evidence collated as part of the study, it concludes that the Plan should meet the short – medium term need and closely monitor the situation for the latter period of the Plan, allowing the Council to address clearly identified current needs, but also have flexibility to address needs which cannot be substantiated at this time.

~~6.43 Accordingly, the Plan allocates a single site at Hayes Road, Sully approximately 0.85Ha in size, which is considered sufficient as a whole to meet the identified need for the Plan. The site can be broken down into two parts, comprising the land formerly used as the Council's civic amenity site (approximately 0.21Ha) and open space land to the south (approx. 0.64Ha). It is considered that the short-medium term need in the area can be met by the larger site to the rear, which should be provided in accordance with an agreed strategy in conjunction with the local Gypsy and Traveller Community, also retaining sufficient land to the south as a small landscaped area adjacent to the car park to ensure no detrimental impact on the car park. The smaller former amenity site should then be vacated (with existing travellers accommodated on the new site) but retained should it be required in future to meet identified long-term need during the Plan period.~~

**6.43 Accordingly, the Plan allocates a single site at Hayes Road, Sully of approximately 0.85Ha which is considered sufficient to meet the need identified over the Plan period. The site currently comprises two elements, the land formerly used as the Council's civic amenity site (approximately 0.21Ha) and open space land to the south (approx. 0.64Ha). Development of the site should be in accordance with the Welsh Governments latest guidance for Designing Gypsy and Traveller Sites in Wales and in consultation with the local Gypsy and Traveller Community. (FC18)**

6.44 In terms of transit provision, the Study has concluded that there is a gap in provision for a transit site in South East Wales, but this could potentially be met in a range of authorities in the area and would benefit from strategic cross-boundary planning. Accordingly, no provision is made in the Plan for a transit site, with such provision to be progressed in conjunction with neighbouring authorities and, if required, site(s) will be allocated as part of the first review of the Plan.

## **POLICY MG 6 - PROVISION OF EDUCATIONAL FACILITIES**

LAND IS ALLOCATED FOR THE DEVELOPMENT OF NEW SCHOOLS AT: -

1. THE PENARTH LEARNING COMMUNITY, SULLY ROAD, PENARTH (12.89 ha);
2. LLANTWIT MAJOR (SECONDARY AND PRIMARY SCHOOLS) HAM LANE, LLANTWIT MAJOR (10.79 ha)
3. A NEW PRIMARY AND NURSERY SCHOOL AT BARRY WATERFRONT, BARRY (2.0 ha)
4. A NEW ~~WELSH MEDIUM~~ PRIMARY SCHOOL AT LAND TO THE NORTH AND WEST OF DARREN CLOSE, COWBRIDGE (2.0 ha) **(FC19)**
5. A NEW PRIMARY AND NURSERY SCHOOL AT LAND AT UPPER COSMESTON FARM, LAVERNOCK (1.0 ha)
6. A NEW PRIMARY AND NURSERY SCHOOL ON LAND TO THE NORTH OF THE RAILWAY LINE, RHOOSE (1.0 ha)

IN ADDITION, EXISTING SCHOOLS WILL BE EXTENDED OR IMPROVED TO MEET DEMAND FOR SCHOOL PLACES DURING THE PLAN PERIOD.

6.45 The proposed Penarth Learning Community and Llantwit Major Scheme form part of the Council's 21st Century Schools Strategic Programme and are planned to respond to existing demands for educational facilities rather than as a result of growth forecast in the LDP. The new Penarth Learning Community involves the re-provision of St. Cyres School and the amalgamation of 3 special schools; Ashgrove, Ysgol Erw'r Delyn and Ysgol Maes Dyfan on one site with residential and respite care, shared facilities and services. The Llantwit Major Scheme involves the re-build of the

existing comprehensive school, the possible replacement of the existing Eagleswell and Llanilltud Fawr Primary Schools, and the expansion of Ysgol Dewi Sant, together with additional leisure and cultural facilities.

<sup>14</sup> Vale of Glamorgan Gypsy and Traveller Accommodation Needs Assessment; ORS, August 2013

- 6.46 New schools are also expected to be required to meet the increased demand for school places as a direct result of new housing and associated population growth during the plan period. The Educational Facilities Background Paper identifies where this new demand cannot be met by existing school capacity and therefore, where the need arises for new schools and extensions or improvements to existing schools. To ensure that new schools are planned and deliverable, land has been allocated for new schools as part of large scale housing allocations at Barry Waterfront, Darren Close in Cowbridge, Upper Cosmeston Farm in Penarth, and north of the railway line in Rhoose. These schools will meet the anticipated need for school places identified and will also help to build sustainable communities by providing a local community hub within these housing developments.
- 6.47 The Educational Facilities Background Paper also identifies a number of schools that need to be extended or improved to cater for additional needs arising from new developments. In these cases the schools are considered to be capable of extension within the confines of the existing school sites and therefore no additional land has been allocated for these infrastructure improvements.

## **POLICY MG 7 - PROVISION OF COMMUNITY FACILITIES**

LAND IS ALLOCATED FOR THE FUTURE DEVELOPMENT OF NEW COMMUNITY INFRASTRUCTURE AT:

1. BARRY WATERFRONT (AS PART OF MIXED USE)
2. ST CYRES (AS PART OF MIXED USE)
3. OGMORE RESIDENTIAL CENTRE
4. COSMESTON FARM (AS PART OF MIXED USE)

TO MEET THE IDENTIFIED NEEDS OF DEVELOPMENT WITHIN THE PLAN PERIOD, NEW / ENHANCED COMMUNITY FACILITIES WILL BE SOUGHT IN THE FOLLOWING SETTLEMENTS: -

- BARRY
- COWBRIDGE
- DINAS POWYS
- LLANDOUGH
- LLANTWIT MAJOR
- PENARTH
- RHOOSE
- ST ATHAN
- SULLY
- WENVOE

PROPOSALS WHICH PROVIDE NEW OR ENHANCED MULTI USE COMMUNITY FACILITIES, INCLUDING THE CO-LOCATION OF HEALTHCARE, SCHOOL, LIBRARY AND LEISURE FACILITIES AND OTHER COMMUNITY SERVICES IN ACCESSIBLE LOCATIONS WILL BE FAVOURED.

- 6.48 Community facilities such as community halls, libraries, schools and leisure centres are essential to the social and physical well-being of residents and are key components in maintaining the vitality and viability of community life in both urban and rural settlements.
- 6.49 In order to understand the future requirements for community facilities during the Plan period, and inform the Infrastructure Delivery Plan, the Council has undertaken an assessment of existing community facilities (community buildings, library space and built sport facilities) within the Vale of Glamorgan<sup>15</sup>. The assessment highlights existing deficiencies, identifies the nature of demand for additional community facilities arising from planned and windfall housing developments, and identifies where new or enhanced facilities are required to accommodate future growth.
- 6.50 In accordance with the recommendations of the assessment, Policy MG 7 allocates land for the provision of new community infrastructure, to be provided in association with housing allocations at Barry Waterfront, St Cyres, Ogmere Residential Centre and Cosmeston Farm, Penarth. Additionally, the Policy identifies those settlements where additional planned growth would result in a shortage of community facilities locally, in which the Council will seek new or enhanced facilities through Section 106 contributions or the Community Infrastructure Levy.
- 6.51 Policy MG 7 also promotes the development of multi-use community facilities that offer a range of accessible community based services such as leisure, health care, education community meeting space and other essential community services. Such facilities can assist in reducing travel demand, promote sustainable communities, and facilitate in the effective delivery of community facilities by a number of organisations. In this regard, the Plan will also favour development of multi-use facilities on the sites identified in Policy MG 7, in association with educational proposals identified in Policy MG 6, and planning proposals that improve the viability, accessibility or community value of existing services and facilities such as village shops, post offices, rural petrol stations, village & church halls and rural public houses.

## **POLICY MG 8 - PROVISION OF HEALTH FACILITIES**

LAND IS SAFEGUARDED FOR THE FUTURE DEVELOPMENT AND EXPANSION OF LLANDOUGH HOSPITAL FOR HEALTH RELATED USES.

DEVELOPMENTS WHICH PROVIDE NEW OR ENHANCED HEALTH FACILITIES, INCLUDING THE CO-LOCATION OF HEALTHCARE, SCHOOL, LIBRARY AND LEISURE FACILITIES AND OTHER COMMUNITY SERVICES IN ACCESSIBLE LOCATIONS WILL BE FAVOURED.

- 6.52 A significant investment in the University Hospital Llandough (UHL) site is planned by the Cardiff and Vale University Health Board (UHB) over the next 3 years. This investment in estate development supports the UHB strategic plan for the UHL site to become a 'centre of excellence' for rehabilitation and recovery services and will significantly increase the number of beds and outpatient activity on the site. However given the prominence of the site, any future development proposals will be required to be carefully designed in accordance with Policies MD 1, MD 2 and MD 3 to ensure that they respect the local context and character of the surrounding natural and built environment. Any expansion of the hospital will require significant highway improvements and will be required to enhance existing access to the site by walking, cycling and public transport.

<sup>15</sup> Community Facilities Background Paper 2013

- 6.53 With regards to primary healthcare and community services the UHB has advised that most of the GP premises in the Vale of Glamorgan are working within capacity, however, practices in Penarth are working at or near their patient list size. On initial investigation in August 2013 there appears to be sufficient growth capacity within existing premises across the Vale of Glamorgan to accommodate the level of growth identified during the Plan period. However, for Penarth the practices in this area are operating at full capacity and there would need to be some investment within existing practices to manage the increased demand, for example through Welsh Government improvement grants.
- 6.54 Community Health Resource Centres provide the infrastructure necessary to support primary care professionals and enable them to provide the fullest range of healthcare at a local level, targeting specific community needs in the area. The number and location of these facilities in the Vale of Glamorgan will need to be carefully considered to ensure equality of access where communities are at the periphery of the catchment area.
- 6.55 Local Health and Treatment Centres provide a base for existing community services and the potential for the relocation of primary care facilities, together with the integration of other statutory and voluntary sector services. They enable the decentralisation of services away from acute hospitals and provide a base for those services that cannot be provided effectively within individual practices. Barry Hospital forms the Vale Local Health and Treatment Centre with work ongoing to develop a centre of excellence for community services within the Vale. A range of integrated health, social care and wellbeing services will be provided by the University Health Board to meet local need where appropriate.
- 6.56 As identified in Policy MG 7, the opportunity exists for healthcare facilities to form part of multi-use community facilities that offer a range of accessible community based services. In this regard, the Plan favours development of health facilities as part of multi-use proposals in accessible locations.

## Working

### POLICY MG 9 - EMPLOYMENT ALLOCATIONS

LAND IS ALLOCATED FOR EMPLOYMENT AT THE FOLLOWING LOCATIONS:

	Site	Uses	Size Gross (Ha)	Size Net (Ha)
	<b>Strategic Employment Sites</b>			
1	Land to the South of Junction 34 M4 Hensol	B1, B2, B8	51.1* <b>61.8</b> <b>(FC20)</b>	28.26 <b>29.59</b> <b>(FC20)</b>
2	Land adjacent to Cardiff Airport and Port Road, Rhoose (part of St Athan - Cardiff Airport Enterprise Zone)	B1, B2, B8	77.4	76.64
3	Aerospace Business Park, St Athan Rhoose (part of St Athan - Cardiff Airport Enterprise Zone)	Aerospace Business Park, Employment & education	305	208
		<b>Sub-Total</b>	<b>433.5</b>	<b>342.9</b>

			<b><u>444.2</u></b> <b>(FC20)</b>	<b><u>314.2</u></b> <b>(FC20)</b>
	<b>Local Employment Sites</b>			
4	Atlantic Trading Estate	B1, B2, B8	7.3	7.3
5	Land at Ffordd y Mileniwm	B1, B2, B8	8.9	8.9
6	Hayes Lane, Barry	B1, B8	1.4	1.4
7	Hayes Road, Sully	B1	7.5	7.5
8	Hayes Wood, Barry	B1, B8	1.9	1.9
9	Llandow Trading Estate	B1, B2, B8	6.8	6.8
10	Vale Business Park	B1, B2, B8	12.4	12.4
11	Land to the South of Junction 34 M4 Hensol	B1, B2	*	6.64*
		<b>Sub-Total</b>	46.2	52.84
		<b>Total</b>	<b><u>479.7</u></b> <b><u>490.4</u></b> <b>(FC20)</b>	<b><u>365.74</u></b> <b><u>367.07</u></b> <b>(FC20)</b>

\* 6.64Ha of the overall 61.8Ha site is designated as land likely to meet local rather than strategic needs

- 6.57 Policy MG 9 allocates a total of 480 hectares (gross) of land for employment uses within the Vale of Glamorgan in order to ensure that there is an adequate supply and choice of appropriately located and suitable employment land is available to support the objectives of the LDP and to meet local employment need. The sites comprise strategically located flagship sites that will stimulate inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region as well as local employment sites that support indigenous business expansion and facilitate the establishment of new employment enterprises to the benefit of the local economy.
- 6.58 Three major employment sites have been allocated which seek to capitalise on the St Athan – Cardiff Airport Enterprise Zone (including the Aerospace Business Park at St. Athan and Cardiff Airport itself) and the proximity of the M4 motorway. These sites are intended to cater specifically for the needs of the aerospace industry and high tech manufacturing, encouraging investment from the regional and sub-regional market place.
- 6.59 Local employment allocations comprise a further 53 hectares (net) of land for B1, B2 and B8 uses which has been allocated to ensure that an appropriate range and choice of land is available throughout the authority to meet future local employment requirements during the Plan period. The three ‘major’ sites are considered under separate Policies MG 10 (Enterprise Zone) and MG 11 (Hensol), with further details, including constraints, on each of the ‘local’ allocations provided at Appendix 6.

## **POLICY MG 10 - ST ATHAN - CARDIFF AIRPORT ENTERPRISE ZONE**

LAND IS ALLOCATED ADJACENT TO CARDIFF AIRPORT AND PORT ROAD, RHOOSE (77 HA) AND AT THE AEROSPACE BUSINESS PARK ST ATHAN (305HA) FOR THE DEVELOPMENT OF 382 HECTARES OF STRATEGIC EMPLOYMENT LAND (CLASS B1, B2 AND B8) FORMING PART OF THE ST ATHAN – CARDIFF AIRPORT ENTERPRISE ZONE.

- 6.60 The St Athan – Cardiff Airport Enterprise Zone is one of six Enterprise Zones recently designated in Wales. The Enterprise Zone combines both the St Athan MoD base and Cardiff Airport (including adjacent greenfield land owned by the Council and Legal and General) in a single Zone. Development in this Enterprise Zone will focus on the aerospace and defence sectors. The Welsh Government are currently preparing a Masterplan for the Enterprise Zone which will inform the future planning and development of the allocation.

## Land adjacent to Cardiff Airport and Port Road Rhoose

- 6.61 Located immediately to the east of the Airport, and south of Port Road, this strategic employment site measures approximately 77.4 hectares and draws benefits from its designation as an Enterprise Zone, alongside the Welsh Government's Aerospace Space Business Park at St Athan, as well as its proximity to the motorway network. Development of the site will encourage inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region.
- 6.62 This site is not allocated to meet local market demand for general industrial or office uses, but rather to accommodate business and employment uses catering specifically for the needs of the aerospace industry and high tech manufacturing. There are plans to create an 'airport city', taking the form of a business destination for local and international businesses including quality office accommodation, specialist education, training facilities and leisure developments. General B1, B2 and B8 industrial development will therefore not be acceptable on this site.
- 6.63 In order to deliver a high quality, comprehensive and sustainable development on this strategically important site, a Masterplan must be produced to include the following elements:
- a) Employment - the strategic employment site will be developed for B1, B2 and B8 uses, which will be required to be related to appropriate manufacturing, research and development.
  - b) Land for the extension of Porthkerry Country Park – Given the fine landscape qualities of the Vale of Glamorgan, and the need to promote sustainability, development to the south of Port Road is only considered acceptable as part of a comprehensive development including the transfer to the ownership of the Vale of Glamorgan Council (together with appropriate negotiated financial contributions) of land for a 42 ha extension to Porthkerry Country Park (Policy MG 25 refers).
  - c) The provision of an energy centre, such as a Combined Heat and Power (CHP) Plant, to ensure the development has high sustainable credentials.
  - d) Safeguarding Consideration of a route for a potential rail link to Cardiff Airport across the site to ensure the development does not compromise future proposals to enhance sustainable access to the airport. **(MC13)**
- 6.64 The phasing of such development will be critical and, accordingly, the Masterplan will be required to consider phasing for the entire allocation.

## St Athan

- 6.65 The allocation of this major site provides a significant opportunity for economic development of regional importance to take place within the Vale of Glamorgan. This part of the Enterprise Zone comprises the buildings and runway of MOD ST Athan, and an existing Aerospace Business Park.
- 6.66 The Welsh Government own the site and is preparing a Masterplan for the Aerospace Business Park (ABP), with 22 ha of the site to be retained by the MoD for military purposes, thus reducing the net developable area of employment land to approximately 208 ha.
- 6.67 The proposed development is expected to include:
- a) The refurbishment of the existing 70,000 sqm hanger (on 17.95 ha);
  - b) Erection of new and replacement buildings, airfield operational facilities and structures, to the north and south of the runway (ABP North and ABP South);

- c) Development of a business park for aviation support services in the north of the site at Picketston (on 11.79 ha) marketed to civilian aviation companies.
- 6.68 The site is allocated for aerospace related development, and will be expected to meet strategic rather than local needs.
- 6.69 The following infrastructure proposals are required to facilitate, or are considered to be critical to the success of, the Enterprise Zone proposal at St Athan: -
- Northern Access Road.
  - Highway improvements on the B4265 between St. Athan and Aberthaw at Gileston Old Mill to alleviate existing highway safety issues along this key transport corridor.
  - New housing development at St Athan (allocated under Policy MG 2)

## **POLICY MG 11 - LAND TO THE SOUTH OF JUNCTION 34 M4 HENSOL**

LAND IS ALLOCATED TO THE SOUTH OF JUNCTION 34 M4 (HENSOL) (~~51.1HA GROSS~~) **(61.8HA GROSS)** FOR EMPLOYMENT PURPOSES (CLASS B1, B2 AND B8) COMPRISING ~~28.26HA (NET)~~ **29.59HA (NET)** FOR STRATEGIC EMPLOYMENT AND 6.64HA TO MEET LOCAL NEED. **(FC21)**

- 6.70 The former Bosch factory and surrounding land (extending to 76.99 ha in total, bounded by the M4 and Junction 34 to the north and west, the railway line to the south and a wastewater treatment plant to the east) were acquired by Renishaw in 2011, who have since occupied the existing buildings for their manufacturing activities. ~~51.1Ha~~ **61.8Ha** (gross) of this primarily greenfield land is allocated to meet Strategic and local employment needs, although having regard to significant constraints on the site including a Site of Special Scientific Interest, watercourses, protected trees, and flood risk, the net developable area of employment land is reduced to ~~34.90~~ **36.23Ha**. **(FC22)**
- 6.71 ~~28.26Ha~~ **29.59Ha** of the site is allocated solely to meet Strategic employment objectives, in order to contribute towards regional economic goals and target job creation. Development will be restricted to high quality B1, B2 and B8 uses, with non-employment uses on the site restricted to small-scale proposals ancillary to the Strategic land allocation. A 6.64 ha Business Park proposal also forms part of the allocation in order to meet identified local employment needs. **(FC22)**
- 6.72 The site includes land protected for mineral resources and Sand/Gravel Allocation Areas, such that regard will need to be given to Policy MG 20 as part of any development proposal.

## **POLICY MG 12 - RETAIL HIERARCHY**

THE HIERARCHY OF RETAIL CENTRES WITHIN THE VALE OF GLAMORGAN IS DEFINED AS FOLLOWS:

### **TOWN CENTRES**

- BARRY

### **DISTRICT CENTRES**

- BARRY (HIGH STREET/BROAD STREET)
- COWBRIDGE
- LLANTWIT MAJOR



- PENARTH

## LOCAL CENTRES

- BARRY: MAIN STREET, CADOXTON; VERE STREET, CADOXTON; PARK CRESCENT; BARRY ROAD, NR. CADOXTON; UPPER HOLTON ROAD
- DINAS POWYS: CARDIFF ROAD; DINAS POWYS VILLAGE CENTRE
- PENARTH: CORNERSWELL ROAD
- ST ATHAN
- RHOOSE

## NEIGHBOURHOOD CENTRES

- BARRY: BRON-Y-MOR; CWM TALWG; GIBBONSDOWN CENTRE; PARK ROAD
- BOVERTON
- DINAS POWYS: CAMMS CORNER; CASTLE COURT/THE PARADE
- FONT-Y-GARY
- LLANTWIT MAJOR: CRAWSHAY DRIVE
- PENARTH : PILL STREET; TENNYSON ROAD

## EDGE OF CENTRE

- BARRY: BARRY WATERFRONT; PALMERSTON; PENCOEDTRE; HIGHLIGHT PARK
- PENARTH : TERRA NOVA WAY

## OUT OF TOWN

- CULVERHOUSE RETAIL PARK, CULVERHOUSE CROSS
- BROOKLANDS TERRACE RETAIL PARK, CULVERHOUSE CROSS
- VALEGATE RETAIL PARK CULVERHOUSE CROSS
- PENARTH ROAD RETAIL PARK

6.73 The retail hierarchy of the Vale of Glamorgan is strongly influenced by the availability of retail provision within and on the periphery of Cardiff. Easily accessible by sustainable transport from within the Vale of Glamorgan, Cardiff City Centre is the primary retail attractor within the region and offers a wide range and assortment of convenience and comparison shopping. Similarly, the major out of centre Retail Park at Culverhouse Cross on the eastern periphery of the Vale of Glamorgan is in close proximity to and impacts upon the main town and district centres of the Barry, Penarth and Cowbridge and is a significant retail attraction in its own right. **(MC14)**

6.74 Within the Vale of Glamorgan shopping provision is largely concentrated within Barry Town Centre and the District Retail Centres of Penarth, Cowbridge and Llantwit Major. Identified in the Wales Spatial Plan as one of fourteen key settlements that have a critical role in the growth of the Capital Region, Barry Town Centre provides for a broad range of retail, service, employment and leisure uses that serve more than a local need. Retail provision in the district centres is characterised by a range of local and national retailers and service providers that predominantly serve local catchment areas. Elsewhere within the Vale of Glamorgan, smaller independent retailers provide important daily convenience services for the immediate catchment area surrounding the local and neighbourhood centres.

6.75 The Council has prepared a Town and District Retail Assessment<sup>16</sup> for each of the town and district retail centres within the hierarchy which defines the extent of the centre boundaries and identifies the primary, secondary and where applicable tertiary shopping frontages. These are illustrated at Appendix 7. In addition, the Council commissioned work to provide a Framework for Barry Town Centre and the District Centres of Cowbridge, Llantwit Major, Penarth and Barry (High Street/Broad Street) and it is envisaged that this framework will be published as Supplementary Planning Guidance.

### **MG 13 - EDGE AND OUT OF TOWN RETAILING AREAS**

PROPOSALS FOR NEW RETAIL DEVELOPMENT ON NEW SITES OR EXISTING RETAIL AREAS IN EDGE AND OUT OF TOWN LOCATIONS, INCLUDING CHANGES OF USE, EXTENSIONS, THE MERGER OR SUBDIVISION OF EXISTING UNITS OR AMENDMENTS TO EXISTING PLANNING CONDITIONS RELATING TO THE SALE OF GOODS WILL ONLY BE PERMITTED WHERE:

1. IT CAN BE DEMONSTRATED THAT THERE IS AN ADDITIONAL NEED FOR THE PROPOSAL WHICH CANNOT BE PROVIDED WITHIN AN EXISTING TOWN, OR DISTRICT RETAIL CENTRE, AND
2. THE PROPOSAL WOULD NOT EITHER INDIVIDUALLY OR CUMULATIVELY WITH OTHER RECENT OR PROPOSED DEVELOPMENTS HAVE AN UNACCEPTABLE IMPACT ON THE TRADE, TURNOVER, VITALITY AND VIABILITY OF THE TOWN, DISTRICT, LOCAL OR NEIGHBOURHOOD CENTRES.

<sup>16</sup>Vale of Glamorgan Town & District Retail Assessment (2013 update)

### **POLICY MG 14 - NON A1 RETAIL USES WITHIN TOWN AND DISTRICT RETAIL CENTRES**

PROPOSALS FOR NON A1 RETAIL USES AT GROUND FLOOR LEVEL WITHIN THE TOWN AND THE DISTRICT CENTRES WILL BE PERMITTED WHERE:

1. THEY WOULD NOT RESULT IN MORE THAN 25% OF NON A1 RETAIL USES WITHIN THE PRIMARY SHOPPING FRONTAGE;
2. THEY WOULD NOT RESULT IN MORE THAN 50% OF NON A1 RETAIL USES WITHIN THE SECONDARY SHOPPING FRONTAGE;
3. THEY WOULD NOT CREATE AN OVER CONCENTRATION OF NON A1 RETAIL USES WITHIN THE CENTRE;
4. IN THE CASE OF A3 USES THEY COMPLEMENT THE CHARACTER OF THE EXISTING CENTRE AND BENEFIT THE DAYTIME ECONOMY;
5. THEY WOULD NOT PREVENT THE BENEFICIAL USE OR REUSE OF UPPER FLOORS;
6. THEY MAINTAIN AN ATTRACTIVE SHOP FRONTAGE THAT MAKES A POSITIVE CONTRIBUTION TO THE OVERALL CHARACTER OF THE RETAIL CENTRE; AND
7. PROPOSALS FOR NON A1 RETAIL USES OUTSIDE THE DEFINED PRIMARY AND SECONDARY RETAIL FRONTAGES WILL BE PERMITTED WHERE IT IS DEMONSTRATED THAT THE EXISTING A1 USE IS NO LONGER VIABLE.

RESIDENTIAL USES WITHIN PRIMARY AND SECONDARY GROUND FLOOR FRONTAGES IN TOWN AND DISTRICT CENTRES WILL NOT BE PERMITTED.

- 6.76 The location of primary, secondary and, where applicable, tertiary shopping frontages are provided at Appendix 7, with the Town and District retail centre boundaries also shown on the Proposals Map.

- 6.77 Within these areas the range and mix of uses will be carefully managed and controlled to ensure the continued vitality, viability and attractiveness of the retail centres. While non-retail uses such as financial and professional services (A2), food and drink outlets (A3), and offices (Class B1) can contribute to the diversity of a retail centre and generate increased footfall, a proliferation of such uses can also have a negative impact upon the long term vitality, viability and attractiveness of the centre dispersing retail premises and diluting the retail core.
- 6.78 In primary and secondary frontages the Council will seek to ensure that no more than 25% and 50% of shops respectively are occupied by non-A1 uses. Where existing non-retail uses already exceed the levels set out in the Policy, the Council will favour proposals that seek to reinstate A1 uses that further strengthen the role and function of the retail centres. Proposals for non-A1 uses will need to demonstrate that the thresholds detailed in Policy MG 14 have not been exceeded and will need to be supported by an up-to-date retail survey that illustrates the prevailing retail provision within the centre.
- 6.79 Within primary and secondary frontages consideration will also be given to whether the proposal would lead to or add to a concentration or clustering of non-A1 uses. Concentrations of non-A1 uses will therefore be carefully controlled to prevent the creation of dead retail frontages that detract from the recognised retail character and appearance of the area and will be considered on a site by site basis.
- 6.80 A3 food and drink uses such as cafés, wine bars and hot food takeaways can be complementary to existing retail centres helping to support their viability and diversity. However an over concentration of such uses within a centre can also have a detrimental impact upon existing retail premises and the retail centre itself and such uses will therefore be carefully controlled.
- 6.81 Outside of the primary and secondary retail frontages of the town and district retail centres the retention of A1 retail uses is desirable and will be encouraged. Where it can be demonstrated that the retention of an A1 retail use is no longer economically viable alternative uses will be permitted. Similarly outside of the primary and secondary retail frontages of the town and district retail centres where conversion to a non-A1 use is proposed for a vacant unit, the applicant will be required to demonstrate that the property has been actively marketed for a continuous period of 12 months.
- 6.82 To ensure that the number of retail units within the town and district retail centres is maintained, proposals for the change of use of ground floor commercial premises to residential uses will not be permitted within the identified primary and secondary frontages. Where upper floor space is vacant conversion to residential, commercial or community uses will be favoured.

#### **POLICY MG 15 - NON A1 RETAIL USES WITHIN LOCAL & NEIGHBOURHOOD RETAIL CENTRES**

WITHIN LOCAL RETAIL CENTRES PROPOSALS FOR NON A1 RETAIL USES WILL BE PERMITTED WHERE THEY WOULD NOT RESULT IN EXCESS OF 50% NON A1 RETAIL USES.

WITHIN NEIGHBOURHOOD RETAIL CENTRES PROPOSALS FOR NON A1 RETAIL USES WILL BE PERMITTED WHERE IT IS DEMONSTRATED THE ALTERNATIVE USE WOULD NOT HAVE AN UNACCEPTABLE IMPACT ON THE VIABILITY AND VITALITY OF THE CENTRE AND, IN THE CASE OF CONVERSION OF AN EXISTING A1 USE, IT HAS BEEN APPROPRIATELY MARKETING AND DEMONSTRATED TO BE NO LONGER VIABLE.

PROPOSALS FOR RESIDENTIAL DEVELOPMENT IN LOCAL AND NEIGHBOURHOOD RETAIL CENTRES WILL ONLY BE PERMITTED WHERE IT HAS BEEN DEMONSTRATED THAT OTHER ALTERNATIVE USES HAVE BEEN APPROPRIATELY MARKETING AND WHERE THEY WOULD NOT SINGULARLY OR CUMULATIVELY HAVE AN UNACCEPTABLE IMPACT ON THE VITALITY, VIABILITY AND RETAIL CHARACTER OF THE CENTRE.

- 6.83 The Council has undertaken a review of the local and neighbourhood retail centres<sup>17</sup> to determine the extent and viability of each centre and the boundaries of these centres are shown at Appendix 8.
- 6.84 As part of the retail assessment, Upper Holton Road has been redefined as a local retail centre within the retail hierarchy, with a small retail core identified. In order to try and sustain this retail core, the Council has prepared Development Guidelines as Supplementary Planning Guidance (SPG) which seeks to encourage improvements to the retail centre to improve its attractiveness and viability.

<sup>17</sup>Vale of Glamorgan Town & District Retail Assessment (Martin Tonks July 2009)

- 6.85 The local and neighbourhood retail centres of the Vale of Glamorgan perform a valuable role in sustaining local communities, providing for the daily needs of local residents and reducing the need to travel. However modern shopping habits have seen the role of local and neighbourhood centres decline and the range of facilities at many of the centres are slowly being eroded and replaced by non-retail, often service, uses or converted to residential properties. While in some cases such changes result in the beneficial reuse of otherwise vacant properties that detract from the local environment, others can significantly damage the viability of a centre and contribute to its decline and ultimate loss. It is important therefore to ensure that such changes are carefully managed and that the important role of the local retail centres is maintained.
- 6.86 Within the identified local retail centres, the Council will therefore seek to maintain viable levels of retail provision which are capable of sustaining the local centres. Therefore proposals which reduce the level of A1 ~~uses~~ **premises** within local retail centres to below 50% will not be permitted. **(FC23)**
- 6.87 Similarly proposals which would result in the over concentration or clustering of non-A1 retail ~~uses~~ **premises**, including residential, within a local retail centre will be carefully controlled to ensure that the viability and retail function of the local centre is maintained. It is recognised, however, that a mix of non-retail uses such as medical centres and dental practices can contribute to or improve the viability of local centres, providing improved local services and increasing footfall near retail premises. Such uses will therefore generally be favoured where the retail role of the local centre is maintained and there is no unacceptable impact upon local amenity. Given the diversity of the identified retail centres proposals for non-A1 uses will be assessed on a case by case basis against the individual characteristics of each local centre. **(FC23)**
- 6.88 The smaller neighbourhood centres of the Vale of Glamorgan are more affected by changes in shopping behaviour and are more likely to be under threat from alternative uses, particularly conversions to residential use. While recognising the importance of the retail uses in these neighbourhood centres and the role that they play in reducing the need to travel, the Council recognises that it is not always commercially viable to maintain a retail presence. Therefore, while the retention of A1 retail uses within neighbourhood centres is desirable and will be encouraged, where it can be demonstrated that there will be no unacceptable impact on the viability and

vitality of the centre and the retention of A1 retail use is no longer economically viable, alternative uses will be permitted. Whether the continued A1 use of a property is realistically achievable and economically viable will normally be determined through active and appropriate marketing for a continuous period of at least 12 months.

- 6.89 Proposals for alternative uses in local and neighbourhood centres will be favoured where they are retail type services or other commercial or community related uses which add to the attractiveness and overall offer of the centre. These uses can include those which fall under use classes A2 (financial and professional services), A3 (food and drink), D1 (non-residential institutions), D2 (assembly and leisure), B1 (office uses) and sui generis uses where considered appropriate. In order to protect the viability of both local and neighbourhood retail centres, changes of use to residential should only be considered where appropriate marketing efforts have demonstrated that there is no take-up for such other service and retail-related uses, and it is considered the proposed use would have no unacceptable impact on the centre in accordance with Policy MG15.

## **Managing**

### **POLICY MG 16 - TRANSPORT PROPOSALS**

LAND FOR THE FOLLOWING TRANSPORTATION SCHEMES IS ALLOCATED:

#### **WALKING AND CYCLING**

1. NATIONAL CYCLE NETWORK ROUTE 88 AND ASSOCIATED LOCAL URBAN AND RURAL CONNECTIONS.
2. A4050 PORT ROAD TO CARDIFF AIRPORT.
3. A48 CULVERHOUSE CROSS TO BRIDGEND.
4. EGLWYS BREWIS ROAD IN CONJUNCTION WITH THE PROPOSED NORTHERN ACCESS ROAD, ST ATHAN ENTERPRISE ZONE.
5. BARRY WATERFRONT TO DINAS POWYS.

#### **RAIL**

6. ELECTRIFICATION OF THE VALE OF GLAMORGAN LINE.

#### **BUS**

7. A4050 CULVERHOUSE TO CARDIFF AIRPORT.
8. A48 CULVERHOUSE CROSS TO BRIDGEND VIA COWBRIDGE.
9. MERRIE HARRIER CARDIFF ROAD BARRY TO CARDIFF VIA BARRY ROAD.
10. LECKWITH ROAD, LLANDOUGH TO CARDIFF.
11. LAVERNOCK ROAD TO CARDIFF VIA THE BARRAGE.
12. BUS PARK AND RIDE AT COSMESTON PENARTH HIGHWAYS.
13. BARRY ISLAND LINK ROAD.
14. NORTHERN ACCESS ROAD (ST ATHAN ENTERPRISE ZONE).
15. GILESTON - OLD MILL B4265.
16. IMPROVEMENTS TO THE A4226 BETWEEN WAYCOCK CROSS, BARRY AND SYCAMORE CROSS, A48 (FIVE MILE LANE).
17. CROSS COMMON ROAD JUNCTION IMPROVEMENTS.
18. NORTH OF A48, BONVILSTON ROAD IMPROVEMENTS.
19. LINK ROAD BETWEEN A48 AND LLANTWIT MAJOR ROAD, COWBRIDGE.

#### **INTERCHANGES**

20. BARRY DOCK STATION BUS INTERCHANGE.

#### **HIGHWAY IMPROVEMENT WORKS**

IN ADDITION, TO MITIGATE THE IMPACT OF DEVELOPMENT ON THE HIGHWAY NETWORK, HIGHWAY IMPROVEMENT WORKS IN THE FORM OF CORRIDOR OR JUNCTION IMPROVEMENT SCHEMES WILL BE REQUIRED.

- 6.90 Policy MG 16 identifies and, where necessary, safeguards land required for transport proposals for the LDP, providing improvements which will support the strategic objectives of the Plan and realise enhanced sustainable transport facilities and highway improvements. Many of the schemes identified are included in and supported by the South East Wales Transport Alliance's (Sewta) Regional Transport Plan and others are ongoing schemes or form elements of committed development-led proposals. The schemes identified in Policy MG 16 are at differing stages of development and therefore while definitive route alignments are available for some proposals for others only indicative alignments are available. All routes and areas to be protected are illustrated on the Proposals Map.
- 6.91 In addition, a Highway Impact Assessment<sup>18</sup> has been undertaken which has considered capacity issues as a result of planned growth through the LDP, and identified problem links and junctions where improvements will be required. As a consequence, Policy MG 16 also identifies the need for a number of infrastructure schemes required to mitigate the impacts of development on the highway network, the delivery of which will be sought via developments and through the Community Infrastructure Levy.

### **Walking and Cycling**

- 6.92 Walking and Cycling are sustainable and practical alternatives to the private car, supporting healthy lifestyles and reducing the impact on the environment. An essential element in encouraging an increase in walking and cycling is the provision of a network of high quality dedicated routes that link communities and provide access to local retail, employment and recreation opportunities. The LDP will seek to encourage and give priority to those proposals that enhance opportunities for walking and cycling.
- 6.93 The Council has a long standing commitment to develop the National Cycle Network within the Vale of Glamorgan. NCN Route 88 links NCN Route 4 at Margam Park in the County Borough of Bridgend, through the Vale of Glamorgan to the start of NCN Route 8 in Cardiff Bay. A feasibility study that identifies a preferred route for NCN 88 has been prepared for the Vale of Glamorgan Council by Sustrans<sup>19</sup> and some sections of the route have been constructed. The remainder of the route is at varying stages of development. While some sections, such as those along Cardiff Road between Barry and Dinas Powys and to the south of Penarth along Railway Walk benefit from detailed feasibility and design studies other sections have not been the subject of any detailed investigations. Development of the route will seek to capitalise on established programmes such as the Vale of Glamorgan wide Safe Routes in Communities schemes and the Penarth Connect2 programme as well as sustainable transport contributions from new development proposals.
- 6.94 The Pont Y Werin over the River Ely is a strategic walking and cycling link between the Vale of Glamorgan and Cardiff. Supported by the South East Wales Transport Alliance, the Vale of Glamorgan Council is committed to developing a network of walking and cycling routes within Penarth that lead to the Pont Y Werin and which encourage greater use of alternative and more sustainable modes of transport for both utility and leisure trips. Completion of the network will also contribute to the completion of the NCN Route 88 within the Vale of Glamorgan and provide continuity with walking and cycling routes within Cardiff.

<sup>18</sup> Highway Impact Assessment (Capita) 2013

<sup>19</sup> The National Cycle Network through the Vale of Glamorgan Feasibility Study (Sustrans 2008)

- 6.95 The A4050 Port Road is a major strategic transport route that connects Cardiff Airport through Barry to the transport interchange at Culverhouse Cross and the M4. Supported by the Welsh Government and Sewta, the development of improved walking and cycling routes along this strategically important transport corridor will build upon successful projects that have been implemented by the Vale of Glamorgan Council under the Safe Routes in Communities programme in north Barry and will support the development of improved sustainable access to Cardiff Airport.
- 6.96 The A48 Bridgend to Culverhouse Cross is recognised by the South East Wales Transport Alliance as a major strategic transport route that connects Bridgend to Cardiff and the rural Vale to Cardiff and the M4. Whilst this route has been identified as in the top 10 corridors within the Sewta area for bus priority improvements, the route will also benefit from improved walking and cycling routes to enhance this strategically important transport corridor and connect the rural communities to the transport interchange at Culverhouse Cross.
- 6.97 As part of the Enterprise Zone and associated housing development at and around St Athan, it is considered essential to deliver walking and cycling infrastructure on Eglwys Brewis Road when the Northern Access Road is developed, given the importance of linking link St Athan to Llantwit Major to access the transport interchange at Llantwit Major. This will provide real sustainable transport options to the residents of St Athan and assist Forces personnel and users of the Aerospace Business Park in accessing the site by alternative means to the car. It will also assist school pupils to access the secondary school without the requirement for dedicated school transport provision, and promote healthy and active lifestyles.
- 6.98 Barry Waterfront to Dinas Powys is identified as a major strategic transport corridor connecting the settlement of Barry to Cardiff. Currently there are no walking and cycling facilities linking the Waterfront to Dinas Powys between the Biglis Roundabout on the outskirts of Barry to Dinas Powys on the corridor to Cardiff. Sewta has already funded the feasibility of a walking and cycling route along this corridor and the Council is currently considering the land options to deliver a dedicated off road shared walking and cycling route to connect these settlements. Walking and cycling provision has already been provided from Dinas Powys to Llandough along the Merrie Harrier bus priority corridor and on Cardiff Road Barry and Hayes Road Sully. This missing link is considered important to build upon the previous successful projects that have been implemented by the Vale of Glamorgan Council through the Regional Transport Plan programme and the Safe Routes in Communities programme.
- 6.99 The Welsh Coastal Access Improvement Programme seeks to improve access to the Welsh coast for local communities and visitors by way of improvements to existing paths and the development of new routes. With 53 kilometres of coast the Vale of Glamorgan coastline forms an integral part of the Coastal Path stretching from Cardiff Bay/Ely Estuary in the east to the Ogmere River in the west. Funded by the Welsh Government and project managed by Natural Resources Wales the programme has delivered a high quality walking and cycling route around the Welsh coastline (Policy SP 11 refers).

## **Rail and Bus**

- 6.100 Enhanced public transport services and infrastructure facilitate more frequent and reliable public transport services and encourage greater patronage, reducing the reliance upon the private car and benefiting the environment.

- 6.101 Cardiff Airport and the adjoining Airport Business Park have the potential, as part of the Enterprise Zone, to deliver substantial and long term economic growth to both the Vale of Glamorgan and the wider Capital Region. This potential however has been constrained by inadequate surface access that has limited growth and delayed investment. All opportunities to enhance public transport access to the airport, and provide economic benefits and reduce the reliance on the private car, will therefore be supported.
- 6.102 Central Government announced in 2012 that the whole of the Valley Lines network is to be electrified, including the Vale of Glamorgan Line. The investment, which is currently anticipated to be completed by 2018, will allow the use of cleaner, quicker and more efficient electrified rolling stock, replacing the current less efficient and more polluting diesel trains. Electrification will reduce the long-term operational costs of running the railway, bring environmental benefits, faster journeys, more capacity and support economic regeneration and jobs growth in South Wales.
- 6.103 As part of a study undertaken by Jacob's consultancy in 2010 commissioned by Sewta, a number of rail stations on the VOG Line were identified as areas that would require additional park and ride spaces in the short to medium term. Barry Docks Station has already been delivered, providing for 220 spaces in 2011, although a further location identified at Cogan, Penarth has not been delivered due to issues of deliverability during the Plan period.
- 6.104 As part of the development of a scheme for a new Central Station to serve the Barry Town Centre and Barry Waterfront, in 2002 the Vale of Glamorgan Council identified an integrated and phased approach to the redevelopment and improvement of Barry Dock Station and the surrounding area. Initial phases have resulted in the upgrading of the station platform and the construction of a new strategic footbridge linking Thompson Street to the Holton Reach site on Barry Waterfront. Supported by the Welsh Government and the South East Wales Transport Alliance, a Park and Ride site has also been completed at Barry Docks station, comprising the upgrading of the Barry Dock Office car park and provision of approximately 220 park and ride spaces.
- 6.105 The Sewta Bus Strategy (2007) includes proposals to improve the bus corridor between the Vale of Glamorgan and Cardiff along the primary road network. The main recommendation of the bus investment programme study was to focus on improvements to the Dinas Powys, Llandough and Leckwith corridor to Cardiff. The Steer Davies Gleave Study 2008 expands on the proposals identified within the Sewta Bus Strategy and identifies 10 major corridors for bus priority measures within the Sewta Region. The corridors identified within the Vale of Glamorgan, include the Dinas Powys to Cardiff corridor, Culverhouse Cross to the Airport corridor and Bridgend to Cardiff via A48 and Cowbridge corridor. These routes are considered more problematic for buses to gain advantage over the car due to congestion and volume of traffic which makes the buses sit in the same traffic as the cars. An advantage to buses through bus priority will encourage a switch of transport mode from car to public transport.
- 6.106 Detailed feasibility work is required in respect of these key routes, which will be considered as part of a comprehensive assessment of how the impact of development on the strategic highway network can be mitigated, funding for which will be sought from national grants and development proposals in conjunction with the Council's Infrastructure Plan and Community Infrastructure Levy.
- 6.107 In Summer 2013, Sewta unveiled proposals for a fully integrated transport system in the Cardiff City region, identifying potential new railway stations and routes, as well as priority bus lanes and light rail, to better connect the region. Designed to be a "catalyst" for economic growth and job creation, with the support of the Welsh Government in partnership with the public and private sector, it is hoped to deliver



public transport improvements in the Vale of Glamorgan including journey time improvements and integrated park-and-ride proposals.

- 6.108 The Capita Park and Share Study (2007) undertaken on behalf of Sewta identified a need for land to be provided for a park and ride/park and share facility Penarth. Land at Cosmeston has been identified as large enough and close enough, to meet the requirements to enable the 500 spaces required for a regional site to be provided. Through its emerging Bus Network Strategy, Sewta recognises the need to implement bus priority measures along corridors where regional bus based park and ride facilities are provided. Therefore, in order to consider a park and ride facility at Cosmeston to cater for buses accessing Cardiff via the Barrage, bus priority measures will need to be provided on the corridor from Cosmeston to Cardiff Bay.

## Highways

- 6.109 As part of the St Athan Enterprise Zone, a new Northern Access Road (NAR) is proposed from the B4265 between Boverton and Llanmaes Traffic Signal Junctions, to accord generally with the scheme previously approved in full by applications ref. 2009/00500/OUT and 2009/00501/OUT for the Defence Technical College and Aerospace Business Park. The NAR is considered essential to facilitate development at the Enterprise Zone and deliver the economic benefits to the Vale of Glamorgan and wider region.
- 6.110 The Council has long standing proposals for a highway improvement along the B4265 at Gileston - Old Mill where the current road alignment between St. Athan and Aberthaw is constrained by the local topography which creates significant road safety issues. The Gileston - Old Mill proposal will comprise on and off line improvements to the B4265 that will include both horizontal and vertical carriageway realignment to alleviate the existing highway safety issues along this key access corridor that forms the primary road connection to Aberthaw Power Station, Llantwit Major and the Aerospace Business Park / Enterprise Zone at St. Athan.
- 6.111 The Barry Island Link Road is an integral part of the strategically important Phase Two Barry Waterfront regeneration scheme. The new link road will form the primary access corridor through the development area providing improved sustainable transport infrastructure, increasing local permeability within the Waterfront and facilitating the improved integration of the regeneration area, the town and the communities and tourism centre at Barry Island. The Council will actively pursue discussions with the developers and Welsh Government to provide the link road at the earliest possible stage of the development.
- 6.112 The Vale of Glamorgan Council has progressed environmental studies and identified route alignment options in respect of highway safety improvements along Five Mile Lane. The route is an important north-south corridor within the Vale of Glamorgan with poor alignment that contributes to road safety concerns. The studies that have been undertaken have formed the basis for the Council's current proposals to upgrade the alignment of the Five Mile Lane and undertake junction improvements at Sycamore Cross (completed 2013) and Waycock Cross. The proposals will need to be the subject of formal Environmental Impact Assessment and, if approved, would improve highway safety, help reduce congestion and enhance access to Cardiff Airport and St Athan.
- 6.113 In addition, the following three major residential allocations under Policy MG 2 will be required to facilitate or deliver key highway improvements, with further details on implementation provided under Policy MG2: -
- Land to the north and west of Darren Close, Cowbridge (MG 2 (20)) - Link Road Between A48 and Llantwit Major Road, Cowbridge

- Land at Cross Common Road (MG 2 (29)) – New junction onto Cross Common Road/**Cardiff Road (MC15)**
- Land to the east of Bonvilston (MG 2 (37)) – Highway Improvements from A48

6.114 As detailed above, the Highway Impact Assessment<sup>20</sup> has identified the links and junctions that will be at or over capacity as a result of the LDP by the year 2026. The list of links/ junctions required by Policy MG 16 to mitigate the impact of development on the highway network are as follows:

#### **Links / Corridor Improvement Schemes**

- Windsor Road, Penarth
- Pontypridd Road, Barry
- Port Road (South Wenvoe)
- Cardiff Road (Gwenllian Street)
- Port Road (South Wenvoe)
- Barry Docks Link Road (North Of Signals)
- Port Road (VOG Depot)
- Cardiff Road (Gwenllian Street)
- Port Road (Merthyr Dyfan Road)
- Port Road (Wenvoe Golf Club)
- Broad Street, Barry
- Port Road (VOG Depot)
- Pontypridd Road, Barry
- Broad Street, Barry
- Port Road West (Tesco)

<sup>20</sup> Highway Impact Assessment (Capita) 2013

#### **Junctions**

- A4232/Cowbridge Road W/A4050/A48 Roundabout
- Cardiff Road/Murch Road/Millbrook Road Junction
- A48/A4226/Road To North Priority Junction
- Penarth Road/Cogan Spur/Windsor Road/Barry Road Junction
- Waycock Road/Port Road W/Pontypridd Road Roundabout
- Penlan Road/Barry Road/Andrew Road/Cardiff Road And Cardiff Road/Redlands Road Junctions
- Leckwith Road/Pen-Y-Turnpike Road Priority Junction
- A4050 Port Road/Caerau Lane/Nant Isaf Roundabout
- A48/B4265/Road To North Priority Junction
- A4050 Port Road/Morfa Lane/Old Port Road Roundabout
- A4231/A4055 Cardiff Road/B4267 Sully Moors Road Roundabout
- Palmerston Road/Cardiff Road Junction
- A4050/A4231/Port Road Roundabout
- A4222/B4270 Priority Junction
- Aberthin Road/Cardiff Road/St. Athan Road/Eastgate Junction
- Port Road/Colcot Road Roundabout
- B4265/Gileston Road Priority Junction (E)
- Gladstone Road/Broad Street/Gladstone Bridge/ Roundabout
- Ffordd Y Mileniwm/A4055/Cardiff Road Roundabout
- Pontypridd Road/Jenner Road / Park Crescent/Gaen Street R/A
- Cogan Hill/Approach From Terra Nova Roundabout

6.115 The links identified above will all require 'Corridor Improvement Schemes' which may include bus priority measures; additional vehicle lanes; new roads (by-pass); cycle ways; high occupancy lanes, VMS (Variable Message Signs), one-way roads, etc. In a similar way, the 'Junction Improvement Schemes' will include new junctions, upgrading to signals or roundabouts, additional approach/exiting lanes, bus gates, use of intelligent systems, improved signal timings, etc.

- 6.116 Detailed feasibility work, including all necessary integration of highway improvements with sustainable transport links, will form an essential part of the Council's ongoing Infrastructure delivery work. This work will seek to identify improvements or mitigating measures that will help to: (a) encourage, improve or provide the infrastructure for sustainable modes of travel, by means other than the private car; and/or (b) increase link or junction capacity by way of highway improvements, or creation of new routes (building a new link for example).
- 6.117 The Council's Infrastructure Plan incorporates further details of planned highway improvements and delivery mechanisms, including through the Community Infrastructure Levy.

### **Interchanges**

- 6.118 Interchanges provide a central focus and point of integration for public transport services. The quality and safety of the facilities provided at interchanges is a key influence on passenger perception of public transport services and the provision of high quality public transport interchange facilities often has important regeneration benefits as a catalyst to stimulate investment due to the associated footfall. Since the demise of the bus depot on Broad Street Barry in 1992, it is recognised in the Steer Davies Gleave (2008) report that Barry, being the largest town in the region, would benefit from an interchange along the line of the railway, to include a bus interchange. Initially, it was considered that Barry railway station may be a more favourable location to site a bus station, but due to the lack of land and the fact that Barry Docks is more central for the town centre and the Waterfront, the report recognised a need for a Bus station close to the Barry Docks railway station. Therefore, as a final phase of the ongoing improvement works at Barry Dock Station, an integrated transport interchange is proposed. This scheme is supported by Sewta and is identified for delivery within the RTP's capital programme. It will complement the improved Park and Ride facilities at the station and further integrate Barry Waterfront with Barry Town centre.

## **POLICY MG 17 - SPECIAL LANDSCAPE AREAS**

THE FOLLOWING AREAS ARE DESIGNATED AS SPECIAL LANDSCAPE AREAS:

1. CASTLE UPON ALUN;
2. UPPER & LOWER THAW VALLEY;
3. ELY VALLEY & RIDGE SLOPES;
4. NANT LLANCARFAN;
5. DYFFRYN BASIN & RIDGE SLOPES;
6. CWRT-YR-ALA BASIN.

WITHIN THE SPECIAL LANDSCAPE AREAS IDENTIFIED ABOVE, DEVELOPMENT PROPOSALS WILL BE PERMITTED WHERE IT IS DEMONSTRATED THEY WOULD CAUSE NO UNACCEPTABLE HARM TO THE IMPORTANT LANDSCAPE CHARACTER OF THE AREA.

- 6.119 Special Landscape Areas (SLA) have been designated to protect areas of the Vale of Glamorgan<sup>21</sup> that are considered to be important for their geological, natural, visual, historic or cultural significance. These areas have been identified through the utilisation of a methodology devised by the former Countryside Council for Wales (now Natural Resources Wales) in collaboration with a consortium of local authorities in South East Wales<sup>22</sup>, which uses LANDMAP data. The process allows information about the landscape to be gathered, organised and evaluated into a nationally consistent, quality assured data set.

- 6.120 Details of the identified SLAs are contained within the Vale of Glamorgan Designation of Special Landscape Areas Background Paper (2013).
- 6.121 The designation of SLAs is not intended to prevent development but to ensure that where development is acceptable careful consideration is given to the design elements of the proposal such as the siting, orientation, layout and landscaping, to ensure that the special qualities and characteristics for which the SLAs have been designated are protected.
- 6.122 Development proposals within or closely related to SLAs will be required to fully consider the impact of the proposal on the SLA through the submission of a landscape impact assessment consistent with the guidance set out in the Council's Design in the Landscape SPG<sup>23</sup>. Where applicable, this should form a key element of a planning application's design and access statement and should demonstrate that the proposal has been designed to remove or reduce any unacceptable impacts on the qualities for which the SLA has been designated. Any cumulative impacts that the proposal may have in relation to existing or planned proposals in the locality should also be considered. This is particularly the case for wind turbines or large structures and large-scale proposals such as solar farms. The level of detail required in each landscape impact assessment should be commensurate with the scale of the proposal.

<sup>21</sup> Designation of Special Landscape Areas (April 2008) TACP

<sup>22</sup> Development of Criteria for Special Landscape Area Designation for South East Wales Local Authorities (July 2007)

<sup>23</sup> Design in the Landscape Supplementary Planning Guidance, Vale of Glamorgan Council (2006)

## **POLICY MG 18 - GREEN WEDGES**

GREEN WEDGES HAVE BEEN IDENTIFIED TO PREVENT THE COALESCENCE OF SETTLEMENTS AND TO RETAIN THE OPENNESS OF LAND AT THE FOLLOWING LOCATIONS:

1. BETWEEN DINAS POWYS, PENARTH AND LLANDOUGH;
2. NORTH WEST OF SULLY;
3. NORTH OF WENVOE;
4. SOUTH OF BRIDGEND;
5. BETWEEN BARRY AND RHOOSE;
6. SOUTH PENARTH TO SULLY; AND
7. BETWEEN RHOOSE AND ABERTHAW.

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

- 6.123 Land on the urban fringe particularly around the key, service and primary settlements within the South East Zone is vulnerable to speculative development that can blur the boundaries between settlement edges and the open countryside. Unchecked this development would result in the incremental loss of open land and ultimately lead to the coalescence of settlements with a resultant detrimental impact upon agriculture, the landscape and the amenity value of land.
- 6.124 While other policies of the LDP seek to prevent inappropriate development within the open countryside it is considered that the areas defined by the green wedges are more vulnerable and susceptible to change and require additional protection. Therefore, within the areas defined by the green wedges development will be carefully controlled to ensure that proposals prevent coalescence between settlements, do not prejudice the open nature of the land, and protect urban form. In applying this protection, however, it is recognised that individual or small groups of dwellings exist within the designations and that activities such as agriculture, forestry

and recreation, occur. Consequently, development associated with existing uses will be limited to minor structures which are strictly ancillary to existing uses. Details of each of the designations are contained within the Green Wedge Background Paper (2013).

## **POLICY MG 19 - SITES OF IMPORTANCE FOR NATURE CONSERVATION**

DEVELOPMENT WHICH HAS AN UNACCEPTABLE IMPACT ON SITES OF IMPORTANCE FOR NATURE CONSERVATION (SINCS) WILL NOT BE PERMITTED

- 6.125 Sites of Importance for Nature Conservation (SINC) are non-statutory designations that seek to protect areas of high wildlife value at a local level. Together with nationally designated sites such as Sites of Special Scientific Interest (SSSIs), SINCS form a vital component in the protection of biodiversity within the Vale of Glamorgan. SINCS can vary in size from small ponds to open expanses of grassland or heath and together they form an important network of local habitats and 'stepping stones' that enable species migration and dispersal. The SINC sites identified within the Vale of Glamorgan are shown on the Proposals Map and listed at Appendix 9, with details of why the SINC has been identified provided in the SINCS Background paper<sup>24</sup>.

<sup>24</sup> Identification of SINCS Background Paper

- 6.126 Development will not be permitted where it would have an unacceptable impact upon the particular features for which a SINC has been identified. However there may be instances where the benefits of a particular development outweigh the importance of the SINC, for example where a highway scheme resolves local safety issues or where significant employment is to be provided. In such instances mitigation will be required to compensate for the adverse impact on the site. SINCS within the Vale of Glamorgan have been identified in accordance with the Welsh Government's criteria "Wildlife Sites Guidance Wales: A Guide to Develop Local Wildlife Systems in Wales; Biodiversity Partnership" following extensive investigation and are detailed on the Proposals Map. Further guidance in relation to nature conservation is available in PPW and TAN 5 - Nature Conservation and the Council's Biodiversity and Development Supplementary Planning Guidance (August 2010). Development proposals which ~~affect SINCS~~ **adversely impact on locally identified sites** will be assessed in accordance with Policy MD10 **and the same overriding need justification principles will be applied as for European or National sites i.e. the need for the development must outweigh the biodiversity interest of the site and that development could not be located elsewhere. In such cases, compensation/mitigation will be required in accordance with Policy MD 10. However, for locally identified sites their emphasis will reflect the scale of the development proposal and the local status of the site. (MC16)**

## **POLICY MG 20 - DEVELOPMENT IN MINERALS SAFEGUARDING AREAS**

KNOWN MINERAL RESOURCES OF SANDSTONE, SAND AND GRAVEL AND LIMESTONE ARE SAFEGUARDED FROM ALL FORMS OF PERMANENT BUILT DEVELOPMENT AS SHOWN ON THE PROPOSALS MAP.

NEW DEVELOPMENT WILL ONLY BE PERMITTED IN AN AREA OF KNOWN MINERAL RESOURCE WHERE IT HAS FIRST BEEN DEMONSTRATED THAT:

1. ANY RESERVES OF MINERALS CAN BE ECONOMICALLY EXTRACTED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT; OR
2. EXTRACTION WOULD HAVE AN UNACCEPTABLE IMPACT ON ENVIRONMENTAL OR AMENITY CONSIDERATIONS; OR

- ~~3. THE RESOURCE IN QUESTION IS OF POOR QUALITY/ QUANTITY; AND~~
- ~~4. THE DEVELOPMENT WOULD HAVE NO SIGNIFICANT IMPACT ON THE POSSIBLE WORKING OF THE RESOURCE BY REASON OF ITS NATURE OR SIZE.~~

3. THE DEVELOPMENT WOULD HAVE NO SIGNIFICANT IMPACT ON THE POSSIBLE WORKING OF THE RESOURCE BY REASON OF ITS NATURE OR SIZE; OR

4. THE RESOURCE IN QUESTION IS OF POOR QUALITY / QUANTITY; ~~AND~~. (FC24)

6.127 In view of the landbank of reserves with planning permission at existing mineral working sites within the Vale of Glamorgan, there is no requirement for the Plan to allocate additional areas for limestone extraction. Significant areas have, however, been identified as containing resources that may be of value for mineral working in future. Those areas are identified on the Proposals Map and are protected from permanent development that could sterilise or hinder their future extraction.

~~6.128 The purpose of this Policy is to avoid inappropriate sterilisation of the mineral resource where development is proposed. Market demand for the material beneath the development site at the time of development will be a factor in determining whether prior extraction is feasible. Environmental designations and the desirability of retaining on-site features of a site may preclude any future working of the mineral resource in spite of safeguarding.~~

**6.128 The reason for the safeguarded area (i.e. the potential long term benefit of the resource in question) should be considered relative to the need for development and any short term economic arguments. (FC25)**

6.129 In addition, small-scale development proposals, for example limited infill, householder development or agricultural development, will often be permissible within safeguarded areas, although they will first need to demonstrate that they would not prejudice future exploitation of the safeguarded resource.

6.130 ~~Where LDP allocations occur within safeguarding zones for the mineral resource the allocation will take precedence over the safeguarding requirement as the Council has already considered the impact on the resource.~~ **The Council has considered the impact of LDP site allocations on the wider minerals resource.** However, in accordance with this policy prior extraction should still be considered. Further details on the implementation of the Policy will be addressed through Supplementary Planning Guidance. (FC26)

## **POLICY MG 21 - BUFFER ZONES**

BUFFER ZONES HAVE BEEN IDENTIFIED AROUND MINERAL WORKING SITES. WITHIN BUFFER ZONES PROPOSALS FOR NEW DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT IS DEMONSTRATED THAT:

1. THE PROPOSAL WOULD NOT CONSTRAIN THE OPERATIONS OF THE MINERAL SITE; AND
2. THE PROPOSAL WOULD NOT BE UNACCEPTABLY AFFECTED BY THE MINING OPERATIONS AT THE SITE.

6.131 The operation of mineral workings frequently conflict with other land uses and impacts such as noise, dust and vibration which can significantly affect local amenity.

Similarly, development in close proximity to mineral workings can severely constrain the ability of mineral resources to be worked. In order to provide areas of protection around mineral workings buffer zones have been identified to reduce the conflict between the mineral operation and other sensitive land uses such as residential areas, hospitals and schools. Within the identified buffer zones, there should be no new mineral development **extraction** or **new** sensitive development, will be permitted unless it can be demonstrated that there will be no adverse impact **except where the site of the new development in relation to the mineral operation would be located within or on the far side of an existing built up area which already encroaches into the buffer zone.** Other less sensitive development such as industry or employment may be acceptable where it can be demonstrated that such proposals would not unacceptably impact upon the operations of the mineral working. (FC27)

- 6.132 The extent of the buffer zone is based on standard national guidance contained in MTAN1 which is 200m for hard rock quarries. The minerals buffer zones have been identified on the Proposals Map.

## **POLICY MG 22 - DORMANT MINERAL SITES**

THE COUNCIL WILL SEEK TO PREVENT FURTHER MINERAL EXTRACTION AT LONG DORMANT MINERAL SITES. WHERE IT IS SATISFIED THAT THE RESUMPTION OF WINNING AND WORKING OF MINERALS OR THE DEPOSITING OF MINERAL WASTE TO ANY SUBSTANTIAL EXTENT IS UNLIKELY THE COUNCIL WILL SEEK TO SERVE PROHIBITION ORDERS.

- 6.133 In addition to active quarry sites, there are a number of inactive and long dormant mineral sites within the Vale of Glamorgan where no mineral working has occurred for a period in excess of 10 years. These are shown on the Proposals Map. Many of the sites have re-generated naturally, have been put to alternative uses or are constrained by nearby development. For example, Cosmeston Quarry flooded to a depth of over 20 metres when quarrying ceased in the 1960s and has since been incorporated into Cosmeston Country Park; Lavernock Quarry and Southerndown Road have been used as waste disposal sites; and Ely Brickworks (shared with Cardiff) has been largely covered by the Ely Link Road. In addition, reserves at Beaupre, Cnap Twt, Cross Common and Downswood quarries are limited and/or constrained.

- 6.134 The Council will therefore investigate preventing further extraction of resources at these sites in order to provide certainty about future working and where appropriate will seek to ensure that restoration is undertaken. The following are considered to be long dormant mineral sites for the purposes of this Policy:

1. Argoed Isha Quarry, Llansannor;
2. Beaupre (Long Grove) Quarry, St Hilary;
3. Cnap Twt Quarry, Castle Upon Alun;
4. Cosmeston Quarry, Penarth;
5. Cross Common Quarry, Dinas Powys;
6. Downswood Quarry, Penarth;
7. Ely Brickworks (Site Shared With Cardiff)
8. Lavernock Quarry;
9. St. Andrews Quarry, St Andrews Major;
10. Southerndown Road Quarry

- 6.135 The quarry at Cnap Twt, Castle Upon Alun is a geological SSSI. Section 28G of The Countryside and Rights of Way Act 2000 places a duty on Local Authorities "to take reasonable steps, consistent with the proper exercise of the Authority's functions, to further the conservation and enhancement of the flora, fauna or geological or

physiographical features by reason of which the site is of special scientific interest.”  
As the features of interest of the site are in the rock face, it is considered that no restoration should take place unless and until such proposals have been approved by Natural Resources Wales.

## **POLICY MG 23 - MINERAL WORKING**

PROPOSALS FOR THE EXTRACTION OF MINERALS WILL ONLY BE PERMITTED WHERE THERE IS A PROVEN NATIONAL, REGIONAL OR LOCAL NEED FOR THE MINERAL AND:

1. **ANY ADVERSE** IMPACTS ON THE NATURAL ENVIRONMENT ARE **AVOIDED OR MITIGATED TO AN ACCEPTABLE LEVEL, AND ENHANCED WHEREVER POSSIBLE** **PROPOSALS INCLUDE, WHERE APPROPRIATE, MEASURES TO ENHANCE THE NATURAL ENVIRONMENT; (FC28)**
  2. IMPACTS ON BUILT AND CULTURAL HERITAGE ARE MITIGATED TO AN ACCEPTABLE LEVEL AND ENHANCED WHEREVER POSSIBLE;
  3. IMPACTS ON THE AMENITY OF LOCAL RESIDENTS AND LOCAL COMMUNITIES ARE NOT UNACCEPTABLE, IN PARTICULAR WITH REGARD TO NOISE, HEALTH, AIR QUALITY, VIBRATION, VISUAL IMPACT, ACCESS PROVISION AND TRAFFIC GENERATION;
  4. IMPACTS ON GEOLOGY, HYDROLOGY AND HYDROGEOLOGY, INCLUDING LAND STABILITY AND WATER SUPPLIES, ARE ACCEPTABLE;
  5. THERE IS CLEAR EVIDENCE THAT THERE WILL BE NO UNACCEPTABLE LOSS OF AGRICULTURAL LAND OF ALC GRADE 1, 2, AND 3A
  6. MINERALS ARE TRANSPORTED BY THE MOST SUSTAINABLE MEANS AND THE POTENTIAL FOR MINERALS TO BE TRANSPORTED BY MEANS OTHER THAN BY ROAD HAS BEEN ADEQUATELY ASSESSED;
  7. THERE IS PROVISION FOR THE LAND TO BE PROGRESSIVELY AND FINALLY RESTORED TO A HIGH STANDARD AND TO A BENEFICIAL AND SUSTAINABLE AFTER-USE INCLUDING LONG TERM POST-CLOSURE MANAGEMENT; AND
  8. OPPORTUNITIES FOR THE RE-USE AND RECYCLING OF MINERAL WASTE ARE MAXIMISED
- 6.136 This Policy will be applied to new workings, extensions to existing workings and reworking or reopening of old workings and will be used to consider applications for the working of all types of minerals.
- 6.137 In view of the current landbank of reserves with planning permission at existing mineral working sites within the Vale of Glamorgan, there is no requirement for the Plan to allocate additional areas for limestone extraction. However, the Council recognises that the landbank of reserves may change over the life of the LDP. Output levels are currently depressed and should they return to previous levels, although that is not expected, the landbank will be depleted more quickly than forecast. This Policy allows the Plan to react to such changes in circumstances over the Plan period and provides a framework for consideration of proposals for new or extended mineral working sites.
- 6.138 ~~Priority will be given to~~ **Proposals which prioritise** the use of recycled material and secondary aggregates before new sources of supply of primary materials are developed **will be favoured**. Primary extraction of minerals will only be permitted where it can be demonstrated that there is no practicable substitute material which can be provided at less environmental cost. The Council recognises there is a need



for a change in the pattern of supply of minerals from primary sources to alternatives and that overprovision of primary material as a result of extant permissions and granting new permissions would encourage unsustainable use of resources. **(FC29)**

- 6.139 In order to ensure that the disturbance of land is kept to a minimum, phasing of development and progressive restoration will be expected wherever possible although it is recognised that opportunities may be limited for hard rock operations with a long lifespan.
- 6.140 The extraction of minerals in the Vale is mainly for construction purposes providing for aggregate and cement products. Surveys for hydrocarbon resources were carried out over much of the western Vale in the 1990s however there are currently no known mineral energy sources (oil, gas or coal) within the Vale. Future applications for the exploration of shale gas will also be considered against the Plan's relevant design and environmental protection policies including SP 10 (Built and Natural Environment) and MD 8 (Environmental Protection). New proposals for mineral extraction will need to be considered against Policy MG 23, however, if future exploration were to lead to the discovery of different minerals, such as hydrocarbons, the acceptability of working them may well depend on other issues associated with the development.

### **Enjoying**

#### **POLICY MG 24 - GLAMORGAN HERITAGE COAST**

THE SPECIAL ENVIRONMENTAL QUALITIES OF THE GLAMORGAN HERITAGE COAST WILL BE CONSERVED AND ENHANCED. NEW DEVELOPMENT WILL BE RESTRICTED TO:

1. DEVELOPMENT THAT IS NECESSARY FOR COASTAL DEFENCE AS IDENTIFIED WITHIN THE LAVERNOK POINT TO ST ANN'S HEAD SHORELINE MANAGEMENT PLAN 2;
2. DEVELOPMENT THAT IS ESSENTIAL FOR AGRICULTURE, NATURE CONSERVATION, INFORMAL RECREATION, LOW IMPACT TOURISM OR COASTAL ACCESS; OR
3. OTHER APPROPRIATE AND SUSTAINABLE DEVELOPMENT FOR WHICH A COASTAL LOCATION IS ESSENTIAL.

DEVELOPMENT THAT UNACCEPTABLY AFFECTS THE SPECIAL ENVIRONMENTAL QUALITIES OF THE GLAMORGAN HERITAGE COAST WILL NOT BE PERMITTED.

- 6.141 The designation of the Glamorgan Heritage Coast recognises its national importance as an area of attractive undeveloped coastline. The objective of the designation is to ensure that the special character and natural beauty of the coastline are protected and improved while enabling and enhancing its enjoyment and facilitating its continued use for agriculture and other established and appropriate economic activities.
- 6.142 The Council recognises that it is necessary to carefully control development activities within the Glamorgan Heritage Coast to ensure that the natural environmental qualities for which it was designated are conserved and enhanced. However, the Council is aware that farming is the major activity within the Heritage Coast, helping to maintain the landscape character and playing an important role in supporting the

rural economy and this activity should not be unduly restrained when justifiable development proposals are required.

- 6.143 The Glamorgan Heritage Coast is also an important destination for visitors and offers opportunities for informal recreation, low impact tourism and coastal access. Low impact tourism would include interpretation centres, footpaths, and other developments such as camping sites where the impacts on the locality are often small-scale and seasonal. These activities should be encouraged where they do not have an unacceptable impact upon the intrinsic natural environmental qualities of the coast or landscape as well as no significant effects on European Sites.
- 6.144 Coastal defence works should accord with the proposals identified within the Lavernock Point to St Ann's Head Shoreline Management Plan 2 (2010) (SMP)<sup>25</sup> which has been prepared to consider the potential long term impact of increased sea levels as a consequence of climate change. The SMP identifies general policies and actions for managing change along the coastline. Lavernock Point to St Ann's Head Shoreline Management Plan 2 (2010).

## **POLICY MG 25 - PUBLIC OPEN SPACE ALLOCATIONS**

LAND IS ALLOCATED FOR THE PROVISION OF OPEN SPACE AND RECREATIONAL FACILITIES AT: -

1. COSMESTON LAKES COUNTRY PARK (27HA)
2. PORTHKERRY COUNTRY PARK (42HA)
3. BARRY WATERFRONT (7.83HA)
4. WHITE FARM (6.9HA)
5. LAND ADJOINING YSGOL MAES DYFAN (0.16HA)
6. HEADLANDS SCHOOL, ST.AUGUSTINE'S ROAD, PENARTH (0.24HA)
7. LAND TO THE NORTH OF THE RAILWAY LINE, RHOOSE (3.60HA)
8. LAND TO THE EAST OF BONVILSTON (0.55HA)
9. ITV WALES, CULVERHOUSE CROSS (1.03HA)
10. LAND TO THE EAST OF ST. NICHOLAS (0.48HA); AND
11. LAND OFF SANDY LANE, YSTRADOWEN (0.43HA).

IN ADDITION, IN AREAS OF NEED, OPEN SPACE WILL BE PROVIDED OR ENHANCED TO MEET ADDITIONAL DEMAND THAT CANNOT BE CATERED FOR ON DEVELOPMENT SITES DURING THE PLAN PERIOD.

<sup>25</sup>Lavernock Point to St Ann's Head Shoreline Management Plan 2 (2010)

- 6.145 Designated as a Country Park in 1978, Cosmeston Lakes Country Park covers an area in excess of 100 hectares and provides a range of informal recreation opportunities in close proximity to large numbers of the Vale of Glamorgan population. Centred on two flooded quarries, the country park includes a Site of Special Scientific Interest and provides a wide variety of natural habitats and diverse plant and animal species.
- 6.146 In order to further enhance the public amenity value and tourist appeal of Cosmeston Lakes Country Park, approximately 27 hectares of land to the west of Mile End Road and north of Cogan Hall Farm have been allocated as an extension to the country park and will complement the housing development at Cogan Hall Farm in Penarth.
- 6.147 It is proposed to provide a 42 hectare extension to Porthkerry Country Park as part of the development of the Enterprise Zone site adjacent to Cardiff Airport and south of

Port Road, Rhose (Policy MG 9(2) refers). The extension to Porthkerry Country Park is an essential part of such development, and will be required to form part of the first phase of development of the land for employment purposes.

- 6.148 The Open Space Background Paper (2013) identifies existing areas of surplus and shortfall of open space and recreational facilities throughout the Vale of Glamorgan to meet the needs of the existing population. It also analysed the level of new demand for children's play and outdoor sport facilities generated as a result of population growth associated with new housing developments that are likely to come forward during the plan period. Where this additional demand cannot be met by available surplus open space and recreational facilities (including allotments) in the area, provision for new or improved facilities needs to be made. Policy MG 25 allocates land for open space to be provided as part of housing allocations in those areas where the scale of demand for such facilities from housing growth cannot be met by existing provision.
- 6.149 All housing developments will be expected to make provision for children's play facilities on site whenever feasible, and this is assumed for all the housing allocation sites listed in Policy MG 2. On small or constrained sites this may not be possible and where necessary the Council will use financial contributions to enhance open space facilities off site to meet the cumulative need generated in the area which cannot be satisfied by existing provision. The Open Space Background Paper identifies those settlements where this is likely to be the case.

## **POLICY MG 26 - TOURISM AND LEISURE FACILITIES**

THE PROVISION OF ALL YEAR ROUND TOURISM AND LEISURE FACILITIES WILL BE FAVOURED. LAND IS ALLOCATED AT THE FOLLOWING LOCATIONS FOR TOURISM RELATED DEVELOPMENT:

1. BARRY ISLAND PLEASURE PARK, WHITMORE BAY;
2. LAND AT NELL'S POINT, WHITMORE BAY; AND
3. LAND AT COTTRELL PARK GOLF COURSE

- 6.150 Barry Island seafront and Whitmore Bay are recognised as the main tourist destinations within the Vale of Glamorgan. The resort is well known throughout the Valleys of South Wales, South East England and the West Midlands from which historically a high proportion of visitors were drawn. The resort's main attractions include the beach, Barry Island Pleasure Park, other smaller attractions and numerous amusements, cafes and bars. Despite having to face major market changes and ever increasing demands the area still attracts an estimated 300,000 visitors per year.
- 6.151 Since the closure of Barry Island Holiday camp and with only a handful of local accommodation establishments, Whitmore Bay and Barry Island have become the main day visitor destinations in the Vale of Glamorgan. In order to compete effectively with other UK resorts and to develop Barry Island into a year round resort it is critical that good quality accommodation is available and that all weather attractions are developed.
- 6.152 In recent years the Council has been actively enhancing the attractiveness of the town for visitors and business, with the designation of Barry as a Regeneration Area providing a focus for the securing of investment to deliver real economic and social benefits to the town. This includes a number of regeneration projects, while the development of the 0.81 hectare 'Triangle' site for a hotel/public house/restaurant

development will complement the identified uses within the Phase II Barry Waterfront scheme by further enhancing the mix of uses within the dockland redevelopment.

- 6.153 In recent years the Barry Island Amusement Park has been the focus of development interest and the Council considers that redevelopment of this site would significantly enhance the range and choice of attractions available at Whitmore Bay. In allocating the site for tourism and leisure uses the Council is aware that a level of enabling development in the form of residential or other commercial development is likely to be required to make a scheme commercially viable. However, the primary focus of any redevelopment must be the provision of all-weather tourism and leisure facilities that support the ongoing tourism role of Whitmore Bay and Barry Island. In this regard any redevelopment proposal for the site which is overly biased towards residential uses will be resisted.
- 6.154 Another important regeneration site at Whitmore Bay is located on Nell's Point. Formerly a part of the Butlins Holiday Camp, this vacant 4.45 hectare site is owned by the Vale of Glamorgan Council and represents considerable opportunities for enhancing and supporting the tourism role of Barry Island. The Council has undertaken initial feasibility work with specialist consultants and a number of development options are being considered.
- 6.155 At Cottrell Park Golf Course, Bonvilston land is allocated for a major new hotel and luxury spa to complement the existing golf course, to further attract visitors, to create local employment and to enhance the tourism offer in the Vale of Glamorgan. The allocation of this site will also add to the range and choice of quality hotel accommodation in the area.

## **Section 7**

### **Managing Development in the Vale of Glamorgan**

- 7.1 The LDP Vision, Strategic Objectives and Strategic Policies set out the levels of growth and development for the Vale of Glamorgan over the Plan period. This section sets out the policy framework for managing future development in the Vale of Glamorgan. The policies seek to address issues that are relevant to all forms of development proposals, for example, access, design and amenity as well as providing a development specific context for proposals such as energy generation and rural buildings. These policies in combination with other policies contained in the LDP and national planning policy will form the basis for determining future planning applications in the Vale of Glamorgan.

## **POLICY MD 1 - LOCATION OF NEW DEVELOPMENT**

TO ENSURE THAT NEW DEVELOPMENT ON UNALLOCATED SITES ASSISTS IN DELIVERING THE STRATEGY, DEVELOPMENT WILL BE FAVOURED WHERE IT:

1. HAS NO UNACCEPTABLE IMPACT ON THE COUNTRYSIDE;
  2. REINFORCES THE ROLE AND FUNCTION OF THE KEY SETTLEMENT OF BARRY, THE SERVICE CENTRES SETTLEMENTS, PRIMARY SETTLEMENTS AND MINOR RURAL SETTLEMENTS AS KEY PROVIDERS OF COMMERCIAL, COMMUNITY AND HEALTHCARE FACILITIES;
  3. PROMOTES NEW ENTERPRISES, TOURISM, LEISURE AND COMMUNITY FACILITIES IN THE RURAL VALE OF GLAMORGAN; **(FC30)**
  4. IN THE CASE OF RESIDENTIAL DEVELOPMENT, SUPPORTS THE DELIVERY OF AFFORDABLE HOUSING IN AREAS OF IDENTIFIED NEED;
  5. HAS ACCESS TO OR WILL PROMOTE THE USE OF SUSTAINABLE MODES OF TRANSPORT;
  6. WILL BENEFIT FROM EXISTING INFRASTRUCTURE PROVISION OR WHERE NEW INFRASTRUCTURE CAN BE PROVIDED WITHOUT ANY UNACCEPTABLE EFFECT ON THE NATURAL OR BUILT ENVIRONMENT;
  7. PROMOTES SUSTAINABLE CONSTRUCTION AND MAKES BENEFICIAL USE OF PREVIOUSLY DEVELOPED LAND AND BUILDINGS;
  8. PROVIDES A POSITIVE CONTEXT FOR THE MANAGEMENT OF THE WATER ENVIRONMENT BY MINIMISING OR AVOIDING AREAS OF FLOOD RISK AND SAFEGUARDS RESOURCES; AND
  9. DOES NOT HAVE AN UNACCEPTABLE IMPACT ON GREEN WEDGES, SITES OF IMPORTANCE FOR NATURE CONSERVATION, SPECIAL LANDSCAPE AREAS AND / OR THE GLAMORGAN HERITAGE COAST.
- 7.2 Policy MD 1 sets out the framework for future development to take place on unallocated sites within the Vale of Glamorgan. New development will be directed to those locations that are accessible by sustainable transport and reduce dependence on the private car which will ensure the efficient use and reuse of land and buildings and effectively manage important resources. In directing development to the most sustainable locations the Council recognises the importance of ensuring that development is carefully managed ensuring that development does not have an unacceptable impact on existing infrastructure, local amenity or result in the redevelopment of important open space or community facilities.

- 7.3 Within rural locations development will be managed carefully to ensure that it contributes positively to the rural economy and the viability and sustainability of rural communities, whilst ensuring the distinctive character of the Vale of Glamorgan is protected. In this regard, Policy MD 1 still seeks to emphasise the importance of protecting the countryside from unacceptable and unjustified new development.

## **POLICY MD 2 - PLACE MAKING**

DEVELOPMENT WILL BE FAVOURED WHERE IT CONTRIBUTES TO CREATING HIGH QUALITY, HEALTHY, SUSTAINABLE AND LOCALLY DISTINCT PLACES. IN PARTICULAR PROPOSALS SHOULD:

1. BE OF A HIGH STANDARD OF DESIGN THAT POSITIVELY CONTRIBUTES TO THE CONTEXT AND CHARACTER OF THE SURROUNDING NATURAL AND BUILT ENVIRONMENT;
  2. RESPOND APPROPRIATELY TO THE LOCAL CONTEXT AND CHARACTER OF NEIGHBOURING BUILDINGS IN TERMS OF TYPE, FORM, SCALE, MIX, AND DENSITY;
  3. IDENTIFY OPPORTUNITIES TO PROVIDE NEW OR ENHANCED AREAS OF PUBLIC REALM PARTICULARLY IN KEY LOCATIONS SUCH AS TOWN CENTRES, MAJOR ROUTES AND JUNCTIONS;
  4. IN THE CASE OF RETAIL CENTRES, PROVIDE ACTIVE STREET FRONTAGES TO CREATE ATTRACTIVE AND SAFE URBAN ENVIRONMENTS;
  5. PROVIDE A SAFE AND ACCESSIBLE ENVIRONMENT, GIVING PRIORITY TO PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT USERS;
  6. WHERE APPROPRIATE, CONSERVE AND ENHANCE THE QUALITY OF, AND ACCESS TO, EXISTING OPEN SPACES AND COMMUNITY FACILITIES;
  7. SAFEGUARD EXISTING PUBLIC AND RESIDENTIAL AMENITY, PARTICULARLY WITH REGARD TO PRIVACY, OVERLOOKING, SECURITY, NOISE AND DISTURBANCE;
  8. INCORPORATE SENSITIVE LANDSCAPING INCLUDING THE RETENTION AND ENHANCEMENT OF EXISTING FEATURES AND BIODIVERSITY INTEREST; AND
  9. MAKE A POSITIVE CONTRIBUTION TOWARDS TACKLING THE CAUSES OF AND ADAPTING TO THE IMPACTS OF CLIMATE CHANGE BY PROMOTING RENEWABLE AND LOW CARBON ENERGY USE.
- 7.4 Safeguarding the local character of the Vale of Glamorgan's towns and villages is reliant on securing high quality design that is of the appropriate scale and form in the right location. Equally, the layout and design of new development is essential for improving resident's quality of life, creating a sense of place and ensuring a healthy and safe environment.
- 7.5 All new buildings should respond positively to and respect their surroundings and contribute towards healthy and vibrant communities, reducing the fear of crime and creating a sense of place. In this regard developments must be of an appropriate scale, density and design for their location and make a positive contribution to the local environment.

- 7.6 Key locations, such as town centres and main routes/junctions that serve new developments, present opportunities for enhancing public realm and reinforcing a sense of place through the use of sensitive landscaping and public art. In all shopping centres, the Council will require well designed shop fronts which will enhance the area and add to its local distinctiveness. Supplementary Planning Guidance will be developed to replace the Council's existing shop front guidance.
- 7.7 Encouraging energy conservation and generation from renewable sources is one measure by which the planning system can make a positive contribution towards reducing the impact of new development on climate change. The design of new developments must address the need to reduce energy consumption and maximise opportunities for low carbon energy generation. Energy assessments<sup>26</sup> will be required for development proposals of 10 units or more and commercial developments of a 1,000 square metres or more, which demonstrate how renewable and low carbon energy requirements have and will be taken into account in the design and development process.
- 7.8 Where required, a Design and Access Statement should explain how proposals can contribute positively to reducing the fear of crime and creating a sense of place. The level of detail in the statement should be proportionate to the complexity of the proposal but should contain sufficient detail to explain how the development addresses any factors relevant to the scale and type of development proposed.
- 7.9 Larger residential and commercial schemes present an opportunity to deliver developments that create a sense of place, provide an accessible and healthy environment, and reinforce or enhance existing urban areas. In order to ensure the creation of high quality public spaces, the Council may require promoters of allocated and unallocated sites to prepare a master plan. As part of the master planning exercise developers will be required to demonstrate that they have had regard to all of the requirements of Policy MD 2.

<sup>26</sup> TAN 22 Planning for Sustainable Buildings, page 31 (June 2010)

### **POLICY MD 3 - DESIGN OF NEW DEVELOPMENT**

#### **DEVELOPMENT PROPOSALS WILL BE PERMITTED WHERE:**

1. THEY ARE OF A HIGH STANDARD OF DESIGN THAT POSITIVELY CONTRIBUTES TO THE CONTEXT AND CHARACTER OF THE SURROUNDING NATURAL AND BUILT ENVIRONMENT;
2. THEY RESPOND APPROPRIATELY TO THE LOCAL CONTEXT AND CHARACTER OF NEIGHBOURING BUILDINGS IN TERMS OF TYPE, FORM, SCALE, MIX, AND DENSITY;
3. EXISTING FEATURES OF TOWNSCAPE OR BIODIVERSITY INTEREST ARE PRESERVED OR ENHANCED;
4. THERE WOULD BE NO UNACCEPTABLE IMPACT ON THE AMENITIES OF NEIGHBOURING OCCUPIERS;
5. THE DEVELOPMENT WOULD BE COMPATIBLE WITH OTHER USES IN THE LOCALITY;
6. THEY PROMOTE THE CREATION OF HEALTHY AND ACTIVE ENVIRONMENTS AND REDUCE THE OPPORTUNITY FOR CRIME AND ANTI SOCIAL BEHAVIOUR;



7. THEY PROVIDE A SAFE AND ACCESSIBLE ENVIRONMENT FOR ALL USERS, GIVING PRIORITY TO PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT USERS;
  8. THEY MINIMISE THE CAUSES OF CLIMATE CHANGE AND INCORPORATE RENEWABLE AND LOW CARBON ENERGY USE FEATURES;
  9. THEY WOULD HAVE NO UNACCEPTABLE IMPACT ON HIGHWAY SAFETY AND WOULD NOT CAUSE OR EXACERBATE EXISTING TRAFFIC CONGESTION;
  10. THEY PROVIDE PUBLIC OPEN SPACE AND PRIVATE AMENITY SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARDS;
  11. CAR PARKING WOULD BE PROVIDED IN ACCORDANCE WITH THE COUNCIL'S SUPPLEMENTARY PLANNING GUIDANCE; AND
  12. THEY DEMONSTRATE THE EFFICIENT USE OF WATER.
- 7.10 Policy MD 3 sets out the key principles that developers should consider in respect of design, amenity and access which together contribute to attractive, safe and accessible environments.
- 7.11 All development proposals will be required to fully consider the context and character within which the development proposal is located so as to ensure that it contributes positively to the local setting including important views and vistas. Issues associated with safeguarding residential amenity should also be addressed during the design process especially where mixed use developments are proposed. Solutions to problems such as overlooking and noise can often be overcome by good design. In addition, where appropriate, proposals will need to demonstrate that there is sufficient capacity in local waste water treatment facilities prior to occupation.
- 7.12 All new development should be highly accessible. Walking and cycling have an important role to play in the management of movement across the area, particularly reducing the number of short trips taken by car. Developers will be required to ensure that new developments encourage walking and cycling by giving careful consideration to location, design, access arrangements, travel 'desire lines' through a development, and integration with existing and potential off-site links. Providing safe and convenient walking and cycling environments will help tackle health problems associated with physical inactivity and social exclusion factors arising from car dependency, poor access to services and public transport facilities.
- 7.13 The provision of car parking is a major influence on the choice of means of transport and the pattern of development. The Council will seek to restrict developments that generate a high level of trips (e.g. offices, shops and leisure uses) to locations well served by public transport. Moreover, provision for parking will be reduced in line with improvements to public transport accessibility.
- 7.14 As well as ensuring healthy and active environments consideration should also be given to the impact on the health and wellbeing of future users in the design of buildings, use of materials and access to light and quiet areas. The provision of features or the shared use of community facilities for health care needs which enable people to retain their independence and remain in the local community will be favoured where considered appropriate.
- 7.15 The Welsh Government promotes the widespread adoption of travel plans by businesses, schools, hospitals, tourist attractions, major residential developments and other significant travel-generating uses. These assist with the efficient management of the highway network and promote alternative modes of transport. The need for a travel plan will be identified early on as part of the pre-application

process or scoping discussions with the Council, and will be the subject of Supplementary Planning Guidance.

## **POLICY MD 4 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS**

WHERE APPROPRIATE **AND HAVING REGARD TO DEVELOPMENT VIABILITY**, THE COUNCIL WILL SEEK TO SECURE NEW AND IMPROVED COMMUNITY INFRASTRUCTURE, FACILITIES AND SERVICES APPROPRIATE TO THE SCALE, TYPE AND LOCATION OF PROPOSED DEVELOPMENTS THROUGH THE USE OF PLANNING OBLIGATIONS AND/OR THE COMMUNITY INFRASTRUCTURE LEVY. COMMUNITY INFRASTRUCTURE MAY INCLUDE THE PROVISION OR IMPROVEMENT OF: **(FC31)**

1. AFFORDABLE HOUSING;
2. EDUCATIONAL FACILITIES;
3. TRANSPORT INFRASTRUCTURE AND SERVICES FOR PEDESTRIANS, CYCLISTS, PUBLIC TRANSPORT AND VEHICULAR TRAFFIC;
4. PUBLIC OPEN SPACE, PUBLIC ART, LEISURE, SPORT AND RECREATIONAL FACILITIES;
5. COMMUNITY FACILITIES;
6. HEALTHCARE FACILITIES;
7. SERVICE AND UTILITIES INFRASTRUCTURE;
8. ENVIRONMENTAL PROTECTION AND ENHANCEMENT SUCH AS **NATURE CONSERVATION**, NATURE CONSERVATION, FLOOD PREVENTION, TOWN CENTRE REGENERATION, POLLUTION MANAGEMENT OR HISTORIC RENOVATION; **(TYP6)**
9. RECYCLING AND WASTE FACILITIES; AND
10. EMPLOYMENT OPPORTUNITIES AND COMPLEMENTARY FACILITIES INCLUDING TRAINING.

7.16 The quality, accessibility and range of community infrastructure available to meet the needs of new developments is vital to the creation of sustainable communities. Policy MD 4 seeks to ensure that all new developments in the Vale of Glamorgan are supported by appropriate services and facilities to meet their needs and the needs of the existing community, to create safe, sustainable, liveable, healthy and mixed communities. This may be through improvements to existing facilities or the provision of new infrastructure. Community infrastructure will be secured either through planning obligations contained within a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended), or through levy receipts under the Community Infrastructure Levy Regulations 2010 (as amended). The Infrastructure Plan accompanying this LDP sets out what infrastructure is required to deliver the LDP Strategy and specific development allocations, and identifies how these will be delivered throughout the Plan period.

### **Planning Obligations**

7.17 In accordance with the advice contained in Planning Policy Wales, Circular 13/97 on 'Planning Obligations' and Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations), the type and value of

Planning Obligations sought in connection with a planning permission will be considered on a site by site basis having regard to the policy and legislative tests. As of 6th April 2010, a planning obligation may only legally constitute a reason for granting planning permission if it is: necessary to make the development acceptable in planning terms; directly related to the development and fairly and reasonably related in scale and kind to the development. Each application will be considered in respect of the need for planning obligations based on the type of development proposed, the local circumstances and needs arising from the development and what it is reasonable to expect the developer to provide in light of the relevant national and local planning policies. Details of the types of infrastructure which may be required are set out in Policy MD 4 and further information will be provided in Supplementary Planning Guidance on Planning Obligations. In most cases, the Council will encourage developers to provide facilities and infrastructure on site to serve the future occupiers of the development. Where this is the case, these 'in-kind' contributions will be taken into account when calculating the amount of any off-site contributions. Where a development is considered to meet all its needs on site and mitigate its impacts through sufficient in-kind contributions, it is unlikely that any additional financial contributions will be sought.

- 7.18 Where they satisfy the policy tests, (i.e. are necessary; relevant to planning; relevant to the development to be permitted; enforceable; precise and reasonable in all other respects), the Council will use planning conditions rather than Planning Obligations to secure the necessary community infrastructure required as a result of the development (Planning Policy Wales and Circular 11/95 'Use of conditions in planning permissions' refers).
- 7.19 Planning Policy Wales explains that unacceptable development should never be allowed because of unrelated benefits and acceptable development should never be refused simply because an applicant is unwilling to offer such benefits. Section 106 agreements are voluntary and require the cooperation of the developer in order to be delivered. However, where a developer fails to show they can adequately mitigate the impacts of their development, either through planning obligations or other measures, it is likely that the application will be refused.

### **Community Infrastructure Levy**

- 7.20 The Community Infrastructure Levy Regulations 2010 came into force on 6th April 2010 in England and Wales and introduced powers for Local Planning Authorities to establish a Community Infrastructure Levy (CIL) to fund infrastructure required to support the development of the area. Section 216 of the Planning Act 2008, as amended by Regulation 63 of the CIL Regulations define 'Infrastructure' for the purpose of CIL as including roads and other transport facilities; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities as well as open spaces. The scope of this definition currently excludes affordable housing. However, if it is included at a later date Policy MD 4 caters for either scenario.
- 7.21 In February 2011, the Council resolved in principle to commence preparation of a Community Infrastructure Levy (CIL) for the Vale of Glamorgan. Once in place, the CIL will replace Section 106 agreements in many respects. CIL will therefore become the main mechanism for providing infrastructure in connection with new development once it is adopted. **However, s106 agreements and planning conditions will still be used to secure on-site infrastructure such as open space and affordable housing.** The CIL schedule for the Vale of Glamorgan will be subject to independent examination prior to adoption. Following its adoption, in considering the need for planning obligations, the Council will need to consider the level of CIL liability on the development and to what extent the community infrastructure needs of the development will be met through implementation of CIL. **(FC32)**

## Development Viability

- 7.22 Where a developer contends that the Section 106 requirements are too onerous in addition to the CIL liability and will potentially make the scheme unviable, they will be expected to submit a breakdown of the development costs and anticipated profits based on properly sourced evidence. Developers must take account of the necessary planning obligation requirements at an early stage to ensure these are reflected in the land value assumptions. The Council may seek independent verification of these details before considering whether to reduce the number and / or value of planning obligations sought. Any subsequent reduction on this basis is only likely to be justified where there is planning merit and / or public interest in the site being developed e.g. the reuse of a listed building or the regeneration of an urban area. Where the reductions are justified on the basis of unusual market circumstances, such as an unpredicted drop in house prices, the Council will usually require developers to agree timely review points in their Section 106 agreement to take account of any subsequent up-turn in the market which make additional planning obligations feasible<sup>27</sup>. **(TYP7)**
- 7.23 The Council accepts that it may not always be possible for developers to satisfy all the planning obligation requirements. Where this is proven to be the case, the Council will need to consider what the planning obligation priorities will be for that particular development, having regard to the site location and the local needs in the vicinity. This will be considered on a site by site basis. The Welsh Government has advised that, in such circumstances, affordable housing should be the priority once sufficient infrastructure to enable the scheme to proceed (such as education facilities to meet the additional pupil demand) has been made available<sup>27</sup>. **(TYP8)**

<sup>27</sup> Welsh Government: Delivering Affordable Housing using Section 106 Agreements, 2008 & Guidance Update 2010)

## POLICY MD 5 - DEVELOPMENT IN KEY, SERVICE CENTRE AND PRIMARY SETTLEMENTS

SETTLEMENT BOUNDARIES HAVE BEEN DEFINED AROUND THE KEY SETTLEMENT OF BARRY, THE SERVICE CENTRE SETTLEMENTS OF COWBRIDGE, LLANTWIT MAJOR AND PENARTH AND THE PRIMARY SETTLEMENTS OF DINAS POWYS, LLANDOUGH (PENARTH), RHOOSE, SULLY, WENVOE AND ST. ATHAN.

NEW DEVELOPMENT WITHIN THESE SETTLEMENTS WILL BE PERMITTED WHERE THE PROPOSED DEVELOPMENT:

1. MAKES EFFICIENT USE OF LAND OR BUILDINGS;
2. WOULD NOT PREJUDICE THE DELIVERY OF AN ALLOCATED DEVELOPMENT SITE;
3. IS OF A SCALE AND FORM THAT IS COMMENSURATE WITH THE SURROUNDING AREA AND DOES NOT UNACCEPTABLY IMPACT UPON THE CHARACTER AND APPEARANCE OF THE LOCALITY;
4. WOULD NOT RESULT IN THE UNACCEPTABLE LOSS OF PUBLIC OPEN SPACE, COMMUNITY OR TOURISM BUILDINGS OR FACILITIES;
5. HAS NO UNACCEPTABLE IMPACT ON THE AMENITY AND CHARACTER OF THE LOCALITY BY WAY OF NOISE, TRAFFIC CONGESTION AND PARKING; AND

6. MAKES APPROPRIATE PROVISION FOR COMMUNITY INFRASTRUCTURE TO MEET THE NEEDS OF FUTURE OCCUPIERS

FAVOURABLE CONSIDERATION WILL BE GIVEN, OTHER THAN WITHIN AREAS IDENTIFIED AS GREEN WEDGES, TO SMALL-SCALE **AFFORDABLE HOUSING** DEVELOPMENT WHICH CONSTITUTES THE “ROUNDING OFF” OF THE EDGE OF SETTLEMENT BOUNDARIES WHERE IT CAN BE SHOWN TO BE CONSISTENT WITH THE PROVISIONS OF POLICIES MD 2 AND MD 3. **(FC33)**

- 7.24 Settlement boundaries have been drawn around the key, service centre and primary settlements of the Vale of Glamorgan. The boundaries define the settlements within which new development will be permitted encouraging the re-use of land and buildings and preventing the spread of new development into the open countryside. Accordingly to protect the identity of these settlements, to ensure the efficient use of land and to protect the countryside from urbanisation and incremental loss, with the exception of affordable housing, development will only be permitted outside of the identified settlement boundaries where it consists of either a small-scale ‘rounding off’ of the settlement boundary, or for affordable housing under Policy MD 11 and where such development would respond appropriately to the local context and accord with Policies MD 2 and MD 3. Small scale ‘rounding off’ is defined, for the purpose of this Plan, as development which constitutes no more than five dwellings, where the site lies within or immediately adjacent to the settlement boundary and conforms to a logical site boundary.
- 7.25 It is recognised that these larger settlements are likely to contain unallocated or “windfall” sites (either previously developed or infill sites) which could accommodate new development over and above those sites that have been allocated in Policy MG 2 and which can make an important contribution to the housing land bank and the objectives of the LDP. Such developments will be expected to accord with Policy MG 7 in respect of housing density and achieving best use of available land.
- 7.26 Where proposals involve the loss of open space, community or tourist facilities the Council will require robust evidence that demonstrates the facilities are no longer required. Such evidence could include information in respect of the availability of open space within the area against relevant standards or evidence that illustrates a property has been vacant and actively marketed for a consecutive period of 12 months or more.
- 7.27 The inclusion of land within a settlement boundary, however, does not automatically imply its suitability to accommodate development and Policy MD 5 provides a framework for the development of such sites ensuring that where they are promoted, they are appropriate to their surroundings and do not impact upon the deliverability of allocated sites by way of access or infrastructure provision.

**POLICY MD 6 - DEVELOPMENT WITHIN MINOR RURAL SETTLEMENTS**

NEW DEVELOPMENT IN MINOR RURAL SETTLEMENTS WILL BE PERMITTED WHERE:

1. THE DEVELOPMENT SITE HAS A DISTINCT PHYSICAL OR VISUAL RELATIONSHIP WITH THE EXISTING SETTLEMENT;
2. THE PROPOSAL IS OF A SCALE, FORM, LAYOUT AND CHARACTER THAT IS SYMPATHETIC TO AND RESPECTS ITS IMMEDIATE SETTING AND THE WIDER SURROUNDINGS;

3. THE PROPOSAL WOULD NOT, EITHER SINGULARLY OR CUMULATIVELY, HAVE AN UNACCEPTABLE IMPACT ON THE CHARACTER AND / OR APPEARANCE OF THE SETTLEMENT;
4. THE PROPOSAL WOULD NOT REPRESENT A VISUAL INTRUSION INTO COUNTRYSIDE OR THE LOSS OF IMPORTANT OPEN SPACE(S) THAT CONTRIBUTE TO LOCAL AMENITY, CHARACTER OR DISTINCTIVENESS;
5. THE PROPOSAL WOULD NOT RESULT IN THE LOSS OF NATURAL OR BUILT FEATURES THAT INDIVIDUALLY OR CUMULATIVELY CONTRIBUTE TO THE CHARACTER OF THE SETTLEMENT OR ITS SETTING;
6. THE PROPOSAL WOULD NOT RESULT IN THE UNACCEPTABLE LOSS OF COMMUNITY OR TOURISM BUILDINGS OR FACILITIES;
7. MAKES APPROPRIATE PROVISION FOR COMMUNITY INFRASTRUCTURE TO MEET THE NEEDS OF FUTURE OCCUPIERS; AND
8. DEVELOPMENT IS SHOWN TO BE CONSISTENT WITH OTHER POLICIES OF THE PLAN, ESPECIALLY MD 2 AND MD 3

PROPOSALS FOR AFFORDABLE HOUSING WILL BE CONSIDERED IN ACCORDANCE WITH POLICIES MD 1, MD 3 AND MD 7.

- 7.28 Minor rural settlements have been identified as a part of the Council's LDP settlement hierarchy. These settlements comprise the smaller rural villages throughout the Vale of Glamorgan that are frequently located close to the strategic road network or larger towns and villages. They generally offer a limited range of services and facilities ranging from local businesses and small employment sites to places of worship, community halls and post boxes but are nonetheless important in supporting and maintaining sustainable rural communities. Policy MD6 provides opportunities for new development where it reinforces the role and functions of the minor rural settlements and maintains their character and attractiveness, including consideration of Policy MD 7 in respect of housing density.
- 7.29 In order to enable new development that can help sustain rural communities, supporting existing services and providing new employment, settlement boundaries have not been defined around minor rural settlements. New development however must always be of an appropriate scale, form and design that is sympathetic to and respects the existing character of the village and the range of services and facilities that are available. This will generally comprise infilling or limited small scale extensions to the minor rural settlements, in particular where they meet the need for local affordable housing.
- 7.30 New development proposals should therefore demonstrate a distinct physical or visual relationship with the structures that comprise the existing settlement. For example, new development should share an existing property boundary or be closely related to existing buildings so as to maintain and strengthen the settlement form. A strong visual relationship is also important and proposals for new buildings that are divorced or unrelated to the existing properties or settlement or which represent an incongruous or large scale extension of the built form into the open countryside will not be permitted. However in the case of affordable housing, the Council may consider relaxing the application of criterion (i) in order to secure affordable housing in areas of identified need. Therefore, such proposals may be acceptable subject to conforming to the remaining criteria of Policies MD 1, MD 3 and MD 11.
- 7.31 Similarly, new development that would result in unacceptable loss of formal or informal public open space, private gardens or paddocks that provide for local

amenity or which contribute to the character or the setting of a settlement will not be acceptable.

- 7.32 Development in minor rural settlements which proposes the reuse or loss of a community building or facility will only be permitted where it can be demonstrated that such a loss would not have a detrimental impact upon local service provision. For the purposes of the Policy, Community Facilities are as defined in the Glossary of Terms at Appendix 1. Development proposals will therefore need to be supported by evidence which demonstrates that community buildings or facilities are either no longer required for their original purpose or, in the case of commercial enterprises, no longer economically viable. Such evidence could include corroboration that a building has been vacant or actively marketed for a continuous period of 12 months or more or that alternative provision is available within close proximity to the proposal site the use of which is preferable to that which would be lost.
- 7.33 Development proposals within or adjacent to minor rural settlements will be required to be consistent with the guidance contained within the Council's Design in the Landscape SPG<sup>28</sup> and where applicable should be accompanied by a design and access statement that demonstrates how the proposal has been designed to remove or reduce any unacceptable impact on the settlement.

<sup>28</sup> Design in the Landscape Supplementary Planning Guidance, Vale of Glamorgan Council (2006)

## **POLICY MD 7 - HOUSING DENSITIES**

RESIDENTIAL DEVELOPMENT PROPOSALS WITHIN THE KEY, SERVICE CENTRE AND PRIMARY SETTLEMENTS WILL BE PERMITTED WHERE THE NET RESIDENTIAL DENSITY IS A MINIMUM OF 30 DWELLINGS PER HECTARE. IN MINOR RURAL SETTLEMENTS, A MINIMUM NET RESIDENTIAL DENSITY OF 25 DWELLINGS PER HECTARE WILL BE REQUIRED.

LOWER DENSITY LEVELS WILL ONLY BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT:

1. DEVELOPMENT AT THE PRESCRIBED DENSITIES WOULD HAVE AN UNACCEPTABLE IMPACT ON THE CHARACTER OF THE SURROUNDING AREA;
2. REDUCED DENSITIES ARE REQUIRED AS A RESULT OF ~~PREVIOUSLY UNKNOWN~~ **SIGNIFICANT** SITE CONSTRAINTS OR TO PRESERVE A FEATURE THAT WOULD CONTRIBUTE TO EXISTING OR FUTURE LOCAL AMENITY; OR **(FC34)**
3. THE PROPOSAL IS FOR A MIXED USE DEVELOPMENT WHERE A RESIDENTIAL USE IS THE SUBORDINATE ELEMENT OF THE PROPOSAL.

HIGHER DENSITIES WILL BE PERMITTED WHERE THEY REFLECT THE CHARACTER OF THE SURROUNDING AREAS AND WOULD NOT UNACCEPTABLY IMPACT UPON LOCAL AMENITY

- 7.34 New residential development within the Vale of Glamorgan will seek to use land efficiently, providing dwellings that meet current housing needs whilst protecting land for future generations. A minimum residential density of 30 dwellings net per hectare will therefore be required for new residential development within the key, service centre and primary settlements of the Vale of Glamorgan. Within the minor rural settlements of the Vale of Glamorgan new residential development at a lower density of 25 dwellings net per hectare will be permitted. This reflects the sensitive nature of many rural villages and the character of existing built form.

- 7.35 Net developable area includes only those areas which will be developed for housing and directly associated uses such as access roads within the site, private garden space, car parking areas, incidental open space and landscaping, and children's play areas where these are to be provided. This differs from gross density which is used to define the number of dwellings in a site/development area including major and local distributor roads, primary schools, churches, local shopping etc., open spaces serving a wider area and significant landscape buffer strips which may define the site boundary/development edge. In calculating net developable area it will be reasonable to discount areas of significant constraint within a site such as woodland to be retained, flood zone, ecology mitigation areas and other strategic infrastructure such as distributor roads, playing fields or schools.
- 7.36 Development below the specified residential density levels will not be permitted unless it is demonstrated that there are significant constraints associated with a site that prevent development at the specified levels or where development at the density required would have an adverse impact on the character or appearance of the locality or result in the loss of an important site feature. Higher densities will be permissible and indeed encouraged where they represent the sustainable use of land and reflect the character of the surrounding area and would not unacceptably impact upon local amenity. By way of example higher densities would be expected in waterfront developments, flatted schemes and on sites in areas which are already characterised by high density development. All new development should contribute to the creation of balanced communities, providing a an appropriate mix of housing types, tenures and sizes, including smaller properties ~~that~~ to meet local housing need. (FC35)

## **POLICY MD 8 - ENVIRONMENTAL PROTECTION**

DEVELOPMENT PROPOSALS WILL BE REQUIRED TO DEMONSTRATE THEY WILL NOT RESULT IN AN UNACCEPTABLE IMPACT ON PEOPLE, RESIDENTIAL AMENITY, PROPERTY AND / OR THE NATURAL ENVIRONMENT FROM EITHER:

1. POLLUTION OF LAND, SURFACE WATER, GROUND WATER AND THE AIR;
2. ~~CONTAMINATED LAND~~ LAND CONTAMINATION; (FC36)
3. HAZARDOUS SUBSTANCES;
4. NOISE, VIBRATION, ODOUR NUISANCE AND LIGHT POLLUTION;
5. FLOOD RISK AND CONSEQUENCES;
6. COASTAL EROSION OR LAND STABILITY OR
7. ANY OTHER IDENTIFIED RISK TO PUBLIC HEALTH AND SAFETY.

WHERE IMPACTS ARE IDENTIFIED THE COUNCIL WILL REQUIRE APPLICANTS TO DEMONSTRATE THAT APPROPRIATE MEASURES CAN BE TAKEN TO MINIMISE THE IMPACT IDENTIFIED TO AN ACCEPTABLE LEVEL. PLANNING CONDITIONS MAY BE IMPOSED OR LEGAL OBLIGATION ENTERED INTO, TO SECURE ANY NECESSARY MITIGATION AND MONITORING PROCESSES.

- 7.37 While many elements of pollution control are outside the remit of the planning system it is important that new development does not lead to unacceptable levels of pollution. If, as a result of consultation with bodies such as Natural Resources Wales and Health and Safety Executive, the Council considers that a development proposal



would lead to unacceptable pollution, or make an existing problem worse, then planning permission will not be granted.

- 7.38 Policy MD 8 follows the precautionary approach and the Council encourages developers to assess any impact at the earliest stage so that development proposals reduce any impact present to an acceptable level. Where development is permitted conditions will be attached to the approval to minimise any potential pollution levels and where appropriate monitor the effects of the development.
- 7.39 The Vale of Glamorgan is covered by 2 Shoreline Management Plans (SMP). These have been prepared to consider the potential long term impact of increased sea levels as a consequence of climate change. The SMPs identify general policies and actions for managing change along the coastline. In developing the LDP the Council has used the SMPs to inform site allocations so as to ensure that future development proposals do not conflict with the longer term plans contained within the SMP. Policy MD 8 is consistent with this approach by requiring that proposals within coastal locations include appropriate measures to avoid increasing coastal erosion and mitigate potential flooding.

## **POLICY MD 9 - HISTORIC ENVIRONMENT**

DEVELOPMENT PROPOSALS MUST PROTECT THE QUALITIES OF THE BUILT AND HISTORIC ENVIRONMENT OF THE VALE OF GLAMORGAN, SPECIFICALLY:

1. WITHIN CONSERVATION AREAS, DEVELOPMENT PROPOSALS MUST PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF THE AREA;
  2. FOR LISTED AND LOCALLY LISTED BUILDINGS, DEVELOPMENT PROPOSALS MUST PRESERVE OR ENHANCE THE BUILDING, ITS SETTING AND ANY FEATURES OF SIGNIFICANCE IT POSSESSES;
  3. WITHIN ~~DESIGNED~~ **DESIGNATED** LANDSCAPES, HISTORIC PARKS AND GARDENS, AND BATTLEFIELDS, DEVELOPMENT PROPOSALS MUST RESPECT THE SPECIAL HISTORIC CHARACTER AND QUALITY OF THESE AREAS, THEIR SETTINGS OR HISTORIC VIEWS OR VISTAS. **(FC37)**
- 7.40 The historic environment is a significant, but finite, resource. With sensitivity and imagination, it can be a stimulus to creative new architecture and design, a basis for regeneration and make a powerful contribution to people's quality of life.
- 7.41 The historic environment embraces many features: buildings, structures, monuments, remains, archaeological sites, gardens, parks, landscapes and their settings. Appendix 10 provides details of Listed Buildings, Conservation Areas, Local Listed County Treasures, Parks and Gardens of Special Historic Interest in Wales; and Landscapes of Outstanding Interest in Wales. National legislation<sup>29</sup> and planning policy<sup>30,31,32</sup>, indicates that all of these facets of the historic environment should be protected. The preservation and enhancement of the historic environment, including the settings of historic assets, is a key aspect of the Council's wider responsibilities, and will constitute a material consideration of significant weight when determining applications affecting such assets.
- 7.42 In the Vale of Glamorgan there are 39 Conservation Areas which make a significant contribution to the attractiveness of the Vale, having been designated not on the basis of individual buildings but because of the overall quality of the area, its mix of uses, historic layout, characteristic materials, scale and detailing of buildings and open spaces. The Council has prepared detailed appraisals for each of its designated conservation areas, which define their special character and guidelines

for development and enhancement schemes, and have been adopted by the Council as Supplementary Planning Guidance in support of the policies of the LDP.

- 7.43 The Vale of Glamorgan has in excess of 740 Listed Buildings, whose special architectural or historic interest is protected by the need to obtain Listed Building Consent under the provisions of the Planning (Listed Buildings & Conservation Areas) Act 1990. The setting of such buildings, however, is often critical to the character of the building, and can be restricted to its immediate site or extend to a much wider area. It is therefore essential that any development proposals demonstrate that they have had regard to the need to preserve or enhance the building and its setting.

<sup>29</sup> Planning (Listed Buildings and Conservation Areas) Act, 1990

<sup>30</sup> Planning Policy Wales (2012) Section 6

<sup>31</sup> WO Circular 61/96

<sup>32</sup> WO Circular 1/98

- 7.44 In partnership with the wider Community, the Council has identified buildings and structures within the Vale of Glamorgan considered as having special local architectural or historic interest. These 'County Treasures' are of significance to the local community and contribute to the environmental and cultural heritage of the County. Although not of national importance required to merit statutory listing, their local value deserves preservation and regard must therefore be given to the need for development proposals to protect such assets from insensitive development which individually and cumulatively can harm local character. Further advice on development affecting locally listed County Treasures has been prepared and is set out in a Supplementary Planning Guidance document<sup>33</sup>.

- 7.45 Policy MD 9 seeks to ensure that the unique built and historic environment of the Vale of Glamorgan is protected and enhanced. Facilities to enhance and increase the public enjoyment of these historic environments will be encouraged provided that the facilities do not conflict with their conservation.

## **POLICY MD 10 - PROMOTING BIODIVERSITY<sup>34</sup>**

~~NEW RESIDENTIAL, COMMERCIAL AND COMMUNITY DEVELOPMENT PROPOSALS WILL BE REQUIRED, WHERE POSSIBLE, TO POSITIVELY CONTRIBUTE TO BIODIVERSITY INTERESTS WITHIN THE VALE OF GLAMORGAN BY: (FC38)~~

1. MAINTAINING AND ENHANCING EXISTING IMPORTANT BIODIVERSITY FEATURES SUCH AS WOODLAND, TREES, HEDGEROWS, WETLAND, WATERCOURSES, PONDS, GREEN LANES, GEOLOGICAL FEATURES AND HABITATS; AND
2. INCORPORATING NEW BIODIVERSITY FEATURES EITHER ON OR OFF SITE TO ENABLE A NET GAIN IN BIODIVERSITY INTEREST. WHERE IT IS DEMONSTRATED THAT THE IMPACT OF DEVELOPMENT ON BIODIVERSITY CANNOT BE ADDRESSED ON SITE, DEVELOPERS WILL BE REQUIRED TO PROVIDE ALTERNATIVE OFF-SITE COMPENSATION TO MAINTAIN NET BIODIVERSITY INTEREST; **AND BY (FC39)**
3. DEMONSTRATING HOW THEY MAINTAIN **AND ENHANCE** FEATURES OF IMPORTANCE FOR ECOLOGICAL CONNECTIVITY, INCLUDING WILDLIFE CORRIDORS AND 'STEPPING STONES' **AND OTHER GREEN INFRASTRUCTURE** THAT ENABLES MIGRATION, DISPERSAL AND/OR GENETIC EXCHANGE **INTERCHANGE. (FC40)**

WHERE PROPOSALS HAVE A NEGATIVE IMPACT ON SITES SHOWN TO BE IMPORTANT FOR BIODIVERSITY, DEVELOPERS WILL NEED **BE REQUIRED** TO DEMONSTRATE THAT THE DEVELOPMENT COULD NOT BE LOCATED ELSEWHERE **AND THAT THE NEED FOR THE DEVELOPMENT OUTWEIGHS THE BIODIVERSITY INTERESTS OF THE SITE.** (FC41)

7.46 All Development proposals will be required to ensure that ~~statutory designated~~ areas of biodiversity interest are not unacceptably affected by development. ~~With the exception of minor commercial and household applications, all~~ Proposals will be required to ensure that biodiversity interest is maintained and enhanced to achieve overall net gain. ~~Mitigation may be made through the final form of development, for example through the incorporation of significant areas of open space and landscaping.~~ **Impact on biodiversity at individual sites must be considered in the context of ecological connectivity across the whole Vale safeguarding existing and generating new ecological corridors e.g. retention of tree lines and hedgerows.** (FC42)

<sup>33</sup> County Treasures Supplementary Planning Guidance March 2009

<sup>34</sup> Technical Advice Note 5 Nature Conservation and Planning (September 2009)

7.47 If biodiversity is to be successfully protected and enhanced then it is essential that the appropriate information on the potential ecological impacts of development is available for those determining planning applications. It is important that a biodiversity impact survey and report is undertaken at the earliest possible stage of the development process. The Council has produced Supplementary Planning Guidance "Biodiversity and Development" which contains advice for developers on the Council's approach to biodiversity issues as well as a checklist of the requirements for a biodiversity impact survey and report.

7.48 Biodiversity interests include sites of European, National, Regional and local importance, such as Special Areas of Conservation (SAC), **Special Protection Areas (SPA)**, Sites of Special Scientific Interest (SSSI), Regionally Important Geological Sites (RIGS) and Sites of Importance for Nature Conservation (SINCs). ~~The locations of the European, National and local priority habitats and species in the Vale of Glamorgan are shown on the proposals and constraints maps.~~ **These sites are identified on the Constraints Map, with the exception of identified SINCs under Policy MG19 which are shown on the Proposals Map and listed at Appendix 9.** Priority habitats are those which are identified as in most need of conservation, comprising collectively those as listed in Section 42 of the **NERG Natural Environment and Rural Communities Act 2006** and those identified **listed** in the Local Biodiversity Action Plan **for the Vale of Glamorgan**, and those sites which meet the criteria for SINCs. ~~SINCs are listed in Appendix 9 and defined in Policy MG19. Developers whose proposals impact on these designations will be required to demonstrate that the development could not be located elsewhere.~~ (FC43)

7.49 Any development proposals that are likely to affect protected species and/or internationally and nationally designated nature conservation sites will be determined in accordance with national policy set out in Planning Policy Wales and ~~Technical~~ **Advice Note 5: Nature Conservation and Planning (2009)**. In accordance with The Conservation of Habitats and Species regulations 2010, any development proposal that has the potential for an adverse effect on the integrity of a European site will require a Project Level Assessment to be prepared to the satisfaction of ~~a~~ **Natural Resources Wales** and the local authority. (TYP10)(TYP11)

7.50 In the case of ~~local designations~~ **locally identified sites, e.g. SINCs**, where mitigation measures cannot resolve any significant unacceptable effects on habitats

and species in an appropriate manner, the use of compensatory measures ( such as translocation ) will only be considered if the habitat(s) and/or species in question cannot be maintained in their present location. ~~This is because of the great difficulties in re-creating good quality habitats in new locations within reasonable timescales. The sites, to which any habitat and/or species are moved, should not be at the expense of any semi natural habitats and/or species already in that location.~~ **In determining development proposals that adversely impact on locally identified sites, the same overriding need justification principles will be applied as for European or National sites i.e. the need for the development must outweigh the biodiversity interest of the site and that development could not be located elsewhere and, compensation/mitigation will be required. However, for locally identified sites their emphasis will reflect the scale of the development proposal and the local status of the site. (FC44)**

- 7.51 Where development results in a negative effect on biodiversity, developers will need to provide information to allow a full assessment of their proposal, to include how negative effects will be avoided and mitigated for. In cases where avoidance and mitigation cannot ensure 'no net loss', on or off-site compensation will be required to maintain net biodiversity interest and further guidance on this issue is contained within the Council's Biodiversity Supplementary Planning Guidance.
- 7.52 Planning conditions and obligations will be used to ensure that any measures identified are fully resourced and implemented. This may include the preparation and implementation of a management plan to secure the future of any habitats created or retained, for example tackling issues such as plant failure, unauthorised public access and future monitoring to establish appropriate remedial measures that may be necessary.

## **POLICY MD 11 - AFFORDABLE HOUSING IN RURAL AREAS<sup>35</sup>**

AFFORDABLE HOUSING WILL BE PERMITTED WHERE IT HAS A DISTINCT PHYSICAL OR VISUAL RELATIONSHIP WITH AN EXISTING SETTLEMENT AND WHERE IT IS DEMONSTRATED THAT:

- 1. THE PROPOSAL MEETS AN IDENTIFIED LOCAL NEED WHICH CANNOT BE SATISFIED WITHIN IDENTIFIED SETTLEMENT BOUNDARIES;
  - 2. THE NUMBER OF DWELLINGS IS IN PROPORTION TO THE SIZE OF THE SETTLEMENT;
  - 3. THE PROPOSED DWELLING(S) WILL BE CONSTRUCTED TO A SCALE AND DESIGN WHICH IS COMMENSURATE WITH THE AFFORDABLE HOUSING NEED;
  - 4. IN CASES WHERE THE DWELLING IS TO BE PROVIDED BY EITHER A PRIVATE LANDLORD OR THE INTENDED OCCUPIER, SECURE MECHANISMS ARE IN PLACE TO ENSURE THE PROPERTY SHALL REMAIN AFFORDABLE IN PERPETUITY;
  - 5. THE DEVELOPMENT HAS REASONABLE ACCESS TO THE AVAILABILITY AND PROXIMITY OF LOCAL COMMUNITY SERVICES AND FACILITIES; AND
  - 6. THE DEVELOPMENT COMPLIES WITH POLICIES MD 2 AND MD 3.
- 7.53 In seeking to deliver sustainable communities, the LDP Strategy directs new housing to settlements which possess or have good access to a wide range of services and facilities. However, there may be instances where housing need arises outside

existing residential settlement boundaries or within villages that are not included within the settlement hierarchy. Such proposals will be considered as “exceptions” to the general housing policies of the Plan, although development will still need to have reasonable access to local community services and facilities in nearby settlements.

- 7.54 Given the small nature of many minor rural settlements, the integration of new development within the existing settlement pattern is imperative so as not to adversely impact upon their rural character or setting. Accordingly, any affordable housing scheme will need to be of a scale proportionate to the size of the existing settlement, and generally comply with Policies MD 1, 2, and 3, in order to ensure the appropriate integration of new affordable housing within the existing smaller settlements of the Vale of Glamorgan.
- 7.55 In general, the Council will require the affordable housing to be delivered by a Registered Social Landlord (RSL) or the community itself, for example via a community land trust. For developments proposed by a private developer the Council will require the dwelling(s) to remain affordable in perpetuity. This will be secured through a planning condition or legal agreement. This will require the resale of the property to be capped at an affordable level linked to local average incomes. In doing so this will ensure that the dwelling is of a design and scale which is affordable to the wider community. The only exception to this will be in instances where the mortgagee is in possession.
- 7.56 In cases where a private developer proposes to develop and manage the affordable housing without the involvement of a RSL, a Section 106 agreement will be used to ensure that the homes are only occupied by people in local housing need, both initially and on successive changes of occupier. It will be for the Council to provide the definition of those in ‘local housing need’.

<sup>35</sup>Technical Advice Note 6 Planning for Sustainable Rural Communities (July 2010)

- 7.57 Dwelling size should reflect the reasonable living requirements of the applicant. Where potential occupants have yet to be identified, dwellings should be provided that meet the requirements outlined in the Council’s Rural Housing Needs Study<sup>36</sup>. In this regard, the Council may control future permitted development rights to ensure that properties are not extended or altered in any way to increase values beyond an affordable level. The Council will consider the suitability of any future adaptations or extensions where required by an occupant with disabilities or to accommodate appropriate extensions for family growth.

## **POLICY MD 12 - CONVERSION AND RENOVATION OF RURAL BUILDINGS**

PROPOSALS FOR THE CONVERSION OR RENOVATION OF EXISTING BUILDINGS FOR RURAL ENTERPRISE, TOURISM, COMMUNITY OR RESIDENTIAL USE WILL BE ACCEPTABLE WHERE:

1. THE PROPOSAL IS FOR THE REUSE OF A SURPLUS RURAL BUILDING;
2. CONVERSION OF AN EXISTING RURAL BUILDING WOULD NOT GIVE RISE TO THE NEED FOR A REPLACEMENT BUILDING; AND
3. REUSE CAN BE ACHIEVED WITHOUT SUBSTANTIAL RECONSTRUCTION, EXTENSION OR UNACCEPTABLY ALTERING THE APPEARANCE AND RURAL CHARACTER OF THE BUILDING OR ITS SETTING;

PROPOSALS FOR RESIDENTIAL USE WILL ONLY BE PERMITTED WHERE IT WOULD PRESERVE A BUILDING WHICH IS OF ARCHITECTURAL OR HISTORIC IMPORTANCE

OR OTHERWISE POSITIVELY CONTRIBUTES TO RURAL CHARACTER AND DEVELOPERS HAVE DEMONSTRATED THAT:

4. THERE ARE NO VIABLE ALTERNATIVE USES; AND
5. THE SITE IS SUSTAINABLE IN TERMS OF ACCESS TO LOCAL SERVICES, PUBLIC TRANSPORT AND COMMUNITY FACILITIES.

7.58 With changes in farming practice, many rural buildings are no longer needed. In the rural Vale some of these buildings add greatly to the character of the countryside and to local distinctiveness. Where possible the Council wishes to see rural buildings, particularly those of architectural interest, retained. The Council's preference is for these buildings to be developed for alternative uses that contribute positively to Vale of Glamorgan's rural economy.

7.59 Policy MD 12 distinguishes rural buildings as being either traditional stone or brick built barns of architectural merit (generally predating 1914). Modern buildings on the other hand are often prefabricated and utilitarian in style. For both traditional and modern rural buildings, the Council will favour reuses which can make a positive contribution to the rural economy, such as rural enterprises, farm and craft shops, small scale commercial and light industrial enterprises, or tourism and recreation facilities. In the case of agricultural and forestry buildings less than 10 years old, it will also need to be demonstrated that the original need for the building was genuine and that it is no longer required for agricultural or forestry purposes. Additionally, in more isolated rural locations where residential development would otherwise not be acceptable, proposals for visitor accommodation will be limited to the conversion of suitable rural buildings and occupancy conditions will be imposed to prevent long term residential occupation.

<sup>36</sup> The Vale of Glamorgan Council Rural Housing Needs Survey 2010 (Fordham Research)

7.60 Notwithstanding these preferences, the most common proposals in the Vale of Glamorgan are for the conversion of traditional rural buildings to residential use. Such proposals can lead to a dispersed pattern of settlement which generates new and longer trips and also places additional pressure on the Council to provide essential services and facilities often in isolated locations. The Council will therefore only favour the re-use and conversion of traditional rural buildings to residential where it is demonstrated through appropriate marketing of the buildings for alternative business, community, tourism or recreational uses for a period of no less than 12 months, and where this would safeguard a building of architectural or historical interest and is accessible by public transport and local services and facilities. Conversion of modern buildings to residential will not normally be permitted.

7.61 The conversion of both traditional and modern rural buildings must be sympathetic to their location and not require any extensions or alterations which would materially alter the character of the building including its setting in the rural landscape. For traditional rural buildings, separate guidance is contained in the Council's SPG "The Conversion of Rural Buildings". Any major remodelling of either the building itself or its setting in a manner which would not maintain its existing character is unlikely to be considered favourably.

## **POLICY MD 13 - DWELLINGS IN THE COUNTRYSIDE**

PROPOSALS FOR THE REPLACEMENT OF AN EXISTING DWELLING IN THE COUNTRYSIDE WILL BE PERMITTED WHERE

1. THE DWELLING HAS AN ESTABLISHED LAWFUL RESIDENTIAL USE;

2. IT WOULD NOT RESULT IN THE LOSS OF A DWELLING WHICH CONTRIBUTES SIGNIFICANTLY TO THE RURAL CHARACTER OF THE AREA, UNLESS IT CAN FIRST BE DEMONSTRATED THAT THE BUILDING IS STRUCTURALLY UNSOUND AND REPAIRS ARE ECONOMICALLY UNVIALE OR EXISTING PHYSICAL OR ENVIRONMENTAL SITE CONSTRAINTS RESTRICT THE ABILITY TO APPROPRIATELY EXTEND THE EXISTING PROPERTY;
3. THE REPLACEMENT DWELLING WOULD, BY REASON OF ITS SCALE, SITING, DESIGN, MATERIALS, LANDSCAPING AND EXTERNAL APPEARANCE, BE COMPATIBLE WITH THE SURROUNDING BUILT AND NATURAL ENVIRONMENT AND HAVE NO MATERIALLY GREATER IMPACT ON THE LANDSCAPE; AND
4. THE PROPOSAL DOES NOT NECESSITATE AN UNACCEPTABLE EXTENSION TO THE RESIDENTIAL CURTILAGE.

EXTENSIONS TO DWELLINGS IN THE COUNTRYSIDE WILL BE PERMITTED IF THE DWELLING AS EXTENDED:

1. IS NOT DISPROPORTIONATE IN SIZE TO THE ORIGINAL DWELLING,
2. WOULD NOT UNACCEPTABLY AFFECT THE CHARACTER OF THE EXISTING DWELLING AND ITS CONTRIBUTION TO RURAL CHARACTER; AND
3. WOULD HAVE NO MATERIALLY GREATER IMPACT ON THE LANDSCAPE.

7.62 Proposals for replacement dwellings in the countryside will be permitted where it can be demonstrated that the dwelling has an established use and has not been abandoned. The replacement of dwellings which cannot demonstrate the continued use of the property will be treated as a new dwelling. In cases where a continuous use can be established, the replacement of a dwelling which contributes significantly to the rural character of the area will only be permitted where it is demonstrated that the property is either unacceptably affected by structural damage and replacement is the most economically viable option or where the site is affected by physical or environmental constraints that restrict the ability to appropriately extend the property, for example where part of the site is unacceptably affected by flood risk or unstable land.

7.63 Under such circumstances, the replacement new dwelling will be expected to make a positive contribution to the local environment, and have no materially greater impact on the landscape than the dwelling it replaces. In this respect, the replacement dwelling should not be disproportionate in size to the dwelling being replaced, nor be of a scale that would materially affect the residential character of properties in the area. In addition, the exterior design and materials of the new dwelling shall be compatible with the local environment. Additionally, planning conditions may be imposed to restrict permitted development rights in respect of additional extensions and alterations. This is intended to allow the Council to maintain control over future minor extensions / alterations to the new dwelling which need to be sensitive given the rural setting.

7.64 Extensions to existing dwellings in the countryside have the potential to significantly change the character of a dwelling and increase the physical impact of development on the landscape. Such extensions will be strictly controlled in terms of their scale, design and appearance to reflect their rural location, with Policy MD 13 seeking to retain the rural character of dwellings and mitigate the physical impact of such extensions on the surrounding landscape.

- 7.65 Additional guidance in respect of this issue will be provided in a 'Dwellings in the Countryside Supplementary Planning Guidance'.

## **POLICY MD 14 - TOURISM AND LEISURE**

PROPOSALS FOR THE DEVELOPMENT OF NEW OR ENHANCED TOURISM AND LEISURE FACILITIES WILL BE PERMITTED WHERE THE PROPOSAL:

1. IS LOCATED WITHIN THE KEY SETTLEMENT, THE SERVICE CENTRE SETTLEMENTS, PRIMARY SETTLEMENTS AND MINOR RURAL SETTLEMENTS; OR
2. FORMS PART OF A RURAL ENTERPRISE OR FARM DIVERSIFICATION SCHEME; OR
3. INVOLVES THE CONVERSION OF AN EXISTING RURAL BUILDING IN ACCORDANCE WITH POLICY MD 12; OR
4. INVOLVES SUSTAINABLE LOW IMPACT TOURISM AND LEISURE PROPOSALS IN THE COUNTRYSIDE; AND
5. THE DEVELOPMENT COMPLIES WITH POLICIES MD 2 AND MD 3.

PROPOSALS THAT WOULD RESULT IN THE LOSS OF EXISTING TOURISM AND LEISURE FACILITIES WILL BE RESISTED UNLESS IT CAN BE DEMONSTRATED THAT THERE IS A SUFFICIENT SUPPLY OF FACILITIES WITHIN THE AREA TO SATISFY DEMAND AND/OR THE FACILITY HAS BEEN MARKETING AND PROVEN TO BE NO LONGER ECONOMICALLY VIABLE.

- 7.66 The Vale of Glamorgan is an area rich in attractive landscape, seascape and townscape. The Council considers that the provision of appropriately located and well-designed tourism facilities present a significant opportunity to bring new investment into the Vale of Glamorgan.
- 7.67 The provision of new and enhanced tourism facilities in the Vale of Glamorgan is a key element of both the Council's Tourism Strategy and the LDP. Proposals for new tourism accommodation such as hotels, bed and breakfast establishments, camping or caravan sites will be favoured where the development is located in settlements identified in the settlement hierarchy or where they promote rural enterprise and / or diversification. Low impact tourism would include interpretation centres, footpaths, and other developments such as camping sites where the impacts on the locality are often small-scale and seasonal. Equestrian activities are popular within the Vale of Glamorgan and can contribute to tourism and leisure facilities as well as the rural economy. The design and location of new or enhanced facilities will be assessed in accordance with Policies MD 2 and MD 3. In addition, sustainable tourism proposals will generally be supported provided they are of an appropriate scale and design to their surroundings.
- 7.68 Fundamental to the development of a robust tourism industry is the requirement to retain existing tourism facilities. Evidence suggests that the tourism industry in Barry and Penarth has been in decline for a number of years, with many facilities being lost to alternative uses. Proposals for the redevelopment of existing tourism facilities for alternative uses will only be permitted where it is demonstrated that the facility is no longer economically viable, or there is surplus supply of the same type of use within Vale of Glamorgan. The Council will require proposals to be supported by evidence that retention of the facility is no longer economically viable or required for tourism purposes. As part of this process the Council will require applicants to demonstrate



that the facility has been actively marketed for a period of 12 months at a realistic price.

## **POLICY MD 15 - NEW EMPLOYMENT PROPOSALS**

ON EXISTING AND ALLOCATED EMPLOYMENT AREAS DEVELOPMENT PROPOSALS WHICH PROVIDE FOR OR ASSIST IN THE CREATION OF NEW EMPLOYMENT OPPORTUNITIES INCLUDING THE EXPANSION OF EXISTING BUSINESSES AND UPGRADING, IMPROVEMENT OR REDEVELOPMENT OF EXISTING PREMISES WILL BE SUPPORTED

PROPOSALS FOR NEW EMPLOYMENT USES OUTSIDE OF THE DEFINED EMPLOYMENT AREAS IDENTIFIED IN POLICY MG 9 WILL BE PERMITTED WHERE:

1. IT IS SEQUENTIALLY DEMONSTRATED THAT THE REQUIREMENTS OF THE BUSINESS CANNOT BE MET ON AN EXISTING EMPLOYMENT SITE, ON-SITE EXPANSION OR RELOCATION TO AN EXISTING OR ALLOCATED EMPLOYMENT SITE; OR
2. THE PROPOSAL IS FOR AN AGRICULTURE, FORESTRY OR RURAL ENTERPRISE WHERE A NEED FOR A RURAL LOCATION IS JUSTIFIED; OR
3. WHERE IT IS CLEARLY DEMONSTRATED THAT THE NATURE OF THE BUSINESS NECESSITATES A LOCATION AWAY FROM EXISTING RESIDENTIAL AND OR EMPLOYMENT AREAS IN ORDER TO MITIGATE IMPACT ON AMENITY.
4. THE DEVELOPMENT COMPLIES WITH POLICIES MD1, MD2 AND MD3.

7.69 Strategic Policy 5 identifies the employment land requirements, and a hierarchy of employment sites of both regional and local importance, which the Council consider will provide for flexibility of choice, to meet the Vale's employment needs over the Plan period. The sites are well located to existing employment base and are primarily the areas where new employment development has taken place.

7.70 Additionally, the Council wish to encourage the continued use of existing employment sites and premises to meet the needs of local businesses and to enable new business to develop. Accordingly, Policy MD 15 supports redevelopment and enhancement of existing employment premises and sites that facilitate the expansion of business and to provide additional new premises. In addition the Policy supports rural enterprises which support the rural economy and improve opportunities for rural communities to live and work in close proximity.

7.71 In this respect, the Council's preference is for the expansion of existing sites or premises or relocation to an existing or allocated employment site prior to development on an entirely new site. Depending on the scale and nature of the proposal, the Council may also require the applicant to provide evidence that consideration has been given to alternative locations outside of the Vale of Glamorgan.

7.72 The Council however recognise that there are industries that due to the nature of their activities need to be located away from established general employment areas and some distance from residential areas so as to avoid negative impacts. A number of existing employment sites are located away from residential properties, including Atlantic Trading Estate the Operational Port at Barry Docks and Llandow Industrial Estate, and available land within these areas should be investigated in the first instance.

- 7.73 In all cases, the Council will need to be satisfied that a sequential approach has been given to the identification of the site and all potential options have been explored which demonstrates that the proposed location is the only appropriate option to meeting the needs of the business proposed.

## **POLICY MD 16 - PROTECTION OF EMPLOYMENT LAND AND PREMISES**

ON STRATEGIC EMPLOYMENT ALLOCATIONS (POLICY MG 9 REFERS) PROPOSALS FOR NON EMPLOYMENT USES, OTHER THAN MINOR ANCILLARY USES, WILL NOT BE PERMITTED.

PROPOSALS WHICH WOULD RESULT IN A LOSS OR REDEVELOPMENT OF EXISTING LOCAL EMPLOYMENT SITES OR PREMISES WILL ONLY BE PERMITTED WHERE:

1. IT IS DEMONSTRATED THAT THE SITE / PREMISES IS NO LONGER SUITABLE OR REASONABLY CAPABLE OF BEING REDEVELOPED FOR EMPLOYMENT PURPOSES; OR
2. THERE IS SIGNIFICANT COMMUNITY BENEFIT WHICH OUTWEIGHS THE IMPACT OF LOSING THE EMPLOYMENT SITE/PREMISES; AND
3. THE PROPOSAL WOULD NOT PREJUDICE EXISTING OR NEIGHBOURING EMPLOYMENT USES AND IN THE CASE OF ANCILLARY OR SUI GENERIS PROPOSALS THESE WOULD NOT SINGULARLY OR CUMULATIVELY LEAD TO A MATERIAL CHANGE IN THE NATURE OF THE EMPLOYMENT SITE.

WHERE PROPOSALS INVOLVE THE REDEVELOPMENT OF AN EXISTING OR ALLOCATED EMPLOYMENT SITE FOR OTHER USES THE COUNCIL WILL SEEK THE PROVISION OF EQUIVALENT ON SITE EMPLOYMENT USES AND/OR PREMISES.

- 7.74 The maintenance of a land bank of sites, particularly where growth sectors can be accommodated, is vital to the success of the areas' economic development initiatives and investment. Therefore, proposals for the alternative uses of "major employment" allocations identified in Policy MG 9 for non-employment purposes will not be permitted in order to protect their status as regionally and locally important sites for employment purposes.
- 7.75 Existing local employment sites and premises provide valuable opportunities for employment close to where people live and support the local economy. As such the loss of employment uses can negatively impact on access to local jobs and the competitiveness of the local area. The Council's Employment Land and Premises Study (2013) highlights a relative scarcity of a range and choice of available and developable land, alongside an identified demand for small business start-up and grow on space within the Vale of Glamorgan.
- 7.76 Policy MD 16 seeks to protect the loss of local employment sites and premises to non-employment use, unless it is clearly demonstrated that there are exceptional circumstances affecting the continuation or delivery of employment uses. Where non-B class employment uses are proposed, the Council will require proposals to be supported by evidence that retention of the premises or site for employment purposes is no longer required or economically viable. Such information should include local employment forecasts, site feasibility or viability studies and evidence of active marketing of the site for employment uses for a minimum of 12 months. Developers shall also be required to demonstrate clear economic benefits attributed to any proposed development.

- 7.77 Small, ancillary uses which fall outside the B-Class uses, such as cafés, crèches and training facilities which generate employment opportunities and support the wider function of employment sites may be appropriate where this would not affect the integrity of these sites, or unacceptably reduce employment land supply. Similarly, and subject to the waste policies of this Plan, employment sites are considered suitable to accommodate waste facilities.
- 7.78 In considering alternative uses on existing employment sites, the Council will seek to ensure that an adequate range of sites and premises – in terms of location, size and potential use – is maintained within the Plan area. Consequently, where proposals involve the redevelopment of an existing local employment site for other uses, this must retain an equivalent amount of jobs on site; and in the case of a vacant or underused employment site, the council will require employment uses to be incorporated within the scheme.

## **POLICY MD 17 - RURAL ENTERPRISE**

PROPOSALS FOR THE DEVELOPMENT OF SMALL SCALE EMPLOYMENT USES THAT PROMOTE RURAL ENTERPRISE WILL BE PERMITTED WHERE THE PROPOSAL:

1. IS LOCATED WITHIN A MINOR RURAL SETTLEMENT; OR
2. IS PART OF A FARM DIVERSIFICATION SCHEME; AND / OR
3. INVOLVES THE CONVERSION OF AN EXISTING RURAL BUILDING IN ACCORDANCE WITH POLICY MD 8.

PROPOSALS THAT WOULD RESULT IN THE LOSS OF EXISTING SMALL SCALE EMPLOYMENT USES WILL BE ASSESSED IN ACCORDANCE WITH POLICY MD 16.

- 7.79 The findings of the Employment Study indicate that many of the traditional sectors of rural employment such as agriculture and forestry in the Vale of Glamorgan are in decline. The Council recognises that in order to breathe new life into the rural economy it is necessary to maximise the opportunities for small scale, sustainable employment to take place outside the larger settlements of the Vale of Glamorgan. The promotion of economic development which promotes rural enterprise and diversification in the rural Vale is therefore an essential element of the Strategy.
- 7.80 The development of new small scale employment uses within the Minor Rural settlements will be supported where the proposed use accords with the requirements of Policies MD 1 and MD 3. Proposals for rural enterprise in association with a farm diversification scheme or the conversion of a rural building will be considered in accordance with Policy MD 12 and National Planning Guidance<sup>37</sup>.

## **POLICY MD 18 - GYPSY AND TRAVELLER ACCOMMODATION**

PROPOSALS FOR ADDITIONAL GYPSY AND TRAVELLER ACCOMMODATION WILL BE PERMITTED PROVIDING THAT:

1. IT IS DEMONSTRATED THAT THE ACCOMMODATION REQUIREMENTS OF THE APPLICANT CANNOT BE MET ON THE SITE ALLOCATED BY POLICY MG 5;
2. THE SITE IS WELL LOCATED FOR SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;

3. THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION AND ACCOMMODATION NEEDS OF THE APPLICANT;
  4. ADEQUATE ON SITE SERVICES FOR WATER SUPPLY, DRAINAGE, SEWAGE, POWER AND WASTE DISPOSAL ARE AVAILABLE OR CAN BE PROVIDED WITHOUT CAUSING ANY UNACCEPTABLE ENVIRONMENTAL IMPACT AND
  5. THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES.
- 7.81 The LDP through Policy MG 5 allocates land at Sully for the development of a new Gypsy and Traveller site, in order to meet the identified needs of the Gypsy and Traveller community in the Vale of Glamorgan<sup>38</sup>.
- 7.82 In addition, national guidance recognises the need for a criteria based Policy in order to assess proposed private or other sites, in order to meet future or unexpected demand. Policies must be fair, reasonable, realistic and effective in delivering sites. Accordingly, Policy MD18 sets out the criteria for new gypsy and traveller accommodation with a need for the Council to be satisfied that there is an overriding demonstrable need for the proposal which cannot be met through existing and proposed provision within the Vale of Glamorgan.
- 7.83 Where the proposal is considered to be justified on the basis of individual need, planning permission will be restricted to the applicant and their dependent resident family. In addition, the sustainability of the site in terms of access to essential services and facilities will also be an important factor in determining the suitability of the proposals. The Council considers that proposals for Gypsy and Traveller accommodation should not be treated any differently to general housing market housing within the Plan. Accordingly, proposals in isolated rural locations will be resisted unless it can be demonstrated that there is ~~an there is~~ an overriding need for the location. **(TYP NA)**
- <sup>37</sup>TAN 6 Planning for Sustainable Rural Communities (WAG July 2010)
- <sup>38</sup> Gypsy and Traveller Accommodation Needs Assessment (2013)
- 7.84 The Council may impose planning conditions to control business uses and associated buildings on the site to ensure that they remain ancillary to residential use. In this regard and where relevant, planning applications should be accompanied by details of any proposals for the storage of plant and equipment associated with the business activities of those living on the site.

## **POLICY MD 19 - LOW CARBON AND RENEWABLE ENERGY GENERATION<sup>39</sup>**

PROPOSALS FOR THE GENERATION OF LOW CARBON AND RENEWABLE ENERGY WILL BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT THERE IS NO UNACCEPTABLE IMPACT ON THE INTERESTS OF:

- AGRICULTURE;
- ELECTRICAL, RADIO OR OTHER COMMUNICATION SYSTEMS;
- LANDSCAPE IMPORTANCE;
- NATURAL AND CULTURAL HERITAGE;
- NATURE CONSERVATION;
- RESIDENTIAL AMENITY;
- SOIL CONSERVATION; AND
- WILDLIFE;

IN ASSESSING SUCH PROPOSALS, THE CUMULATIVE IMPACTS OF RENEWABLE ENERGY SCHEMES WILL BE AN IMPORTANT CONSIDERATION.

FAVOURABLE CONSIDERATION WILL BE GIVEN TO PROPOSALS THAT PROVIDE OPPORTUNITIES FOR RENEWABLE AND LOW CARBON ENERGY AND / OR HEAT GENERATION TO BE UTILISED WITHIN THE LOCAL COMMUNITY.

- 7.85 The Council's Renewable Energy Assessment (2013) assessed the potential renewable energy capacity within the Vale of Glamorgan and identified significant opportunities for a range of small scale renewable energy proposals, particularly from micro generation schemes including Building Integrated Renewables [BIR] and biomass schemes. These generally relate to schemes within the 'micro' (up to 50kw) and 'sub local authority' (up to 5MW) scales defined under national planning policy.
- 7.86 Policy MD 19 seeks to favour low carbon and renewable energy schemes, where appropriate. These technologies include onshore wind, landfill gas, energy crops, efficient energy from waste processes, anaerobic digestion, sewage gas, hydropower, biomass, solar energy, combined heat and power and buildings with integrated renewable sources e.g. solar power.

<sup>39</sup>Technical Advice Note 8: Planning for Renewable Energy (July 2005)

- 7.87 Although there are significant opportunities for small scale renewables within the Vale of Glamorgan there may be occasions where larger scale schemes are technically viable and appropriate in planning terms; however such schemes will require careful consideration. These are likely to relate to 'local authority-wide' scale schemes (i.e. schemes from 5MW to 25MW for onshore wind and from 5MW to 50MW for all other technologies). These could include proposals for individual wind turbines or other wind energy schemes where unacceptable impacts on aviation safeguarding and all other constraints can be overcome. Other larger scale schemes where there is potential and a high level of interest includes proposals for standalone solar farms arrays. Within the Vale individual solar farm proposals have generally ranged from 5 to 10MW. These schemes are likely to be located within the open countryside and may result in the loss of landscape features (such as trees and hedges) and may require site levelling. In assessing 'local-authority wide' scale schemes, the cumulative impact of proposals (when compared with other existing and proposed developments) is likely to be a particularly important consideration.
- 7.88 At all scales, careful consideration will need to be given to likely adverse effects that may arise from the proposal. In terms of mitigation, schemes need to be well designed, reflect local circumstances and demonstrate how any environmental, social, resource and economic impacts have been minimised through careful site selection, design, construction, operation and other measures. In this respect, **in considering the impact on the interests of those features and constraints listed in policy MD 19, renewable energy proposals will also need to have to pay due regard to Policy MD 8 the requirements of policies MD 8 (Environmental Protection), MD 10 (Promoting Biodiversity) and MG 17 (Special Landscape Areas) where relevant. (FC45)**
- 7.89 In Special Landscape Areas, individual wind turbines or solar farms may be acceptable where they are sited to reduce environmental impacts. Over time the cumulative effects of these structures may have unacceptable impacts on the visual quality of the wider area. Accordingly proposers of wind turbines or other structures with significant landscape impacts will normally be required to undertake a full Landscape Impact Assessment to demonstrate how they have considered these impacts, including cumulative landscape impacts with any existing or proposed developments.

- 7.90 Where development proposals involve the use of energy and / or heat from renewable or low carbon generation favourable consideration will be given. This could relate to the establishment of a district heat network or proposals to supply high energy users in the community (e.g. swimming pools, hospitals, care homes or other commercial or domestic users). This approach is line with criteria relating to climate change mitigation and adaptation within Policies MD 2 and MD 3.

## **Section 8**

### **Delivery and Implementation**

- 8.1 Local Development Plan Wales (2005) paragraph 1.21 states the importance of ensuring that all proposals within the Local Development Plan (LDP) are 'realistic and likely to be implemented within the plan period' in the interest of avoiding blight. In this respect, all proposals included as land use allocations within the LDP should have sufficient evidence to demonstrate that they can be delivered within the Plan period.
- 8.2 The relevant Policies in respect of specific land use proposals (e.g. housing, retail, employment) each set out details of site-specific allocations, including information on location, size, proposed use and number of units or size of development. They also provide an indication of when proposals will be implemented and who will be responsible for their implementation.
- 8.3 In addition, the phasing of specific sites aims to reflect local circumstances and seeks to ensure that a range and choice of sites are available throughout the Plan period. The Plan estimates the likely completion of development in terms of three Plan phases:
- Phase 1 – 2011 to 2016: generally sites are included in this phase if planning permission has been granted; and / or if the site has been identified as being a priority within the specific settlement to which it relates; or if the site contributes to the delivery of key infrastructure;
  - Phase 2 – 2016 to 2021: sites are included in this phase where funding is likely to be available within the relevant timeframe and / or they have been identified as a priority over phase 3 sites; and
  - Phase 3 – 2021 to 2026: reflects the longer-term land supply and includes all other sites.
- 8.4 The phasing of development sites has also had regard to the principle of prioritising brownfield over greenfield development sites. As a consequence brownfield sites are favoured for early development during the plan period, a good example being Barry Waterfront. This, in turn will have implications for the phasing of other greenfield sites in and around settlements.
- 8.5 It should be noted that the phasing of development identified within the Plan is indicative. Should individual circumstances relating to particular developments change, it may be acceptable for that development to come forward early or be phased to later during the life of the Plan. In certain cases, the phasing of a development may also reflect the fact that site specific infrastructure is required and provided before the commencement of a certain phase of development or beneficial use of any part of the site. For example, investment in new highway infrastructure may be required to allow appropriate access to a site before that site is brought into its intended use.

### **Infrastructure Requirements**

- 8.6 Planning Policy Wales (paragraph 12.1.6) states that the capacity of existing infrastructure and the need for additional facilities should be taken into account in the preparation of Development Plans. The LDP Strategy locates new development within areas which maximise the use of existing infrastructure within the South East Zone and other sustainable settlements.
- 8.7 As part of the Council's detailed Infrastructure Planning, assessments have been undertaken in respect of highway impacts, sustainable transport, education facilities, open space and community facilities. All of these detailed assessments have regard to the housing allocations in the plan and the anticipated spatial distribution of



windfall development, and feed directly into site-specific allocations (where land is required to deliver necessary infrastructure) and the Infrastructure Plan.

- 8.8 Regard will have to be paid to the implications of any unforeseen circumstances such as the impact of windfall development taking place which may require additional community infrastructure within the local area (in advance of CIL). As a consequence, any proposals for development will have to pay particular regard to Policy MD 4 – Community Infrastructure and Planning Obligations. By way of examples, an assessment will be undertaken to ascertain whether local highway network improvements will be required as a consequence of the development proposed.
- 8.9 For the majority of allocated sites, the provision of additional infrastructure will be funded through Section 106 planning obligations, until such time as the Council's Community Infrastructure Levy (CIL) Schedule is adopted. In this regard appropriate contributions will be sought towards education, sustainable and public transport services and infrastructure, enhancement of community facilities and the provision of public art, having regard to the prevailing situation at the time of the application and specifically the requirements of Policy MD 4. The requirements will also be reviewed as part of any Plan review.
- 8.10 The majority of development sites rely on private sector investment and implementation. Where this is the case private sector developers are expected to fund essential utilities infrastructure. In addition to the wider strategic implications on the highway network, the Plan has considered initial highway and access issues relating to site allocations. Where there are significant constraints and / or highway improvements required, these have been referenced within the supporting text alongside other site-specific issues. Additionally, consultations with the main statutory undertakers indicate that there are generally no significant constraints which would prevent delivery of sites identified for development within the LDP.
- 8.11 Dŵr Cymru Welsh Water have advised that although their Draft Water Resources Plan to 2035 considers Welsh Government population forecasts, the implications of employment related development are more difficult to forecast given the potential and varying range of commercial uses. In this respect, they have advised that the South East Wales Conjunctive Use System (SEWCUS) water resource zone is one of two which covers the Vale of Glamorgan and is an area forecast as having a shortfall in supply from around 2020. As the majority of allocated employment sites lie within this area, DCWW have advised that there should be ongoing engagement regarding future development proposals and any potential issues.
- 8.12 In respect of water resources more generally, the findings of the Habitats Regulations Assessment (HRA) report on the Deposit LDP recommended that the Council takes a practical approach to understanding future water requirements in the context of planning development. Accordingly the Council will undertake a Water Cycle Study in collaboration with other local authorities within South East Wales during the first 4 years of the LDP after its adoption.

## **Section 9**

### **Measuring Success**

- 9.1 Monitoring is a key aspect of the Welsh Government's 'Plan, Monitor and Manage' approach to the planning system and also ensures the successful delivery of the LDP. Accordingly, the Council is required by the Welsh Government to produce an Annual Monitoring Report (AMR) to be submitted to the Welsh Government by 31st October each year following the adoption of the LDP.
- 9.2 The purpose of the AMR is to enable the Council to assess the performance of the Vale of Glamorgan LDP in respect of progress of development proposals within the plan and the implementation of policies.
- 9.3 The AMR can assist the Council to -
- Identify areas of success
  - Identify where certain policies are not being successful in delivering their intended objective;
  - Identify gaps in the evidence base, perhaps through a change in the economy , which need to be addressed and reflected in the LDP; and
  - Identify what actions will be taken to address the issues identified to ensure the implementation of the LDP, including any revisions that need to be made to the LDP
- 9.4 In addition to annual monitoring, the Plan shall be the subject of a full review every 4 years which will provide the opportunity for the Council to review the progress in implementing the policies and make modifications where appropriate. The review shall also enable the Council to ensure that the LDP is kept up to date in respect of changes in national planning policy and associated documents such as the Vale of Glamorgan Community Strategy.

### **Monitoring Framework**

- 9.5 In order to enable the effective delivery of the LDP the Council has developed a set of targets and indicators against which the performance of the policies and development proposals can be measured. Targets have been set for levels of development either annually or at interim years during the LDP period. The target for the whole of the Plan is to achieve the implementation of the LDP strategy.
- 9.6 LDP Regulation 37 prescribes two core indicators which must be included in the Annual Monitoring Report:
- The housing land supply taken from the current Housing Land Availability Study;
  - The number of net additional affordable and general market dwellings built in the LPA's area;

Other suggested output indicators are laid out in the LDP Manual and where relevant these are reflected in the framework as set out below:

<b>Policy Target</b>	<b>Core Indicator</b>
PT4 Protecting and enhancing the built, natural and coastal environment.	Number of developments permitted in C1 and C2 floodplain areas contrary to national planning policy (TAN 15 tests).
PT21 Maintain a 5 year supply of housing land for development throughout the plan period.	Maintain a 5 year supply of housing land for development throughout the plan period.
PT22 By 2026 provide a minimum 2694 new affordable dwellings through the planning system as secured by condition or S106.	Annual number of additional affordable dwellings provided in accordance with LDP requirements.
PT25 To support the delivery of local employment opportunities.	Annual take up of employment land in hectares on Local Employment Sites.
PT29 Provide between 8.4 and 15.1 hectares of available land (or consented for that purpose) for the provision of sustainable waste management facilities to meet the identified need to treat up to 291,600 tonnes of waste per annum.	The availability of between 8.4 and 15.1 land (or consented for that purpose) for the provision of sustainable waste management facilities to meet the identified need to treat up to 291,600 tonnes of waste per annum.
PT30 To maintain a minimum 10 year and maximum 20 year land bank of permitted aggregate reserves.	Aggregates landbank for the Vale of Glamorgan Council in years.
PT31 No permanent, sterilising development will be permitted within a mineral buffer zone or a minerals safeguarding area.	No permanent, sterilising development will be permitted within a mineral buffer zone or a minerals safeguarding area.
PT32 The sustainable use of land.	Annual number of new residential development completed on previously developed land.
	Density of housing development permitted on allocated development Plan sites.
	Amount of Greenfield lost to development (ha) which is not allocated in the development Plan or does not meet the requirements of the relevant Local Development Plan Policies by way of a departure application to the Plan.

## Contextual Indicators

- 9.7 Contextual indicators are not a statutory requirement for LDP monitoring, but are important as they describe the background against which LDP policies operate. These include socio-economic and environmental issues which can have in themselves a direct bearing on the effectiveness of the LDP. For instance the wider economic climate and impacts on employment and housing growth, or potential changes in environmental legislation relating to pollution control would be regarded as Contextual Indicators.
- 9.8 Whilst spatial in nature, these indicators are broader in scope than traditional indicators of land use allocation and take-up and therefore they both reflect the objectives of the new planning system, and specifically the objective of achieving sustainable development.

<b>Demography</b>	Population and Structure; Household Composition; Migration.
<b>Economy</b>	Economic Activity; Average house prices; average household income.
<b>Social</b>	Deprivation; Crime; Health and Well Being.
<b>Environmental</b>	Natural and Built Environmental Assets; Air Quality
<b>Travel &amp; Transport</b>	Passenger Transport Usage, Travel Behaviour, Commuting Date

- 9.9 Key sources will be those published by the Welsh Government such as Annual Local Area Summary Statistics<sup>1</sup> and latest editions of the Welsh Index of Multiple Deprivation<sup>2</sup>. Wherever possible this data shall be supplemented by local specific data such as that on air quality collected by the Council.

## Monitoring Indicators and Trigger Points

- 9.10 The monitoring framework of the LDP includes a set of indicators and targets which are set against trigger points to indicate if one part of the plan is not achieving the desired outcomes. Trigger points have been included to assess the level to which a Policy has diverged from the monitoring target to such an extent that it could identify that the Policy is failing to be implemented or needs to be amended. The interim target date of 2021 has been used as the trigger point for assessment; this is 4 years from the anticipated adoption date of the LDP and corresponds with the requirement to undertake a full review of the plan every 4 years.
- 9.11 The following options will be used in order to assess the severity of the situation associated when a target is reviewed and recommends an appropriate response.

### **Continue Monitoring (Green)**

Where indicators are suggesting the LDP Policies are being implemented effectively and

<sup>1</sup> <http://wales.gov.uk/topics/statistics/publications/localarea/?lang=en>

<sup>2</sup> <http://wales.gov.uk/topics/statistics/?lang=en>

there is no cause for review.

**Training Required (Blue)**

Where indicators are suggesting that LDP Policies are not being implemented as intended and further officer or Member training is required.

**Supplementary Planning Guidance Required and Development Briefs (Purple)**

Indicators may suggest the need for further guidance to be provided in addition to those already identified in the Plan. Additionally, should sites not be coming forward as envisaged; the Council will actively engage with developers / landowners to bring forward Development Briefs on key sites to help commence the development process

**Policy Research (Yellow)**

Where indicators are suggesting the LDP Policies are not being effective as they should further research and investigation is required. This may also include the use of contextual indicators and comparisons with other local authorities and national statistics where appropriate may be required.

**Policy Review (Amber)**

Where indicators are suggesting the LDP Policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.

**Plan Review (Red)**

Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.

- 9.12 The monitoring indicators are categorised below by strategic policy, are linked to relevant LDP policies. Where interim / target dates are included in the framework they relate to the 1st April of that year and the publication of the AMR. However, the survey data upon which the information relates may have been collected and analysed at other points during the previous year.
- 9.13 As part of the AMR process, the Council will also include a progress update on allocated sites implementation. This will highlight what activity has taken place on the site, the preparation of studies or the progression of development. If a site is not being progressed in accordance with the proposed site phasing or target dates identified in the monitoring framework, this will be interpreted as a trigger and appropriate action will be taken by the Council if needed.
- 9.14 The term 'major development' used in the framework is defined as per the Town and Country Planning (General Development Procedure) Order 1995 as: the winning and working of minerals or the use of land for mineral-working deposits; waste development; the provision of 10 or more houses (or on a site over 0.5 hectares); development of 1,000 square metres or more; or development of an area of 1 hectare or more.
- 9.15 The Policy Targets contained in the following sections are not considered to be mutually exclusive and in seeking to achieve the objectives multiple Policy Target indicators may be relevant. This will be made clear within AMRs where this is considered to be the case. (FC47)**

<b>Objective 1: To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all.</b>				
<b>Strategic Policies - SP 1, SP2, SP3, SP4, SP5</b>		Other Relevant Policies MG2, MG3, MG5, MG6, MG7, MG8, MG9, MG12, MG13, MG14, MG15, MG16, MG25, MG26. MD2, MD4, MD5, MD6, MD11, MD18.		
<b>Monitoring Aim:</b> To manage development in a manner that improves the living and working environment and promotes healthy and vibrant communities				
<b>Policy Target</b>		<b>Core/Local Indicator(s)</b>	<b>Monitoring Target (s)</b>	<b>Assessment Trigger</b>
PT1	Delivering key community infrastructure linked to the major developments	Land secured for key community infrastructure linked to major development proposals.	Securing of the necessary land identified key community infrastructure identified in policies MG 6, MG7 or MG25 linked to major development.	Failure to secure the land for 1 of the required key community infrastructure identified in policies MG6- Provision of Educational Facilities, MG7- Provision of Community Facilities, and MG25-Public Opens Space Allocations linked to major developments.
		Production of the Council's Infrastructure Plan.	Production and adoption of the Council's Infrastructure Plan by 2018.  Produce by 2018 Planning Obligations SPG.	Failure to adopt Infrastructure Plan by 2018.  Failure to produce Planning Obligations SPG by 2018.
PT2	By 2026 provide 9,950 new dwellings	Annual number of dwelling completions on allocated and windfall sites.	By 2016 provide 2353 additional dwellings.  By 2021 provide 4,013 additional dwellings.  By 2026 provide 9,950 additional dwellings.	10% or more reduction in the dwelling target by 2021.

PT3	By 2026 develop 39.6 ha of local employment land	Annual take up of the identified average need of 2.65 ha of employment land on local employment sites.	By 2021 26.5 ha of local employment land is developed on MG9 sites.  By 2026 39.6 ha of local employment land is developed on MG9 sites.	10% or more reduction in the target of 26.5 ha by 2021.
<b>Sources of information</b>		Vale of Glamorgan Planning Applications Register Annual Vale of Glamorgan Joint Housing Land Availability Study Annual Vale of Glamorgan Employment Land Survey Infrastructure/CIL/S106 monitoring		
<b>Responsible Authority</b>		Vale of Glamorgan Council		

<b>Objective 2: To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change.</b>				
<b>Strategic Policies - SP 1, SP7, SP10 (FC47)</b>		<b>Other Relevant Policies MD1, MD2, MD8, MD19</b> <b><u>Reducing the impact of and mitigating the adverse effects of climate change will not be achieved through the achievement of one objective. Monitoring of the effects of climate change will therefore also need to reflect a wide range of objectives, indicators and targets.(FC47)</u></b>		
<b>Monitoring Aim:</b> To manage development in a manner that improves the living and working environment and promotes healthy and vibrant communities				
<b>Policy Target</b>		<b>Core/Local Indicator(s)</b>	<b>Monitoring Target (s)</b>	<b>Assessment Trigger</b>
PT4	Protecting and enhancing the built, natural and coastal environment	Number of developments permitted in C1and C2 floodplain areas contrary to national planning policy (TAN 15 tests).	No permissions granted for highly vulnerable development over the plan period contrary to the advice of NRW.	1 or more developments permitted contrary to national planning policy contrary to the advice of NRW.
PT5	Promote sustainable energy generation	The capacity of Renewable Energy developments (MW) installed inside Strategic Search Areas by type (TAN 8) (2005).	The Vale of Glamorgan has no Strategic Search Areas and therefore will not be monitoring this.	The Vale of Glamorgan has no Strategic Search Areas and therefore will not be monitoring this.
		Number and capacity of renewable energy developments permitted.	Increase in the capacity of renewable energy generation from the 2011 base.	No increase in the capacity of renewable energy generation by 2021.
<b>Sources of information</b>		Vale of Glamorgan Planning Applications Register		
<b>Responsible Authority</b>		Vale of Glamorgan NRW		



<b>Objective 3: To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport.</b>				
<b>Strategic Policy : SP1, SP7</b>		Other Relevant Policies MG3, MG16, MD,2 MD4		
<b>Monitoring Aim:</b> To provide sustainable transport improvements that serve the economic social and environmental needs of the Vale of Glamorgan				
<b>Policy Target</b>		<b>Core/Local Indicator(s)</b>	<b>Monitoring Target</b>	<b>Assessment Trigger</b>
PT6	Promote Sustainable Transport.	Annual number of schemes delivered or funding secured to assist in the delivery of schemes, including Regional Transport Plan proposals identified in Policy SP7.	By 2021 deliver at least 6 of the local transport schemes delivered or funding secured.	By 2021 failure to deliver or secure funding for at least 6 transport schemes detailed in Policy SP7.
		Number of major developments to be accompanied by a travel plan annually.	All major developments to be accompanied by a travel plan	1 or major developments approved annually that is not accompanied by a travel plan.
			By 2019 production of a Travel Plan SPG.	By 2019 failure to publish a Travel Plan SPG.
<b>Sources of information</b>		South East Wales Transport Alliance Regional Transport Plan Annual Progress Report. Planning Applications Register, Infrastructure/CIL/S106 monitoring		
<b>Responsible Authority</b>		Vale of Glamorgan Council South East Wales Transport Alliance		

Objective 4: To protect and enhance the Vale of Glamorgan’s historic, built, and natural environment.				
Strategic Policies : SP1, SP10		Other Relevant Policies MG17, MG18, MG19, MG24, MD4, MD9, MD10		
Monitoring Aim: To ensure development protects the Vale of Glamorgan’s rich and diverse natural and built environment				
Policy Target		Core/Local Indicator(s)	Monitoring Target	Assessment Trigger
PT7	Development proposals do not adversely impact upon buildings and areas of built or historical interest and their setting	Occasions when development permitted would have an adverse impact on designated conservation area, county treasure, listed building or historic landscape designation.	No planning consents are issued where there is an outstanding objection from <u>Cadw, NRW or the Council's Conservation officer.</u> (FC48)  Produce the following related SPGs: County Treasures SPG (2018) Rural Buildings SPG (2018).	<del>3 or more</del> <u>1</u> planning consents are issued annually where there is an outstanding objection from <u>Cadw, NRW or the Council's Conservation officer.</u> (FC48)  By 2018 the County Treasures and Rural Buildings SPGs are not in place.
PT8	Development proposals respect the Special Landscape Areas or the Glamorgan Heritage Coast.	Number of developments permitted which adversely affect a SLA or Heritage Coast.	No planning permissions approved where an objection is raised by the Council's Planning policy Section on the grounds of maintaining landscape quality.  By 2018 produce Design in the Landscape SPG.	<del>3</del> <u>1</u> or more planning consents are issued annually where there is an outstanding objection from consultees. (FC48)  By 2018 Design in the Landscape SPG is not in place.
PT9	Development proposals safeguard the integrity of designated sites for nature conservation.	Number of developments permitted which adversely affect the features of a <del>protected site local and national for nature conservation</del> <u>local or national nature conservation designation.</u> (FC48)	No planning permissions approved contrary to the advice of NRW or the Council's Countryside section/biodiversity Officer.  By 2018 production of Biodiversity SPG.	1 or more planning consents are issued annual where there is an outstanding objection from the Councils Biodiversity Officer or NRW By 2018 Biodiversity SPG is not in place.

PT10	Ensure protection of European Protected Sites and Species	Number of developments permitted with the potential to result in detriment to the favourable conservation status of European sites and species, or significant harm to species protected by other statute.	No developments permitted.	1 development permitted contrary to the advice of NRW <u>or the Council's ecologist.</u> (FC48)
PT11	Protect and enhance biodiversity	Number of major developments incorporating habitat creation or green infrastructure within their schemes or providing off-site improvements through CIL/S106 mechanisms.	Net increase <u>in good quality habitat</u> resulting from major developments. (FC48)	By 2021 no net increase.
<b>Sources of information</b>		Planning Applications Register, CIL/S106 monitoring, County Treasures Register		
<b>Responsible Authority</b>		Vale of Glamorgan Council CADW, GGAT, NRW		

Objective 5: To maintain enhance and promote community facilities and services in the Vale of Glamorgan.				
Strategic Policy SP 1 – Delivering The Strategy		Other Relevant Policies MG6, MG7, MG8, MG14, MG15, MG16, MG25, MG26, MD2, MD4, MD5, MD6, MD11, MD18.		
Monitoring Aim: To manage development in a manner that improves the living and working environment and promotes healthy and vibrant communities				
Policy Target		Core/Local Indicator(s)	Monitoring Target (s)	Assessment Trigger
PT12	Safeguard existing community facilities	Number of community facilities lost to alternative forms of development that do not meet the requirements of the relevant LDP Policies.	No community facilities lost over the course of the Plan period unless justified by the policy framework.	The loss of 1 community facility contrary to the requirements of the LDP is recorded for 1 year.
PT14	Delivery of infrastructure to meet the needs of the community	Completed infrastructure projects in accordance with the infrastructure delivery plan (when finalised).	Meet the requirements set out in infrastructure delivery plan (when finalised).	Failure to deliver the community infrastructure in accordance with the infrastructure delivery plan (when finalised).
PT15	Promote healthy living	The level provision of recreational open space in line with FIT standards.	By 2021 increase the level provision of recreational open space in line with FIT	By 2021 a decrease in the 2011 level of recreational open

			standards against 2011 base.	space provision is recorded.
		New major residential developments to be within 30 minutes public transport time of a GP / community services, primary and secondary school.	All new major residential developments to be within 30 minutes public transport time of a GP / community services, primary and secondary school.	2 or more major developments do not meet the target set.
<b>Sources of information</b>		Vale of Glamorgan Planning Applications Register, CIL/S106 monitoring, Vale of Glamorgan Sustainable Settlements Survey		
<b>Responsible Authority</b>		Vale of Glamorgan Council Vale and Cardiff NHS Trust		

Objective 6: To reinforce the vitality, viability and attractiveness of the Vale of Glamorgan’s town, district, local and neighbourhood shopping centres.				
Strategic Policies: SP1, SP6			Other Relevant Policies MG12, MG13, MG14, MG15,	
Monitoring Aim: To manage retail developments in support of the vitality, viability and attractiveness of the Vale’s town, district, local and neighbourhood retail centres				
Policy Target		Core/Local Indicator(s)	Monitoring Target	Assessment Trigger
PT16	By 2016, deliver 3600 sqm metres (net) of additional retail floorspace at floorspace at Barry Waterfront	Total net sqm of additional new retail floorspace at Barry Waterfront by 2016.	By 2016 provide 3600 sqm of retail floorspace at Barry Waterfront.	By 2016 target not achieved by target date.
	By 2021 delivery of 2800 sqm metres (net) of additional retail floorspace within a new district retail centre at Barry Waterfront.	Total net sqm of additional new retail floorspace at Barry Waterfront by 2021.	By 2021 provide 2800 sqm of retail floorspace within a new district retail centre at Barry Waterfront.	By 2021 target not achieved by target date.
PT17	Reduce the number of vacant retail premises within the Town, District, Local and Neighbourhood retail centres	Number of vacant retail premises in town, district, local and neighbourhood retail centres.	By 2021 decrease the number of vacant retail premises against the 2011 plan based date.	By 2021 number of vacant retail premises increases against the 2011 LDP based date.
PT18	Promote vibrant and attractive retail centres	Number of applications approved annually for non-A1 uses in primary and secondary frontages of the town and district retail centres is above that prescribed in policy MG14.	By 2021 level of non-A1 uses is 25% or less within primary frontages and 50% or less within secondary frontages.	By 2021 level of non-A1 uses is above 25% within primary frontages and 50% is secondary frontages.
			Produce Town Centre Strategy SPG by 2018.	Failure to produce Town Centre Strategy SPG by 2018
		Number of applications approved annually for non-A1 uses in local and neighbourhood retail centres above that prescribed in policy MG15.	By 2021 the level of the level of non-A1 uses in local and neighbourhood centres is 50% or less.	By 2021 the level of non-A1 uses in local and neighbourhood centres is above 50%.
Sources of information		Vale of Glamorgan Planning Applications Register Vale of Glamorgan Annual Retail Floorspace Surveys		
Responsible Authority		Vale of Glamorgan Council		

**Objective 7: To provide the opportunity for people in the Vale of Glamorgan to meet**

their housing needs.				
Strategic Policies SP 1, SP3, SP4			Other Relevant Policies MG2, MG4, MG5, MD5, MD6, MD7, MD11, MD18	
Monitoring Aim: To manage the provision of 9,950 additional dwellings over the plan period				
Policy Target		Core/Local Indicator(s)	Monitoring Target	Assessment Trigger
PT19	By 2026 provide 7,329 new dwellings on allocated housing sites.	Annual dwelling completions on allocated sites.	By 2016 provide 1,537 dwellings on allocated sites in accordance with the 2011-16 phasing schedule of the Plan.  By 2021 provide 4,734 dwellings on allocated sites in accordance with the 2016-21 phasing schedule of the Plan.  By 2026 provide a total of 7,329 additional dwellings on allocated housing sites.	10% or more reduction in the dwelling target on allocated sites by 2021.
PT20	By 2026 provide 2448 windfall and small site dwellings	Annual contribution of windfall and small site dwellings.	By 2016 provide 816 dwellings through windfall and small site development.  By 2021 provide 1,632 dwellings through windfall and small site development.  By 2026 provide 2,448 dwellings through windfall and small site development.	10% or more reduction in the dwelling target for windfall and small site development by 2021.
PT21	Maintain a 5 year supply of housing land for development throughout the plan period.	Annual forecast supply of housing land.	Maintain a 5 year supply of housing land for development throughout the plan period.	Less than a 5 year supply of housing land is recorded.

PT22	By 2026 provide a minimum 2694 new affordable dwellings through the planning system as secured by condition or S106	Annual number of additional affordable dwellings provided in accordance with LDP requirements.	<p>By 2016 provide 898 additional affordable dwellings.</p> <p>By 2018 Publish Affordable housing SPG.</p> <p>By 2021 provide 1796 additional affordable dwellings.</p> <p>By 2026 provide 2694 additional affordable housing.</p>	<p>Failure to publish SPG by specified date.</p> <p>10% or more reduction in the affordable housing target by 2021.</p>
PT23	Provide for the identified accommodation needs of Gypsies and Traveller's	Number of authorised Gypsy Traveller Pitches annually.	<p>By 2021 deliver an authorised Gypsy and Traveller site.</p> <p><b><u>Ability to meet Gypsy and Traveller needs identified in any updated accommodation needs assessment. (FC46)</u></b></p> <p><b><u>Work with adjoining local authorities to identify a regional transit site by 2021. (FC46)</u></b></p>	Failure to deliver an authorised Gypsy Traveller by 2021.
<b>Sources of information</b>		<p>Vale of Glamorgan Annual Joint Housing Land Availability Study</p> <p>Vale of Glamorgan Planning Applications Register</p> <p>Vale of Glamorgan Annual Gypsy and Traveller Survey</p>		
<b>Responsible Authority</b>		Vale of Glamorgan Council		

Objective 8: To foster the development of a diverse and sustainable local economy that meets the needs of the Vale of Glamorgan and that of the wider South East Wales Region.				
Strategic Policy : SP1, SP5			Other Relevant Policies MG9, MG10, MG11, MD12, MD15, MD16, MD17	
Monitoring Aim: To manage the delivery of a range of employment land sites over the plan period				
Policy Target		Core/Local Indicator(s)	Monitoring Target	Assessment Trigger
PT24	To assist in the delivery of major strategic employment sites (also see monitoring targets PT34 and PT35)	Progressing the delivery of the major strategic employment sites.	Annual take up of employment land in hectares on Strategic Employment Sites.	By 2021 no net increase in employment land/premises at St Athan Enterprise Zone.
PT25	To support the delivery of local employment opportunities	Annual take up of employment land in hectares on Local Employment Sites (annual average take up of 2.65 ha as identified in Employment Land and Premises Study).	By 2021 26.5 ha of local employment land is developed on MG9 sites.  By 2026 39.6 ha of local employment land is developed on MG9 sites.	10% or more reduction in the total of employment land developed By 2021.
		Loss of employment land to other forms of development.	No loss of employment land to alternative uses contrary to the LDP policies.	Loss of employment land to alternative uses contrary to the LDP policies.
Sources of information		Vale of Glamorgan Council Annual Employment Land Survey		
Responsible Authority		Vale of Glamorgan Council		



Objective 9: To create an attractive tourism destination with a positive image for the Vale of Glamorgan, encouraging sustainable development and quality facilities to enrich the experience for visitors and residents.				
Strategic Policies : SP1, SP11			Other Relevant Policies MD1, MD12, MD14, MD17,	
Monitoring Aim: Promote the Vale of Glamorgan as tourism destination.				
Policy Target		Core/Local Indicator(s)	Monitoring Target	Assessment Trigger
PT26	Enhance the range and choice of tourism and leisure offer	Provision of new enhanced tourism facilities at Barry Island Pleasure Park, Whitmore Bay by 2026.	Provision of new enhanced tourism facilities at Barry Island Pleasure Park, Whitmore Bay by 2026.	Planning permission approved for enhanced tourism facilities at Barry Island Pleasure Park, Whitmore Bay by 2021.
PT27	Safeguard the loss of existing tourism facilities and visitor accommodation	Loss of tourist facilities and visitor accommodation to other uses.	No loss of tourist facilities and visitor accommodation to other uses.	Loss of 2 or more tourist facilities and visitor accommodation with 3 consecutive years.
PT28	Promoting opportunities for sustainable tourism and recreation.	Annual number of visitors to the Vale of Glamorgan.	Increase annually the number of recorded tourist visitors.	Decrease in tourist visitors in 2 consecutive years.
		Annual number of bed spaces.	Annual increase number of bed spaces.	Decrease in the number of bed spaces in 2 consecutive years.
Sources of information		STEAM survey data Vale of Glamorgan Planning Applications Register		
Responsible Authority		Vale of Glamorgan Council		

**Objective 10: To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources.**

**Strategic Policy : SP1, SP8, SP9**

**Other Relevant Policies**

MG9, MD4, MD19, MG20, MG21, MG22, MG23

**Monitoring Aim:** Contribute to the sustainable management of natural resources

<b>Policy Target</b>		<b>Core/Local Indicator(s)</b>	<b>Monitoring Target</b>	<b>Assessment Trigger</b>
PT29	Provide between 8.4 and 15.1 hectares of available land (or consented for that purpose) for the provision of sustainable waste management facilities to meet the identified need to treat up to 291,600 tonnes of waste per annum. <u>Maintain a sufficient capacity to cater for the Vale of Glamorgan's waste (to be confirmed at a regional level in accordance with TAN21). (FC49)</u>	The availability of between 8.4 and 15.1 land (or consented for that purpose) for the provision of sustainable waste management facilities to meet the identified need to treat up to 291,600 tonnes of waste per annum. <u>Amount of vacant units/land within use class B2 sites, which is suitable to accommodate a local waste facility. (FC49)</u>	Between 8.4 and 15.1 land (or consented for that purpose) for the provision of sustainable waste management facilities to meet the identified need to treat up to 291,600 tonnes of waste per annum. <u>Area of vacant units/land within use class B2 sites, developed as a waste management facility.</u>  <u>Number of licensed waste management facilities permitted. (FC49)</u>	The failure to provide appropriate supply of land to meet the minimum identified need of 8.4 hectares.
PT30	To maintain a minimum 10 year and maximum 20 year land bank of permitted aggregate reserves	Aggregates landbank for the Vale of Glamorgan Council in years.	To maintain a minimum 10 year and maximum 20 year land bank of permitted aggregate reserves.	Less than a 10 year supply of aggregates resource.
PT31	No permanent, sterilising development will be permitted within a mineral buffer zone or a minerals safeguarding area.	No permanent, sterilising development will be permitted within a mineral buffer zone or a minerals safeguarding area.	No permanent, sterilising development will be permitted within a mineral buffer zone or a minerals safeguarding area.	Sterilising development permitted within a mineral buffer zone or a minerals safeguarding area.
PT32	The sustainable use of land.	Annual number of new residential development completed on previously developed land.	Annual number of new residential developments completed brownfield land as a percentage of all new residential developments.	By 2021 60% of all new residential development is undertaken on brownfield land.

		Density of housing development permitted on allocated development Plan sites.	Ensure the average residential density is 30 dph in Key, Service and Primary Settlements, and 25 dph in minor rural settlements.	Less than the average dph is achieved over a 5 year period.
<b><u>PT33 (FC50)</u></b>	<b><u>Sustainable Drainage - The sustainable use and management of natural resources.</u></b>	<b><u>Amount of development providing sustainable drainage systems (SUDs)</u></b>	<b><u>The use of SUDs is considered in all new development (with the exception of conversions and extensions to existing properties and premises).</u></b>	<b><u>Failure to secure planning permissions which include SUDs in their design where these are considered appropriate by statutory consultees in more than one instance in any given year.</u></b>
<b><u>PT34 (FC50)</u></b>	<b><u>Water Quality and Quantity - The sustainable use and management of natural resources.</u></b>	<b><u>Percentage of water bodies of good status.</u></b>  <b><u>Number of permissions granted where there is a known risk of deterioration in status.</u></b>  <b><u>Number of permissions which incorporate measures designed to improve water quality.</u></b>	<b><u>No development to adversely impact on water quality and water quantity</u></b>  <b><u>To conserve water resources and increase water efficiency in new developments.</u></b>	<b><u>1 or more planning application approved in any given year and contrary to the advice of Natural Resources Wales and/or Dŵr Cymru Welsh Water.</u></b>

Amount of Greenfield lost to development (ha) which is not allocated in the development Plan or does not meet the requirements of the relevant Local Development Plan Policies by way of a departure application to the Plan.	Greater than 0 hectares permitted over a 1 year period.	Greater than 0 hectares permitted for a 1 year period.
Waste-To be determined following publication of the revised Technical Advice Note: 21 Waste Minerals- South Wales Regional Aggregates Working Party (SWRAWP) -Regional Technical		

Statement Annual Survey
Vale of Glamorgan Council Planning Applications Register
Sustainable Use of land- Vale of Glamorgan Annual Joint Housing Land Availability Study
Waste-To be determined following publication of the revised Technical Advice Note: 21 Waste
Minerals- South Wales Regional Aggregates Working Party (SWRAWP)/ Vale of Glamorgan Council
Sustainable Use of land- Vale of Glamorgan Council

Site Monitoring- Strategic Sites				
Strategic Policy   SP 2- Strategic Sites			Other Relevant Policies MG3, MG10,	
Monitoring Aim: To manage the delivery of key strategic development sites				
Policy Target		Core/Local Indicator(s)	Monitoring Target (s)	Assessment Trigger
PT33	To assist in the progression and delivery of mixed use development proposals at Barry Waterfront	Annual development rates at Barry Waterfront.	By 2016 provided 3600 sqm of additional retail floorspace is provided at Barry Waterfront (PT16).	By 20216 failure to deliver 3600 sqm of additional retail floorspace at Barry Waterfront.
			By 2021 provide 2800 sqm of retail floorspace within a new district retail centre at Barry Waterfront (PT16).	By 2021 target not achieved by target date.
			By 2021 provide 1000 dwellings at Barry Waterfront.	10% or more reduction in the dwelling target at Barry Waterfront by 2021.
			By 2021 secure the delivery of new educational and community infrastructure.	Failure to secure the delivery of new educational and community infrastructure provision at Barry Waterfront by 2021.
			By 2026 provide the Barry Island Link road.	Failure to commence the delivery of the Barry Island Link Road by 2018.

PT34	To assist in the progression and delivery of strategic employment proposals at St Athan Enterprise Zone	Adoption of a masterplan /or granting of permission for the St Athan Enterprise Zone.	By 2018 adoption of a masterplans /or granting of permission for the St Athan Enterprise Zone.	Failure to adopt a masterplan /or grant of permission for the St Athan Enterprise Zone by 2018.
			Provision of the Northern Access Road by 2020 as part of the St Athan Enterprise Zone.	Failure to progress construction of the Northern Access Road by 2020.
PT35	To assist in the progression and delivery of strategic employment proposals at Cardiff Airport Enterprise Zone	Adoption of a masterplan /or granting of permission for the Cardiff Airport Enterprise Zone.	By 2016 adoption of a masterplans /or granting of permission for the Cardiff Airport Enterprise Zone.	Failure to adopt a masterplan /or grant of permission for the Cardiff Airport Enterprise Zone by 2016.
			By 2018 the provision of an extension to Porthkerry Country Park as part of the Cardiff Enterprise Zone proposals.	Failure to deliver the extension to Porthkerry Country Park by 2018.
PT36	To assist in the progression and delivery of strategic employment proposals at Land to the South of Junction 34 M4 Hensol	Adoption of a masterplan /or granting of permission for the employment uses at land to the South of Junction 34 M4 Hensol.	By 2021 adoption of a masterplan /or granting of permission for the employment uses at land to the South of Junction 34 M4 Hensol.	Failure to adopt a masterplan /or grant of permission for the employment uses at land to the South of Junction 34 M4 Hensol by 2021.
	<b>Sources of information</b>	Vale of Glamorgan Applications Register		
	<b>Responsible Authority</b>	Vale of Glamorgan Council, Welsh Government		



## Appendix 1 Glossary of Terms

<b>Above Ordnance Datum</b>	The level to increase site levels when addressing flood risks.
<b>Adoption</b>	The final confirmation of an LDP where it becomes the statutory Development Plan.
<b>Affordable Housing</b>	Housing, whether for rent, shared ownership or <del>outright purchase</del> , provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing, and where there are secure mechanisms in place to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers. <b>(MC17)</b>
<b>Anaerobic Digestion</b>	Anaerobic Digestion is a naturally occurring process whereby biomass is broken down or 'digested' by bacteria in an oxygen free environment. Anaerobic Digestion takes place in landfills and is used to treat certain fractions of municipal waste water and other industrial waste waters.
<b>Annual Monitoring Report</b>	A report published on an annual basis that will assess the extent to which policies in the Vale of Glamorgan Local Development Plan are being successfully implemented.
<b>Biodiversity</b>	A term used to describe the variety of life on Earth, including the wide variety of ecosystems and living organisms, animals, plants, their habitats and their genes.
<b>Biomass</b>	Biomass refers to living and recently dead biological material that can be used as fuel or for industrial production. Most commonly, biomass refers to plant matter grown for use as bio fuel, but it also includes plant or animal matter used for production of fibres, chemicals or heat. Biomass may also include biodegradable wastes that can be burnt as fuel. It excludes organic material which has been transformed by geological processes into substances such as coal or petroleum.
<b>Brownfield Land/Site</b>	Land which is, or was, previously occupied by a permanent structure (excluding agriculture or forestry buildings) and associated fixed surface infrastructure. This includes the curtilage of development, defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made.
<b>Bus Priority Measures</b>	Bus priority measures include designated bus lanes, junction improvements, improved road layouts and traffic signals and/or the introduction of localised parking and loading restrictions to cut down traffic congestion and delays.



<b>Candidate Sites</b>	As part of the preparation towards the production of the LDP, developers, service providers, landowners and others with an interest in land are invited by their Local Planning Authority to submit sites they wish to be considered for development or other uses through the LDP. The sites identified are referred to as Candidate Sites. Candidate Sites may be submitted for potential uses such as: housing, employment, retail, leisure, waste, transport (e.g. park and ride sites), open space, health and community uses.
<b>Climate Change</b>	Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.
<b>Community</b>	People living in a defined geographical area, or who share common interests.
<b>Community Facilities</b>	Facilities used by local communities for social, leisure, recreational and cultural purposes. They include such amenities as community centres and meeting places, community halls, places of worship, libraries, life centres, leisure centres, and allotments <b>and burial land</b> . Community facilities include non-commercial and not for profit facilities, however a local 'pub' could be regarded as a community facility especially where it is the only communal building in a small settlement. <b>(FC51)</b>
<b><u>Community Infrastructure Levy</u></b>	<b><u>The Community Infrastructure Levy (CIL) Regulations came into force in April 2010, and gave Local Planning Authorities the power to charge a new local levy on most new developments in their area in order to secure funding for the infrastructure required to support the development of their area. The proposed Community Infrastructure Levy offers an alternative approach to developer contributions which, unlike section 106 agreements, will be a fixed standard charge and will therefore not be negotiated on a case by case basis. The CIL will be charged on most forms of development (i.e. a single dwelling) rather than only major developments and therefore has the potential to deliver significantly more developer funding than section 106. (MC18)</u></b>
<b>Community Involvement Scheme (CIS)</b>	Sets out the project plan and policies of the authority for involving local communities, including businesses, in the preparation of the LDP. The CIS is submitted to the Welsh Assembly Government as part of the Delivery Agreement.
<b>Consultation</b>	Formal process where comments are invited on a particular topic or set of topics, or a draft document. Conservation Areas, areas of special architectural or historic interest, the character of appearance of which is desirable to preserve or enhance.
<b><u>Cultural Heritage</u></b>	<b><u>Refers to a monument, group of buildings or site of historical, aesthetic, archaeological, scientific, ethnological or anthropological value. (FC52)</u></b>

<b>Delivery Agreement</b>	A document comprising the Vale of Glamorgan Council's (as Local Planning Authority) timetable for the preparation of the LDP and Community Involvement Scheme submitted to the Welsh Assembly Government for agreement.
<b>Deposit Plan</b>	A formal stage in the plan making process where individuals and organisations may submit representations on the contents of the draft plan.
<b>Design and Access Statement</b>	A short report accompanying and supporting a planning application explaining the design principles and concepts applied to particular aspects of a proposal. It is required by legislation to accompany all planning applications (with some exceptions).
<b>Development</b>	Development is defined in planning law as the 'carrying out of building, engineering, mining or other operations in, on, over or under land' (Section 55 of the 1990 Planning Act as amended).

<b>Employment Land/Site</b>	Land used for employment purposes by one or more of the following: offices, manufacturing, research and development, storage and distribution.
<b>Energy from Waste</b>	Energy from Waste refers to technologies including anaerobic digestion, direct combustion (incineration), use of secondary recovered fuel (an output from mechanical and biological treatment processes), pyrolysis and gasification. Any given technology is more beneficial if heat and electricity can be recovered. The Waste Framework Directive considers that energy efficient waste incineration (where waste is used principally as a fuel or other means to generate electricity) is a recovery activity provided it complies with certain criteria, which includes energy efficiency.
<b>Enterprise Zone</b>	A specially designated area within which businesses are granted numerous advantages and incentives such as income tax credits, equipment tax refunds and property tax credits. At its core, the Enterprise Zone is a means of targeting a specific geographical area for economic revitalisation. Creating an Enterprise Zone encourages investment and promotes economic growth in that area.
<b>Environmental Consultation Body</b>	An authority with environmental responsibilities concerned by the effects of implementing plans and programmes and which must be consulted under the SEA Regulations; i.e. Natural Resources Wales and Cadw.
<b>Environmental Impact Assessment</b>	A procedure that must be carried out for certain types of project before they can be given development consent. It involves the assessment of a project's likely significant environmental effects as an aid to ensure that the importance of the predicted effects and the scope for reducing them are properly understood before a decision is made.

<b>Evidence Base</b>	Interpretation of baseline or other information/data to provide the basis for plan policy.
<b>Examination</b>	Examination is carried out by the Planning Inspectorate on behalf of the Welsh Assembly Government and involves the examination of the report, all the deposit representations, the Deposit Local Development Plan with its background evidence and the Sustainability Appraisal Report. It ensures that the LDP is based on sound information and thinking, and that the views of those with concerns about the plan have been considered.
<b>Finite Resource</b>	A resource that is not renewable; once it has been used it cannot be used again and will eventually run out.
<b>Flood Consequence Assessment</b>	A Flood Consequence Assessment (FCA) is a report prepared in accordance with Technical Advice Note 15 (TAN15), to attempt to avoid inappropriate development taking place within flood risk areas in Wales. A detailed FCA can be undertaken at a planning application stage.
<b>Greenfield Land/Site</b>	Land that has not been previously developed, usually farmland, grassland or heath.
<b>Gypsy Traveller</b>	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.
<b>Habitat Regulation Assessment</b>	A HRA is a requirement of European Directive Assessment 92/43/EEC which assesses the potential effects a Local Development Plan may have on one or more European sites (Natura 2000 sites). The assessment should conclude whether or not a proposal or policy in a Development Plan would adversely affect the integrity of the site in question.
<b>Health Facilities</b>	A building or site where medicine is practiced.
<b>Hub Settlement</b>	These settlements function as service hubs for surrounding settlements. They provide the central framework around which high capacity sustainable transport links will be developed. A wider range of services should be delivered locally within them to reduce the overall need to travel.
<b>In Building Waste Management Solution</b>	A waste management facility for the handling, treatments and recycling of waste undertaken within a building and the operation is such to general industrial processes and includes waste transfer, composting and incineration facilities.

<b>Infrastructure</b>	Infrastructure includes services such as roads, transport facilities, water supplies, sewerage and associated waste water treatment facilities, waste management facilities, energy supplies (electricity and gas) and distribution networks and telecommunications infrastructure. For the purpose of the LDP it also refers to community infrastructure including education facilities, community facilities and public open space. Soft infrastructure includes ICT and telecommunications.
<b>Initial Sustainability Appraisal Report</b>	The SA Report produced at the Preferred Strategy stage which assesses the LDP against the SA framework.
<b>Involvement</b>	Generic term to include both participation and consultation.
<b>Key Employment Sites</b>	Sites that have been identified to play a major long-term role in the economy, where activities that generate employment will be encouraged and where coordinated activity and investment programmes are required to realise their full potential.
<b>Key Diagram</b>	A representation of the main areas of growth and the areas to be protected from development in the Plan Area, shown in diagrammatic form.
<b>Landscape Character Assessment</b>	Landscape Character Assessment is a tool used to help us to understand and articulate the character of the landscape. It is used in the development plan process to help to inform policies at strategic and local levels.
<b>Landscape Impact Assessment</b>	A statutory requirement of an Environment Impact Assessment (EIA) used to assess the effects of change on the landscape e.g. a new road or wind farm proposal. It is used to help locate and design the proposed change, so that negative landscape effects are avoided, reduced or offset.
<b><u>Landscape Importance</u></b>	<b><u>Landscape Importance includes areas identified for their landscape importance such as Special Landscape Areas (SLAs), landscapes, parks and gardens of special historic interest, landscapes of outstanding historic interest and the Glamorgan Heritage Coast. Features of landscape importance can include natural or manmade features important to the character of the landscape, such as, trees, woodland, hedgerows, river corridors, ponds, stone walls, and species rich grasslands. (FC53)</u></b>
<b>Listed Building</b>	A building, structure or artefact that is considered of special architectural or historic interest and is included on a statutory list compiled by the National Assembly for Wales. They are graded I, II* or II with Grade I being the highest.
<b>Local Development Plan</b>	The required statutory plan for each Local Planning Authority area in Wales under Part 6 of the Planning and Compulsory Purchase Act 2004.

<b>Local Nature Reserve</b>	An area designated for its importance in terms of local nature conservation.
<b>Low Carbon Energy</b>	Low carbon energy options cover a range of energy sources that are not renewable, but can still produce less carbon than use of the conventional electricity grid or gas network, and can therefore considered an important part of decarbonising the energy supply.
<b>Local Planning Authority</b>	A Planning Authority responsible for the preparation of the LDP.
<b>Master Planning</b>	In land-use planning, a government entity's plan for the overall utilisation of a particular area, including its allocation for residential or manufacturing uses and the corresponding environmental impacts.
<b>Mineral Buffer Zone</b>	A zone around permitted or proposed mineral workings in order to establish a separation distance between potentially conflicting land uses.
<b>Mitigation</b>	Measures to avoid, reduce or offset significant adverse effects.
<b>Mixed Use</b>	Developments or proposals comprising more than one land use type on a single site.
<b>Monitoring</b>	The use of information and evidence gathered to assess the progress made in implementing the LDP policies.
<b>National Nature Reserve</b>	An area designated for its national importance in terms of nature conservation and managed through joint nature reserve agreements with landowners etc.
<b><u>Natural Heritage</u></b>	<b><u>Natural Heritage: refers to natural sites with cultural aspects such as cultural landscapes, physical, biological or geological formations. (FC54)</u></b>

<b>Open Space</b>	All space of public value including public landscaped areas, playing fields, parks and play areas, and also including areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
<b>Periphery</b>	A line that forms the boundary of a given area.
<b>Phasing</b>	The development of a site in gradual stages over a period of time rather than all at once.
<b>Planning Policy Wales (PPW)</b>	A document prepared by the Welsh Assembly Government containing current land use planning policy for Wales. It provides the policy framework for the effective preparation of LPA's development plans. It is supplemented by 21 topic based Technical Advice Notes (TANs).

<b>Population Projection</b>	The prediction of future populations based on the present age-sex structure, and with the present rates of fertility, mortality and migration.
<b>Pre Deposit Stage</b>	The Strategic Options and Preferred Strategy stage of the LDP preparation process.
<b>Previously Developed Land</b>	Land that is or was occupied by a permanent structure and associated fixed surface infrastructure.
<b>Priority Habitats and Species (s42)</b>	<p>Those habitats and species that have been identified by WAG to be of principal importance for nature conservation in Wales.</p> <p>These are listed on S42 of the Natural Environment and Rural Communities Act 2006.</p>
<b>Registered Social Landlord</b>	Registered Social Landlords are government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.
<b>Renewable and Low-Carbon Energy</b>	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment- from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass. Low-carbon technologies are those that can help reduce carbon emissions (also see description above). Renewable and/or low-carbon energy supplies include, but not exclusively, those from biomass and energy crops; CHP/CCHP (and micro-CHP); waste heat that would otherwise be generate directly or indirectly from fossil fuel; efficient energy-from-waste; ground source heating and cooling; hydro; solar thermal and photovoltaic generation and wind generation.
<b>Residential Settlement Boundary</b>	Identifies the physical limits of the existing built up area and also embraces edge of settlement land which is allocated or permitted for development of a built up nature and which would, once completed, form a cohesive part of the settlement fabric.
<b>Retail Frontages</b>	<p><i>Primary Frontages</i> -The most important shopping frontages of the town centre. Most have a high proportion of shops with high rental values.</p> <p><i>Secondary Frontages</i> - Important shopping frontages in the town centre, generally with a greater diversity of ancillary retail uses than the primary frontages and lower rental values.</p> <p><i>Tertiary Frontages</i> - Commercial frontages on the periphery of shopping centres with a high level of non-retail uses often in former retail units.</p>

<b>Rural Diversification</b>	The introduction onto farms of new enterprises which are not normally associated with traditional farming activities but strengthen the viability of the farm.
<b>Rural Exception Site</b>	Small scale housing site within or adjoining existing rural settlements for the provision of affordable housing to meet local needs, which would not otherwise be allocated in the development plan.
<b>Scheduled Ancient Monument</b>	Sites/monuments recognised to have national significance and are protected by law through the Ancient Monuments and Archaeological Areas Act 1979.
<b>Scoping</b>	The process of deciding the scope and level of detail of a Sustainability Appraisal, including the sustainability effects and options which need to be considered, the assessment methods to be used and structure and contents of the SA report.
<b>Section 106 Agreement</b>	A legal agreement between the Planning Authority and the applicant/developer that ensure that certain extra works related to a development are undertaken. Found under Section 106 of the 1990 Town & Country Planning Act.
<b>Settlement Hierarchy</b>	<p>The Local Development Plan arranges settlements into a hierarchy, used to determine an appropriate scale of development within a given area.</p> <p>For the Vale of Glamorgan LDP the hierarchy has been split into tiers of settlements, these are:</p> <ul style="list-style-type: none"> <li>- Key Settlements</li> <li>- Service Centre Settlements</li> <li>- Primary Settlements</li> <li>- Minor Rural Settlements</li> </ul>

<b>Simplified Planning Zone</b>	An area in which a Local Planning Authority wishes to stimulate development and encourage investment. It operates by granting specified planning permission in the zone without the need for an application for planning permission and the payment of planning fees.
<b>Sites of Importance for Nature Conservation (SINC)</b>	A non-statutory designation, which seeks to protect areas of high wildlife value at a local level, adopted by Local Authorities for planning purposes.
<b>Site of Special Scientific Interest (SSSI)</b>	A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features i.e. plants, animals and natural features relating to the Earth's structure).
<b>Social Housing Grant (SHG)</b>	Social Housing Grant (SHG) is a grant given to Registered Social Landlords (Housing Associations) by the Welsh Assembly Government. The grant aims to provide new affordable housing for rent, or low cost home ownership <u>or other intermediate housing.</u> (MC17)
<b><u>Soil Conservation</u></b>	<u>A set of management strategies for prevention of soil being eroded from the earth's surface or becoming chemically altered by overuse, acidification, salinisation or other chemical soil contamination.</u> (FC55)
<b>Soundness</b>	The LDP is examined by an Independent Planning Inspector against tests of soundness; these are defined tests of procedure, consistency, coherence and effectiveness.
<b>Special Area of Conservation (SAC)</b>	A site designated under the European Community Habitats Directive (enacted in the UK through the Conservation (Natural Habitats, &c.) Regulations 1994), to protect internationally important natural habitats and species.
<b>Special Protection Areas (SPA)</b>	Sites classified under the European Community Directive on Wild Birds (enacted in the UK through the Conservation (Natural Habitats, &c.) Regulations 1994), to protect internationally important bird species.
<b>Stakeholder</b>	Interests directly affected by the LDP (and/or SA/SEA) - involvement generally through representative bodies.
<b>Strategic Environmental Assessment (SEA)</b>	Generic term used to describe environmental assessment as applied to policies, plans and programmes. The SEA regulations require a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.
<b>Strategic Opportunity Areas (SOAs)</b>	Strategic Opportunity Area Strategic Opportunity Areas (SOAs) offers potential regional benefits from its sustainable development. SOAs are intended to bring greater coherence to their development, and enable public transport links to be strengthened.



<b>Sui Generis</b>	Certain uses do not fall within any use class defined by the Town and Country Planning (Use Classes) Order 1987 (as amended) and are considered 'sui generis'. Such uses include: theatres, hostels, scrap yards, petrol filling stations and shops selling and/or displaying motor vehicles, launderettes, taxi businesses and amusement centres.
<b>Supplementary Planning Guidance (SPG)</b>	Additional guidance in respect of the policies in the LDP. SPGs do not form part of the Development Plan and are not subject to independent examination but must be consistent with it and with national planning policy.
<b>Sustainability Appraisal (SA)</b>	A tool for appraising policies and proposals to ensure they reflect sustainability development objects (i.e. social, environmental and economic factors). Each LPA is required by S62 (6) of the Act to undertake an SA of the LDP. This form of SA fully incorporates the requirements of the SEA Directive. The term used in the LDP includes Strategic Environmental Assessment, unless otherwise made clear.
<b>Sustainability Appraisal Report</b>	A document required to be produced as part of the SA process to describe and appraise the likely significant effects on sustainability of implementing the LDP, which also meets the requirement for the Environmental Report under the SEA Regulations. S62 (6) of the 2004 Act requires each local planning authority to prepare a report of the findings of the sustainability appraisal of the LDP.
<b>Sustainable Development</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
<b>Sustainable Transport</b>	Often meaning walking, cycling and public use of transport (and in some circumstances 'car sharing'), which is considered to be less damaging to the environment and contributes less to traffic congestion than one-person car journeys.
<b>Technical Advice Notes (TANS)</b>	Documents produced by the Welsh Government to supplement Planning Policy Wales, which give detailed technical guidance to Local Planning Authorities on particular planning issues. They should be taken into account by LPAs in the development plan preparation process.
<b>Topography</b>	The study or description of the Earth's surface shapes and features.
<b>Transport Assessment</b>	A statutory document accompanying a planning application, and used by Planning and Highway Authorities to determine whether the impact of a new development on the transport network is acceptable. It should identify what measures may be required to deal with the predicted transport impacts and to improve accessibility and safety, especially for pedestrians, cyclists and public transport users.

<b>Transport Corridor</b>	An area of land in which at least one main line for transport, (road, rail, canal etc.) has been built. Often new transport lines are built alongside existing ones to minimise the area affected by pollution.
<b>Transport Hub</b>	A place where passengers and cargo are exchanged between vehicles or between transport modes. Public Transport Hubs include train stations, rapid transit stations, bus stops, tram stop, airports and ferry slips.
<b>Urban Regeneration</b>	The improvement of old houses and the addition of amenities in an attempt to bring new life to old inner city areas.
<b>Use Classes</b>	<p>The Town and Country Planning (Use Classes) Order (1987)( as amended) includes the following:</p> <p>A1: Shops.</p> <p>A2: Financial and professional services.</p> <p>A3: Food and drink.</p> <p>B1: Offices (not those within Use Class A2), Research and development (products and processes) or any industrial process (a use that can be carried out in any residential area without detriment to the amenity of that area).</p> <p>B2: General Industrial.</p> <p>B8: Storage and distribution.</p> <p>C1: Hotels, hostels, boarding and guest houses.</p> <p>C2: Residential Institutions, residential schools and colleges, Hospitals and nursing homes.</p> <p>C3: Dwellings.</p> <p>D1: Non Residential Institutions, Places of worship, clinics, health centres, day nurseries, museums, public halls, libraries, non-residential education and training centres etc.</p> <p>D2: Cinemas, concert halls, dance halls, sports halls, gymnasiums, swimming baths, other indoor and outdoor sports and leisure uses.</p> <p>Sui Generis: Use that falls outside any Use Class and are therefore described as Sui generis (a class on their own) e.g. car show rooms, petrol filling stations etc.</p>
<b>Wales Spatial Plan (WSP)</b>	A plan prepared and approved by the National Assembly for Wales under S60 of the 2004 Act, which sets out a strategic framework to guide future development and policy interventions, whether or not these relate to formal land use planning control. Under S62 (5) (b) of the Act a Local Planning Authority must have regard to the WSP in preparing an LDP.
<b>Welsh Index of Multiple Deprivation (WIMD)</b>	The official measure of deprivation in small areas in Wales. It is a relative measure of concentrations of deprivation at the small area level. It looks at issues such as income, housing, employment, access to services, health, environment,

	education and community safety.
<b><u>Wildlife and Nature Conservation</u></b>	<b><u>The practice of protecting and enhancing biodiversity including important plant and wild animal species and their habitats. (FC56)</u></b>
<b>Windfall Sites</b>	A site not specifically allocated for development in a development plan, but which unexpectedly becomes available during the lifetime of a plan.

## Appendix 2: Supplementary Planning Guidance

Supplementary Planning Guidance (SPG) is non-statutory guidance, which supports the Policies and Proposals contained in this Plan.

Listed below are the Council's existing approved SPG, with details of any reviews required to ensure consistency with the LDP, as well as details of areas or sites where new SPG is required to support the Policies and allocations within the Local Development Plan.

### Existing Supplementary Planning Guidance

Name of SPG	Status	Action Required (if any) and Proposed Timescale
Amenity Standards	Approved January 1999. Revised 2002.	Review 2017/18.
Barry Development Guidelines	Approved January 1999.	Review 2017/18.
Barry Garden Suburb	Approved January 1999.	Review 2017/18.
Biodiversity and Development	Approved November 2009.	Update in process; 2013/14.
Conservation Areas in the Rural Vale	Approved November 1997.	Update required to reflect Conservation Area appraisals and potential new Conservation area designations.  2014 - 16
37 no. Conservation Area Appraisals and Management Plans		Review 2017/18.
Conversion of Rural Buildings	Approved April 2005.	Update required to reflect PPW & LDP 2014 – 16.
County Treasures	Approved March 2009.	To be reviewed in association with consideration of impending Heritage Act  2016 – 18.
Design in the Landscape	Approved 2005.	Update required: 2018.
Golf Related Development	Approved 1998.	Review 2016/17.
Model Design Guide for Wales	Approved October 2005.	No review.
Penarth Conservation Area	Approved January 1999.	Review 2016 /17.
Planning Obligations	Approved 2009.	Review 2014/15.

Name of SPG	Status	Action Required (if any) and Proposed Timescale
Public Art	Approved 2005.	Review 2014/15.
Sustainable Development – A Developers Guide	Approved March 2006.	Update required to reflect PPW: 2017/18.
Trees and Development	Approved May 1998 Revised 2002 (PPW).	Review 2015/16.
Upper Holton Road Development Guidelines	Approved July 2012.	Requires amending to reflect revised retail core boundary: 2014/15.

### **Proposed Supplementary Planning Guidance / Development Briefs**

In addition to reviewing existing SPG, it is intended that SPG will cover the following topic areas:

Topic Area of Proposed SPG	Action Required	Proposed Timescale
Affordable Housing	Revised SPG in preparation.	2014
Framework for Barry Town Centre and the District Centres of Cowbridge, Llantwit Major, Penarth and Barry (High Street/Broad Street)	Framework has been prepared (Nathaniel Lichfield & Partners: 2013). Stakeholder engagement to follow and consideration of approval as formal SPG.	2015/16
Heritage Assets	Consideration of SPG covering submissions relating to the Historic Environment.	2015/16
Minerals Safeguarding	New SPG to include expansion on prior extraction interpretation and requirements in safeguarded areas.	2015/16
Parking Standards	Revised Parking Guidelines SPG in process of being prepared for consultation Autumn 2013.	2013/14
Replacement Dwellings in the Countryside	New SPG to expand on LDP Policy.	2015/16
Shop Front Design Guidance	Approved as Design Guidance April 2007 but not as formal SPG. To review for future approval as SPG.	2014/15
Travel Plans	New SPG required to reflect importance of Travel Plans.	2015/16

Site-Specific Development Briefs	<p>Site-specific briefs to be prepared for development sites including: -</p> <ul style="list-style-type: none"> <li>• MG 2 (6) &amp; (7) Land between NAR / Froglands Farm</li> <li>• MG 2 (3) Church Farm, St Athan</li> <li>• MG 2 (20) Land north and west of Darren Close, Cowbridge</li> <li>• MG 2 (23) Land at Upper Cosmeston Farm, Lavernock</li> <li>• MG 2 (26) Land at and adjoining St Cyres School, Dinas Powys</li> <li>• MG 2 (33) Land to the north of the Railway Line, Rhoose (update)</li> </ul>	2015 - 2018
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## **Appendix 3: Designated and Defined Nature Conservation Sites**

### International Designations

Dunraven Bay SAC  
Severn Estuary/Môr Hafren SAC / SPA / RAMSAR  
Kenfig/Cynffig (Adjoining) SAC

### Sites of Special Scientific Interest (SSSIs)

Barry Island	Ewenny and Pant Quarries
Barry Woodlands	Hayes Point – Bendricks Road, Barry
Breigam Moor	Larks Meadow
Clementstone Meadows, Wick	Monknash Coast
Cliff Wood / Golden Stairs, Porthkerry	Nant Whitton Woodlands, Llancarfan
Cnap Twt, St. Brides	Nash Lighthouse Meadows
Coed y Bwl, St Brides	Old Castle Down, St Brides
Cog Moors	Penarth Coast
Cors Aberthin	Pysgodlyn Mawr, Welsh St Donats
Cosmeston Lakes, Lower Penarth	Severn Estuary
Cwm Cydfin, Leckwith	Southerndown Coast
East Aberthaw Coast	Sully Island
Ely Valley	The Parish Field, Cae'r Rhedyn

### Local Nature Reserves

Birchgrove Wood, Barry  
Cliff Wood, Porthkerry  
Cwm Talwg, Barry

### Wildlife Trust of South and West Wales managed Sites

Aberthaw Saltmarsh  
Coed Garnllwyd, Llancarfan  
Coed Llwyn Rhyddid, Hensol  
Coed y Bwl, Castle upon Alun  
Cwm Colhuw, Llantwit Major  
Gwern Rhyd, St Georges  
Lavernock Point

### Regionally Important Geological Sites

Argoed Isha Quarry  
Barry Harbour Coastal Cliffs  
Bendrick Rock  
Coast Section east of Barry  
Ewenny Quarry  
Friar's Point Coastal Cliffs  
Goldsland Gorge Quarry  
Llangan Chimney  
Porthkerry to Cold Knap  
Sully Island  
Sully to Bendrick  
Wenvoe Quarry

#### Appendix 4: Housing Supply Phasing

The anticipated schedule for the phasing of allocations within the LDP is provided below.

Allocation		Period		
		2011-16	2016-21	2021-26
<b>Strategic Housing Sites</b>				
1	Phase 2, Barry Waterfront	300	700	700
2	Land at Higher End, St. Athan	100	120	
3	Land at Church Farm, St. Athan			250
4	Former Stadium Site / Land adjacent to Burley Place, St. Athan	65		
5	Land to the east of Eglwys Brewis		150	150
6	Land adjacent to Froglands Farm, Llantwit Major		90	
7	Land between new Northern Access Road and Eglwys Brewis Road		200	175
<b>Key Settlement : Barry</b>				
8	Barry Island Pleasure Park	24	100	
9	White Farm	120	57	
10	Land to the east of Pencoedtre Lane	67		
11	Land to the west of Pencoedtre Lane		40	
12	Ysgol Maes Dyfan		45	
13	Barry Magistrates Court	52		
14	Court Road Depot, Barry			50
15	Holm View		50	
16	Hayes Wood, The Bendricks			55
<b>Key Settlement : Cowbridge</b>				
17	Cowbridge Comprehensive Lower School	21		
18	Cowbridge Comprehensive 6 <sup>th</sup> Form Block, Aberthin Road	20		
19	Land adjoining St. Athan Road, Cowbridge		30	100
20	Land to the north and west of Darren Close, Cowbridge	90	150	150
<b>Key Settlement : Llantwit Major</b>				
21	Plasnewydd Farm, Llantwit Major	50	80	
22	Land adjacent to Llantwit Major Bypass			70
<b>Service Centre Settlement : Penarth</b>				
23	Land at Upper Cosmeston Farm, Lavernock		85	150
24	Land adjoining St. Josephs School, Sully Road		80	
25	Headlands School, St. Augustine's Road	65		



Allocation		Period		
		2011-16	2016-21	2021-26
Service Centre Settlement : Dinas Powys				
26	Land at and adjoining St. Cyres School, Murch Road	50	125	125
27	Land off Caerleon Road, Dinas Powys		75	
28	Land at adjoining Ardwyn, Pen-y-Turnpike (TYP12)	15		
29	Land at Cross Common Road	30	20	
Primary Settlement : Llandough (Penarth)				
30	Land south of Llandough Hill / Penarth Road		65	65
31	Land north of Leckwith Road	15		
32	Llandough Landings	30	90	
Primary Settlement : Rhoose				
33	Land north of the Railway Line, Rhoose	200	350	100
34	Land south of the Railway Line, Rhoose	87		
Primary Settlement : Wenvoe				
35	Land to the west of Port Road, Wenvoe			140
Minor Rural Settlements				
36	Land adjoining Court Close, Aberthin			20
37	Land to the east of Bonvilston		60	60
38	Land to rear of St David's Church in Wales Primary School, Colwinston			65
39	ITV Wales, Culverhouse Cross	50	200	
40	The Garden Emporium, Fferm Goch	40		
41	Ogmore Residential Centre	24	60	
42	Ogmore Caravan Park	22	60	
43	Land to the East of St Nicholas		50	50
44	Land off St. Brides Road, Wick		25	75
45	Land off Sandy Lane, Ystradowen		40	45
Reserve Site				
46	Land West of Swanbridge Road, Sully	If required (FC57)		
		0	250 (FC57)	250 (FC57)
Total Units per period (excl. Reserve site) (FC57)		1537	3197 3447 (FC57)	2595 2845 (FC57)

## **Appendix 5: Housing Allocations (Policy MG 2): Individual Site Details**

### **General Infrastructure Requirements**

In support of the development allocations contained within the Deposit Local Development Plan the Council has prepared background documents in respect of infrastructure and other requirements e.g. education, which will be required to ensure that development does not place undue strain on existing resources and facilities. Whilst certain major infrastructure requirements have been included within the Policies of the Deposit Plan and/or detailed in the site descriptions below (where delivery is required on site), ALL sites will be required to contribute to local infrastructure and facilities as detailed within the various background papers.

Further information on these requirements is available in the specific background papers (Education Facilities, Community Facilities, Open Space and Sustainable Transport) and the overarching Infrastructure Plan.

### **General Supporting Information and Assessments**

In addition to the site-specific matters raised under each allocation, a range of supporting information may be necessary to accompany proposals for development, including: -

- Environmental Statements (subject to EIA Screening)
- Transport Assessments
- Design and Access Statements
- Masterplans
- Landscape Assessments
- Travel Plans and, where necessary, improvements to encourage sustainable transport e.g. supported bus services, new or improved footways, public open space, improvements to education facilities or increased capacity.
- Ecological Assessments – while site specific comments have been made on some sites regarding possible features of biodiversity importance, an ecological assessment agreed with the Council's ecologist or where appropriate Natural Resources Wales, will be required for all sites.

The undertaking of a Habitats Regulation Assessment for the Deposit Local Development Plan does not remove the need for project level Habitats Regulation assessments of individual development sites where they could have an adverse effect on the integrity of a European Protected site.

In collaboration with other local authorities within the South East Wales region the Vale of Glamorgan Council is proposing to undertake a Water Cycle Study (WCS) to provide an understanding of the future water requirements of the region in relation to new development allocations. Where necessary, development proposals which impact on the water environment will be required to provide information at an appropriate level to the scale of the development that illustrates that the proposal will not adversely impact on the water environment.

### **Site-Specific Allocations**

Having regard to the detailed site appraisal, consultations and infrastructure planning detailed above, the following section provides a general summary of the key issues associated with each of the 46 sites allocated by Policy MG 2.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (1)</b> Phase 2, Barry Waterfront	300	700	700	1700

This strategic 48.55 hectare site surrounds the No. 1 Dock at Barry Waterfront and is located between Barry town centre and Barry Island. The site is allocated for the comprehensive redevelopment of the former Barry Docks, having been granted outline planning permission (ref. 2009/00946/OUT) in March 2012 for a mix of residential (C3), retail (A1) cafes, bars and restaurants (A3), hotel (C1) offices (B1) and community and leisure uses (D1 and D2) including a new primary school.

Redevelopment of the site will deliver essential infrastructure including a new link road to Barry Island, a new primary school on a 2 hectare site, 7.83 hectares of open space and new pedestrian and cycle routes. The strategic mixed use development at Barry Waterfront will help to realise significant regeneration benefits for the town, integrate Barry Island, the Waterfront and the town centre and strengthen Barry's key settlement role in the Capital Region. Development of the site will be in accordance with the approved Barry Waterfront Development principles document (2009). A Flood Consequences Assessment has been completed for the site.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (2)</b> Land at Higher End, St. Athan	100	120		220

This 9.78 hectare Greenfield site lies to the south of MOD St Athan at Higher End. The eastern part of the site (approx. 4.5Ha) has the benefit of planning permission for 100 dwellings (refs. 2009/01368/OUT and 2012/00066/RES) accessed from St John's View and development of the remaining part of the site (approximately 5.3 hectares) is expected to deliver 120 dwellings (including a minimum 30% affordable housing). Access could be provided via St John's View or alternative access may be available from Llantwit Major Road.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

Development of the site should be subject to consultation with Natural Resources Wales who have advised that the site may host a European Protected Species. ~~and Dŵr Cymru Welsh Water~~ **have advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required.** ~~will require a A hydraulic modelling assessment of the water supply network to establish what infrastructure improvements will be required~~ **to determine** ~~and the point of connection to the public sewer system and additional capacity may be required at the West Aberthaw Waste Water Treatment Works to accommodate this and other future developments in the area. No improvements are planned within Dŵr Cymru Welsh Water's AMP 6 Capital Investment Programme (2015 - 2020). The site is crossed by a 225mm foul public sewer for which protection measures in the form of an easement width and/ or diversion will be required.~~ **(MC21)**

Any planning application will need to be accompanied by a Surface Water Assessment, including appropriate consideration of the use of SUDs, to demonstrate that there would be no adverse impacts arising from the development.

Given the sites proximity to MOD St Athan and the Aerospace Business Park a noise assessment will also be required for any future development proposals.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (3)</b> Land at Church Farm, St. Athan			250	250

This 8.47 hectare Greenfield site is located to the east of St Athan village. Development of the site should be subject to consultation with Natural Resources Wales who have advised that the site may host European Protected Species. Dŵr Cymru Welsh Water **have advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required.** will require a **A** hydraulic modelling assessment ~~of the water supply network to establish what infrastructure improvements will be required~~ **to determine** and the point of connection to the public sewer system and additional capacity may be required at the West Aberthaw Waste Water Treatment Works to accommodate this and other future developments in the area. **No improvements are planned within Dŵr Cymru Welsh Water's AMP 6 Capital Investment Programme (2015 - 2020). (MC22)**

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

A development brief will be prepared which will ensure that landscape issues and local sensitivities are fully considered in future development proposals. A detailed survey according to the 'revised guidelines and criteria for grading the quality of agricultural land' (MAFF 1988) will be required to confirm agricultural land grading and the Glamorgan Gwent Archaeological Trust have advised that an archaeological evaluation may be required as part of the planning application process.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (4)</b> Former Stadium Site / Land adjacent to Burley Place, St. Athan	65			65

This 2.2 hectare brownfield site is located to the east of St Athan village on a former sports ground.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

Consultation with Dŵr Cymru Welsh Water (DCWW) will be required as the proposed development is in an area where there are water supply problems for which there are no improvements planned within DCWWs current Capital Investment Programme ~~AMP5 (years 2010 to 2015)~~ **AMP6 (years 2015 to 2020)** and additional capacity may be required at the West Aberthaw Waste Water Treatment Works to accommodate this and other future developments in the area. **Natural Resources Wales (NRW) is aware of protected**

**European Species recorded in the area and an ecological assessment and consultation with NRW on ecological matters should also be undertaken. (FC58) (MC23)**

A Surface Water Assessment, including appropriate consideration of the use of SUDs, will also be required to demonstrate that there would be no adverse impacts arising from future development.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (5)</b> Land to the east of Eglwys Brewis		150	150	300

This 10.9 hectare Greenfield site is located to the north of St Athan to the east of Cowbridge Road.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

The Council's drainage engineer has advised that a designated main river runs along the boundary of the site and that a part of the site falls within flood zones 2 & 3 as produced by Natural Resources Wales (NRW). Any application should clarify the present level of flood risk on the site and consider the suitability of the main river to accept any proposed surface water run-off. The suitability of the use of soakaways for the disposal of surface water run-off should be investigated, and an assessment should be undertaken into the potential for disposing of the surface water by means of a sustainable drainage system. A Surface Water Assessment, including appropriate consideration of the use of SUDs, will also be required to demonstrate that there would be no adverse impacts arising from future development.

Dŵr Cymru Welsh Water has advised that a hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and/or any improvement work required and additional capacity may be required at the West Aberthaw Waste Water Treatment Works to accommodate this and other future developments in the area. **No improvements are planned within Dŵr Cymru Welsh Water's AMP 6 Capital Investment Programme (2015 - 2020). The site is crossed by a 150mm foul public sewer and a 150mm foul rising main for which protection measures in the form of an easement width and/ or diversion will be required. There is also a Sewage Pumping Station (SPS) on the public sewerage network within this site, for which a Cordon Sanitaire or buffer zone will be required in order to protect residential amenity. DCWW and VoG Environmental Health can advise further on this.** Consultation with Natural Resources Wales will be required as the site is known to host a protected species and an ecological survey of the site will be necessary that details how any ecological issues identified will be mitigated. (MC24)

A detailed survey according to the 'revised guidelines and criteria for grading the quality of agricultural land' (MAFF 1988) will be required to confirm agricultural land grading.

A number of high amenity value trees are located in the southern corner of the site and these should be maintained in any development proposals.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (6)</b> Land adjacent to Froglands Farm, Llantwit Major		90		90

This 4.4 hectare Greenfield site is located on the western edge of the village of St Athan and is likely to be accessed from the new Northern Access Road that will be provided as a part of the St Athan - Cardiff Airport Enterprise Zone proposals.

The Council's drainage engineer has advised that a designated main river runs along the southern boundary of the site and known flood risk areas are situated downstream. Consultation with Natural Resources Wales (NRW) will therefore be required and a Flood Consequence Assessment and a Surface Water Assessment, including appropriate consideration of the use of Sustainable Urban Drainage Systems, will be necessary to demonstrate that there would be no adverse impacts arising from future development of the site.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

Natural Resources Wales (NRW) is aware that a protected European Species has been recorded in an area linked to the site and an ecological assessment and consultation with NRW on ecological matters should also be undertaken.

**Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. The site is crossed by a 225mm foul public sewer for which protection measures in the form of an easement width and/ or diversions will be required. (MC25)**

The Glamorgan Gwent Archaeological Trust has advised that an Archaeological Assessment would be necessary prior to the determination of a future planning application.

A detailed survey according to the 'revised guidelines and criteria for grading the quality of agricultural land' (MAFF 1988) will be required to confirm agricultural land grading although the land is unlikely to be the Best and Most Versatile (BMV).

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (7)</b> Land between new Northern Access Road and Eglwys Brewis Road		200	175	375

This 15.8 hectare site is located to the west of the village of St Athan and will be accessed from the new Northern Access Road that will be provided as part of the St Athan – Cardiff Airport Enterprise Zone proposals. The lower site density proposed for the site reflects that a designated main river runs along the southern boundary and across the site and that a part of the site is within Zone C2 of the development advice map contained in TAN 15, Development and Flood Risk and that the southern part of the site is affected by flood zones 2 and 3 as produced by Natural Resources Wales (NRW).

Consultation with NRW will therefore be required and a Flood Consequence Assessment and Surface Water Assessment, including appropriate consideration of the use of Sustainable Urban Drainage Systems, will be necessary to demonstrate that there would be no adverse impacts arising from future development of the site. NRW has advised that no

development would be permitted with 7 metres of the main river and/or the flood alleviation assets.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

Dŵr Cymru Welsh Water (DCWW) has advised that a hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and/or any improvement work required and additional capacity may be required at the West Aberthaw Waste Water Treatment Works to accommodate this and other developments in the area. **Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. The site is crossed by two 150mm foul public sewers for which protection measures in the form of an easement width and/ or diversion will be required. (MC26)**

NRW has advised that the site may provide habitat for European Protected Species and that consultation with the Council's ecologist will be required to determine the extent of supporting ecological information that will be needed to support any future planning application.

The Glamorgan Gwent Archaeological Trust has advised that an Archaeological Assessment would be necessary prior to the determination of a future planning application.

A detailed survey according to the 'revised guidelines and criteria for grading the quality of agricultural land' (MAFF 1988) will be required to confirm agricultural land grading although the land is unlikely to be the Best and Most Versatile.

Although the provision of the NAR is a Welsh-Government led initiative relating to the Enterprise Zone, the development will nevertheless be expected to contribute towards the essential highway works which have been outlined in Policies SP7 and MG 16.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (8) Barry Island Pleasure Park</b>	24	100		124

This 1.18 hectare brownfield site has been allocated for 124 dwellings (of which at least 30% will be affordable) as a part of a mixed use redevelopment of the fun fair site which in addition to the residential element includes leisure, retail, A3 uses and associated car parking. Members have resolved to grant planning permission for the redevelopment (ref. 2008/01533/OUT) subject to the completion of a section 106 agreement.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (9) White Farm</b>	120	57		177

This 12.1 hectare Greenfield site is allocated for residential and recreational purposes. The residential element of the site comprises 5.2 hectares with the remaining 6.9 hectares allocated as informal open space. The site has full planning permission for 177 dwellings (applications ref. 2002/01636/OUT and 2010/00123/RES), and development commenced on site during 2012.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (10) Land to the east of Pencoedre Lane</b>	67			67

This 2.8 hectare site was part of an historic employment allocation at Pencoedtre which has come forward for residential development. The site has full planning permission (applications ref. 2008/01531/OUT and 2010/01225/RES) and is in the process of being developed to provide 67 dwellings.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (11)</b> Land to the west of Pencoedtre Lane		40		40

This 1.21 hectare Greenfield site is located to the north west of Pencoedtre, Barry. The site has previously gained planning permission for B1 Business use (planning application 2000/00860/FUL refers) as part of a larger historic employment allocation. However, this permission has not been implemented and parts of the historic employment allocation to the east have since gained consent for residential use (see MG9 (10)). Therefore, given its size and relationship to the residential development to the east this site has been allocated for residential use providing at least 40 dwellings with a minimum of 30% affordable housing.

Natural Resources Wales has advised that they should be consulted on future development proposals for the site given its location next to the Barry Woodlands SSSI and mature trees and hedgerows which are likely to host protected species such as Bats.

Dŵr Cymru Welsh Water (DCWW) has advised that **the site is crossed by a 36" strategic trunk water main public for which protection measures in the form of an easement width and/ or diversion will be required** and that an assessment of the sewer network and associated Sewage Pumping Station will be required to establish the point of connection to the public sewerage network. (MC27)

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (12)</b> Ysgol Maes Dyfan		45		45

This is a 1.44 hectare brownfield site located within the settlement of Barry, and is currently in use for educational purposes.

The Council's drainage engineers have advised that the site is situated in a catchment with known surface water flooding issues to both culverted and unculverted ordinary watercourses. Future development proposals should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority.

The development will be expected to contribute towards delivery of enhanced open space on land to the south (Policy MG 25 refers).

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (13)</b> Barry Magistrates Court	52			52

This brownfield site has been allocated for 52 dwelling units in the first phase of the plan period. Planning permission has been granted for this site (2012/01114/FUL) and development commenced during 2013.



	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (14)</b> Court Road Depot, Barry			50	50

This 1.6 hectares brownfield site is located in the settlement of Barry, and is currently in use as a depot for the Vale of Glamorgan Council.

The Council's drainage engineers have advised that future development proposals should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority. Given the previous use of the site as a Council Depot, consideration should be given to the potential impact contaminated land would have on the provision of surface water drainage.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

The Glamorgan Gwent Archaeological Trust and the Council's conservation officer have suggested that some extant buildings may have formed a part of a former Victorian slaughterhouse complex and would wish to be consulted on future development proposals

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (15)</b> Holm View		50		50

This brownfield site has an area of 1.2 hectares. Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage system for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority. The Highway Authority will require a suitable safe access that conforms to current design criteria to be provided.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (16)</b> Hayes Wood, The Bendricks			55	55

This 1.8 hectare site is located to the southeast of Barry.

Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage system for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority.

**Dŵr Cymru Welsh Water (DCWW) has advised that the site is crossed by a 6" distribution water main for which protection measures in the form of an easement width and/or diversion will be required. The site is crossed by a 100mm foul public sewer for which protection measures in the form of an easement width and/ or diversion will be required and off-site sewers may also be required. (MC28)**

The Highway Authority will require a suitable safe access that conforms to current design criteria to be provided however it is unlikely that this can be provided from Hayes Road.

The Glamorgan Gwent Archaeological Trust has advised that archaeological evaluation of the site should be undertaken as a part of any future development proposal.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (17)</b> Cowbridge Comprehensive Lower School	21			21

This 0.80 brownfield site is located in close proximity of Cowbridge town centre and adjoins the Cowbridge Conservation Area and a number of listed buildings and a scheduled ancient monument. Planning permission (ref.2011/01248/FUL) was granted in September 2012 for a development of 21 dwellings with 30% affordable housing and work commenced on site in January 2013.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (18)</b> Cowbridge Comprehensive 6 <sup>th</sup> Form Block, Aberthin Road	20			20

This 0.52 hectare site comprises the former Sixth Form building on Aberthin Road to the north east of Cowbridge.

Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage system for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority.

The Council's Engineers have advised that the existing vehicular access is sub-standard and dangerous due to the lack of a vision splay and therefore a suitable safe access that conforms to current design criteria will need to be provided.

Dŵr Cymru Welsh Water (DCWW) has advised that the Cowbridge area currently experiences poor water pressure and that their current Asset Management Plan which runs to year 2015 does not include proposals to ameliorate this issue. **DCWW has advised that the site is crossed by a 225mm combined public sewer for which protection measures in the form of an easement width and/ or diversion will be required. (MC29)**

The Victorian school building has some architectural merit and lends itself to conversion although the building is not currently listed. GGAT have advised that an archaeological evaluation will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (19)</b> Land adjoining St. Athan Road, Cowbridge		30	100	130

This 4.3 hectare Greenfield site lies to the south east of Llanblethian, and comprises two parcels of land adjacent to the St Athan Road.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions. The development will be required to fund and implement highway improvement works in the form of a realignment of St Athan Road.

Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage systems for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority.

Dŵr Cymru Welsh Water (DCWW) has advised that **a water supply can be made available to service the proposed development site, however extensive off-site mains may be required.** ~~the Cowbridge area currently experiences poor water pressure and that their current Asset Management Plan which runs to year 2015 does not include proposals to ameliorate this issue.~~ In addition there are known limitations on the existing waste water treatment works that serve the area and consultation with DCWW and a **hydraulic modelling** assessment **will be required to establish a point of connection to the public sewer system and / or any improvement work required.** ~~existing capacity will be necessary to determine any improvements required.~~ The site is crossed by a 65mm diameter rising main that runs parallel to St. Athan Road and protection measures in the form of easement widths or a diversion of this facility will be required. **(MC30)**

The Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect existing archaeological features.

Outline planning permission for the whole of the site will be required in order to ensure a comprehensive approach to development and the provision of infrastructure.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (20)</b> Land to the north and west of Darren Close, Cowbridge	90	150	150	390

This 17 hectare Greenfield site is located on the western edge of Cowbridge and is allocated for a mixed use development to include a total of 390 dwellings of which at least 35% are to be affordable. Development of the site will be informed by a masterplan/development brief and will be required to deliver key infrastructure through development of a highway link between the A48 and Llantwit Major Road and the provision of a 2 hectare site for the future delivery of a new Welsh medium primary school that will be protected for this use.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage systems for the disposal of surface water run-off. If this is not

viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority.

Dŵr Cymru Welsh Water (DCWW) has advised that **a water supply can be made available to service the proposed development site, however extensive off-site mains may be required.** ~~the Cowbridge area currently experiences poor water pressure and that their current Asset Management Plan which runs to year 2015 does not include proposals to ameliorate this issue.~~ **A hydraulic modelling assessment will be required to establish a point of connection to the public sewer system and / or any improvement work required.** The site is crossed by a 100mm diameter rising main that runs through the centre of the site and protection measures in the form of easement widths or a diversion of this facility will be required. In addition there are known limitations on the existing waste water treatment works that serve the area and consultation with DCWW and an assessment of existing capacity will be necessary to determine any improvements required. **(MC31)**

An ecological survey of the site and consultation with Natural Resources Wales and the Council's ecologist will be required as the area is known to host protected species.

Glamorgan Gwent Archaeological Trust has advised that the site is known to contain archaeological resources and conditions will be imposed on future planning consents to protect these features.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (21)</b> Plasnewydd Farm, Llantwit Major	50	80		130

This 4.4 hectare Greenfield site is located to the north west of Llantwit Major at Plasnewydd Farm. The site will deliver a minimum of 30% affordable housing.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and this is likely to be from the realignment of the existing roundabout on Cowbridge Road. In addition, a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions will be needed.

The Council's drainage engineers have advised that future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage systems for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be

accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority. Consultation with Network Rail has also been recommended given the sites proximity to the main Vale of Glamorgan railway line.

Dŵr Cymru Welsh Water (DCWW) has advised that the Llantwit major area is at the extremity of its water supply network and that there are existing problems with water supply and external flooding from surcharging in the grounds of properties. Consultation with DCWW will be required to ascertain whether improvements to the network will be required.

The Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation may be required in order to identify and protect any archaeological resource.

A 2006 survey of the site classifies the site as Grade 3b quality, i.e. not the Best and Most Versatile agricultural land.

	2011-16	2016-21	2021-26	TOTAL
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<b>MG2 (22)</b> Land adjacent to Llantwit Major Bypass			70	70
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This 2.4 hectare Greenfield site is located to the northeast of the Llantwit Major By-Pass and adjacent to Vale of Glamorgan railway line. The site is expected to deliver a minimum of 30% affordable housing.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

A designated main river runs along the southern boundary of the site and known flood risk areas are situated downstream. Consultation with Natural Resources Wales (NRW) will therefore be required and a Flood Consequence Assessment and a Surface Water Assessment, including appropriate consideration of the use of Sustainable Urban Drainage Systems will be necessary to demonstrate that there would be no adverse impacts arising from future development of the site.

Dŵr Cymru Welsh Water (DCWW) has advised that the Llantwit Major area is at the extremity of its water supply network and there are current problems with water supply. Consultation with DCWW will be required to determine whether improvements to the water supply network will need to be provided.

The Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation may be required in order to identify and protect any archaeological resource.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (23)</b> Land at Upper Cosmeston Farm, Lavernock		85	150	235

This 7.8 hectare Greenfield site is located to the south of Penarth adjacent to Lavernock Road. Development of the site will be informed by a masterplan / development brief which will specify that the site will deliver a minimum of 35% affordable housing, identify and safeguard a 1.0 hectare site to provide a new primary and nursery school and an additional 0.1 – 0.2 hectares for the provision of a new community facility.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

A designated main river runs in the vicinity of the site and consultation with Natural Resources Wales will be required to determine the suitability of the main river to accept proposed surface water run-off. Any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off. The developer should ensure that an assessment is carried out into the potential for disposing of the surface water by means of a sustainable drainage system. The site is in close proximity to an historic landfill site known as Cosmeston Farm Quarry and while the risk of contamination is low, consultation with Natural Resources Wales is recommended and a Preliminary Risk Assessment may be required prior to the determination of any future planning application.

Dŵr Cymru Welsh Water (DCWW) has advised that their local waste treatment works at Cog Moors has limited capacity and consultation with DCWW should be undertaken to determine whether improvements may be required.

Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.

Given the site's proximity to the Severn Estuary SAC, SPA & Ramsar, a project level Habitats Regulation Assessment may be required, and should be discussed with Natural Resources Wales.

Developer contributions will also be expected to contribute towards improvements / delivery of the NCN Route 88 between Penarth, Sully and Barry.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (24)</b> Land adjoining St. Josephs School, Sully Road		80		80

This 2.68 hectare Greenfield site is located to the west of Penarth adjacent to Sully Road and will be required to provide a minimum of 35% affordable housing.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

An ordinary watercourse runs along the southern boundary of the site and the Council's drainage engineers have advised that a buffer zone to the watercourse will be required. Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage systems for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority.

Dŵr Cymru Welsh water has advised that the site is crossed by a 150mm diameter public sewer is located at the north western edge of the site and protection measures in the form of easement widths or a diversion of this facility will be required. In addition, the Cog Moors Sewage Treatment Works has limited capacity and consultation with DCWW will be necessary to determine whether improvements to this facility will be required.

Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation may be required prior to the determination of any future planning application.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (25)</b> Headlands School, St. Augustine's Road	65			65

This 2.20 hectare brownfield site is located to the north east of Penarth and is accessed from St Augustine's Road. The site accommodates the Headlands School children's home, a Grade II Listed building, a number of outbuildings and associated open/amenity spaces including a number of mature trees covered by a Tree Preservation Order. The front part of the site contains the Headlands School building within the Penarth Conservation Area and

future development proposals will need to have regard to the long term viability of the listed building and the character of the Penarth Conservation Area.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's Drainage Engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and that consideration for surface water disposal and management will therefore have to be assessed. Any development proposals should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off. The developer should ensure that an assessment is carried out into the potential for disposing of the surface water by means of a sustainable drainage system. The connection of proposed surface water run-off to the public sewer should be discussed with Dŵr Cymru Welsh Water (DCWW).

DCWW has advised that the site is crossed by a public sewer for which protection measures, either in the form of an easement and/or diversion may be required and that the Cog Moors Sewage Treatment Works has limited capacity and consultation with DCWW will be necessary to determine whether improvements to this facility will be required. **There is also a Sewage Pumping Station (SPS) on the public sewerage network within this site, for which a Cordon Sanitaire or buffer zone will be required in order to protect residential amenity. DCWW and VoG Environmental Health can advise further on this. (MC32)**

Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.

The development will need to deliver 0.24 hectares of outdoor sports provision on-site to contribute to the identified need within the area.

Given the site's proximity to the Severn Estuary SAC, SPA & Ramsar sites, a project level Habitats Regulation Assessment may be necessary, and this requirement should be discussed with Natural Resources Wales.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (26)</b> Land at and adjoining St. Cyres School, Murch Road	50	125	125	300

This 12.69 hectare site is located to the east of Dinas Powys and adjoins the area known as 'the Murch'. The site contains a mixture of brownfield and Greenfield land including the St Cyres School site which has been identified as surplus to future requirements.

Development of the site will be informed by a masterplan / development brief which will specify that the site will deliver a mixed use development that comprises 300 dwellings with a minimum of 35% affordable housing requirement, a new community facility and public open space.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and that a full and comprehensive Scoping Study is agreed with the Local Planning/Highway Authority, in order that a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions. Development of the site will provide local infrastructure

improvements which will facilitate the use of sustainable transport. Particular emphasis will be given to improved access to Eastbrook railway station for walking and cycling.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and that consideration for surface water disposal and management will therefore need to be assessed. Future development proposals should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and the developer should ensure that an assessment is carried out into the potential for disposing of surface water by means of a sustainable drainage system. Dŵr Cymru Welsh Water (DCWW) has advised that while a water supply can be provided this will require the provision of off-site main to be laid to the boundary of the site **and that the site is crossed by a 6" distribution public water main for which protection measures in the form of an easement width and/ or diversion will be required.** DCWW has further advised that the local sewer network is too small to accommodate the foul flows from this development and a hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and/or any improvement work required. The Cog Moors Waste Water Treatment Works also has limited capacity and consultation with DCWW will be necessary to determine whether improvements to this facility will be required. **The site is crossed by a 4" foul rising main for which protection measures in the form of an easement width and/ or diversion will be required.** (MC33)

The site adjoins a Broadleaved Woodland SINC to the south. Existing Tree Preservation Orders (TPO) cover parts of the site and additional trees at the site should be considered for inclusion as part of any development of the site. The Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained to protect archaeological features. A detailed survey according to the 'revised guidelines and criteria for grading the quality of agricultural land' (MAFF 1988) will be required to confirm agricultural land grading although the land is unlikely to be the Best and Most Versatile. Outline planning permission for the whole of the site will be required, in order to ensure a comprehensive approach to development and provision of infrastructure.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (27)</b> Land off Caerleon Road, Dinas Powys		75		75

This 2.5 hectare Greenfield site is located to the north east of Dinas Powys between the main Vale of Glamorgan line and the Murch area of the village. The site is located close to Eastbrook railway station and development will provide at least 35% affordable housing.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and that a full and comprehensive Scoping Study to be agreed with the Council, in order that a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions. Development of the site will provide local infrastructure improvements which will facilitate the use of sustainable transport. Particular emphasis will be given to improved access to Eastbrook railway station for walking and cycling.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and that consideration for surface water disposal and management will therefore need to be assessed. Future development proposals should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and the developer should ensure that an assessment is carried out into the potential for disposing of surface water by means of a



sustainable drainage system. A designated main river runs on the west side of the railway which is adjacent to the site and consultation with Natural Resources Wales will be required to determine the suitability of this main river to accept proposed surface water run-off. Consultation with Network Rail is recommended due to the close proximity of the site to the railway to determine the extent of any land drainage pipes that pass under the railway from this site. Flows in these pipes will need to be maintained. Any prospective developer will be required to discuss the suitability of this main river to accept proposed surface water run-off with Natural Resources Wales.

Dŵr Cymru Welsh Water (DCWW) has advised that **a water supply can be made available to service the proposed development site; however extensive off-site mains may be required**. The site is crossed by a 1450mm diameter public sewer and protection measures in the form of easement widths will be required which may restrict the amount of density proposed. The Cog Moors Waste Water Treatment Works has limited capacity and consultation with DCWW will be necessary to determine whether improvements to this facility will be required. The Council's drainage engineers have advised that there is a record of flooding to the south due to land drainage and surface water run-off from this land. Mitigation measures to prevent surface water flooding will therefore need to be considered. **(MC34)**

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (28)</b> Land at adjoining Ardwyn, Pen-y-Turnpike	15			15

This 1.6 hectare brownfield site is located to the north of Dinas Powys adjacent to Pen-y-Turnpike Road. The site will provide at least 35% affordable housing.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions. Development of the site will require appropriate segregated pedestrian facilities to link the development with the main village core.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will therefore need to be assessed. Any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and that an assessment is carried out into the potential for disposing of the surface water by means of a sustainable drainage system.

Dŵr Cymru Welsh Water (DCWW) has advised that the Cog Moors Waste Water Treatment works has limited capacity and consultation with DCWW will be necessary to determine whether improvements to this facility will be required.

The allocated site includes a number of Tree Preservation Orders and a full assessment of the trees on the site will be required. A scheme incorporating the reuse / conversion of the existing building(s) on site will be preferred.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (29)</b> Land at Cross Common Road	30	20		50

This 2.3 hectare Greenfield site is located to the south of Dinas Powys on the junction of Cardiff Road and Longmeadow Drive. Development of the site will provide at least 35% affordable housing.

Development of this site will be required to contribute towards a new highway junction improvement onto Cardiff Road (MG16 (19) refers) to mitigate the impact of the development and address safety / capacity issues at the existing junction.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that a designated main river runs close to the western boundary of the site and any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off. If percolation drainage is not viable, Natural Resources Wales (NRW) should be consulted to determine the suitability of the main river to accept any proposed surface water run-off. If suitable, surface water attenuation will be required with flows being limited to a discharge rate to be agreed. An assessment into the potential for disposing of the surface water by means of a sustainable drainage system should also be undertaken.

NRW has advised that there may be areas of unimproved grassland of interest in the general area of the site and that consultation with the Council's ecologist should be undertaken to determine the extent of supporting ecological information that will be needed to support any future planning application. **In particular, approximately 0.31 ha of the site is a grassland SINCE (3,100m<sup>2</sup>). (MC20)**

Dŵr Cymru Welsh Water (DCWW) has advised that a 150mm diameter public sewer crosses the centre of the site and protection measures in the form of easement widths or a diversion of this facility will be required. The Cog Moors Waste Water Treatment Works has limited capacity and consultation with DCWW will be necessary to determine whether improvements to this facility will be required.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (30)</b> Land south of Llandough Hill / Penarth Road		65	65	130

This 5.23 hectare Greenfield site is located between Penarth Road to the east and Cogan Pill Road to the west. The topography of the site varies considerably and the southern part of the site includes a former reservoir which is considered as being brownfield land. A large retaining wall supports the reservoir adjacent to Penarth Road and a structural survey will be required to determine the current condition of this wall.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions. Developer contributions will be sought to provide/improve local walking and cycling routes between Cardiff and the Vale of Glamorgan including links with the National Cycle Network.

The Council's drainage engineers have advised that an ordinary watercourse passes through the site and a buffer zone on the watercourse will be required. There is a record of flooding of properties from the ordinary watercourse on the adjacent development to the north of the site

and mitigation measures to prevent surface water flooding will need to be considered. Any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and the developer should ensure that an assessment is carried out into the potential for disposing of the surface water by means of a sustainable drainage systems. If percolation drainage is not viable, the suitability of the watercourse to accept proposed surface water run-off should be investigated. If suitable, surface water attenuation will be required with flows being limited to a discharge rate to be agreed.

Dŵr Cymru Welsh water has advised that the site **is crossed by a 9" distribution public water main for which protection measures in the form of an easement width and/or diversion will be required.** The site is crossed by 150mm diameter public sewer at the northern edge which may restrict the amount of density proposed and protection measures in the form of easement width or diversion of the pipe will be required. The Cog Moors Waste Water Treatment Works has limited capacity and consultation with DCWW will be necessary to determine whether improvements to this facility will be required. **(MC35)**

Natural Resources Wales has advised that given the nature of the site, a full ecological assessment and consultation with the Council's ecologist should be undertaken.

The Glamorgan Gwent Archaeological Trust has advised that an extensive archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (31)</b> Land north of Leckwith Road	15			15

The 0.6 hectare site is located on the north westerly edge of Llandough adjacent to Leckwith Road. The site is in a prominent position on a ridge above a former quarry adjoining an area of woodland to the west. Development of the site would be expected to provide a minimum of 35% affordable housing provision.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will therefore need to be assessed. Any prospective developer should, in the first instance investigate the suitability of soakaways for the disposal of surface water run-off and ensure that an assessment is carried out into the potential for disposing of the surface water by means of a sustainable drainage system.

Dŵr Cymru Welsh Water has advised that a **water supply can be made available to service the proposed development site and that no problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development.** ~~the local sewer network is unable to accommodate the foul flows from any new development and that an assessment of the sewer network and associated Sewage Pumping Station would be required to establish the point of connection to the public sewerage network. In addition, the Cog Moors Waste Water Treatment Works has limited capacity and consultation~~

~~with DCWW will be necessary to determine whether improvements to this facility will be required. (MC36)~~

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (32)</b> Llandough Landings	30	90		120

This 6 hectare site is located between the main Vale of Glamorgan railway line and the River Ely. Access to the site is likely to be from Anchor Way and development of the site will provide at least 35% affordable housing.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and that a full and comprehensive Scoping Study be agreed with the Local Planning / Highway Authority in order that a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions. Developer contributions will be sought to provide/improve local walking and cycling routes between Cardiff and the Vale of Glamorgan including links with the National Cycle Network.

The Council's drainage engineers have advised that a designated main river runs along the eastern boundary of the site and that the site falls within flood zones C2 ~~& C3~~ as produced by Natural Resources Wales (NRW). Development of the site will require the production of a Flood Consequences Assessment (FCA) to be agreed with NRW, who should be contacted to clarify the present level of flood risk on the site. **(TYP13)**

Any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off from the site. If percolation drainage is not viable, NRW should be consulted to determine the suitability of the main river to accept surface water run-off. If suitable, surface water attenuation will be required with flows being limited to a discharge rate to be agreed. The developer should ensure that an assessment is carried out into the potential for disposing of the surface water by means of a sustainable drainage system.

Dŵr Cymru Welsh Water (DCWW) has advised that **a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. The site is crossed by a 300mm combined public sewer for which protection measures in the form of an easement width and/ or diversion will be required.** ~~the local sewerage network can accommodate foul flows from the proposed site but off-site sewers will be required. In addition, the Cog Moors Waste Water Treatment Works has limited capacity and consultation with DCWW will be required to determine whether improvements to this facility will be required. (MC37)~~

NRW has advised that the site may provide habitat for a European Protected Species, and a Habitats Regulation Assessment screening report may be necessary for the site and this requirement should be discussed with Natural Resources Wales and the Council's ecologist. Additional ecological information may be required in support of any future planning application.

The Glamorgan Gwent Archaeological Trust has advised that extensive archaeological evaluation will be required prior to any positive determination of planning applications and that certain areas of the site may need to be retained as open space in order to protect archaeological features.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (33)</b> Land north of the Railway Line, Rhoose	200	350	100	650

The 25.82 hectare Greenfield site is located between the existing settlement of Rhoose and the Rhoose Point development and was allocated for residential development in the Vale of Glamorgan Adopted Unitary Development Plan. A site development brief was prepared (August 2007) which requires the comprehensive redevelopment of the site including the provision of affordable housing, public open space, children's play areas, appropriate landscaping and a contribution or the provision of, educational, recreational, community and public transportation facilities.

Notwithstanding the need for a comprehensive development, Members resolved to grant outline planning permission for the development of 14 ha (54%) of the site (ref. 2010/00686/EAO) for the construction of up to 350 dwellings subject to the completion of a section 106 agreement. This includes 2.41ha of land for provision of informal open space comprising playing pitch and associated changing facilities, equipped play facilities and areas of amenity open space, being proportionate provision of the 3.60 hectares of land to meet generated demand for open space and recreational facilities on-site, as identified in the Open Space Background Paper.

As a result of the Education Facilities Infrastructure analysis, it has been concluded that the remainder of the site will need to provide and safeguard a site of 1.0 hectare for the provision of a new primary and nursery school (210 places) on site. Having regard to the absence of this requirement in the 2007 Development Brief, a flexible approach will be adopted to ensure the delivery of the requisite density of dwellings alongside necessary education and strategic open space. Accordingly it is anticipated that the education land will be partially offset against the open space requirements, which will be mitigated through the opportunity for dual use of the education facility for recreation and open space purposes. An updated development Brief will be prepared to address this change in circumstances and Council expectations for the comprehensive development, as a result of up-to-date infrastructure planning.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the vicinity of the site and the consideration of surface water disposal and management will therefore need to be assessed. There are known flooding issues to existing properties to the south of the site and mitigation measures will therefore be required to prevent further surface water flooding. It should be noted that the use of soakaways for the disposal of surface water on this site is not recommended and the disposal of surface water run direct to the sea should be investigated. Land drainage ditches are known to cross the site and consultation with the Council as Land Drainage Authority or Natural Resources Wales will be required to demonstrate how these will be maintained and protected. It is also recommended that consultation with Network Rail is undertaken due to the close proximity of the site to the railway and the land drainage pipes that pass beneath it flows through which will need to be maintained.

Dŵr Cymru Welsh Water (DCWW) has advised that the local sewer network would be unable to accommodate additional flows from this development and that a hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and any improvement works that may be required. The site is crossed by a 300mm foul rising main for which protection measures in the form of an easement width and/ or diversion will

be required. In addition, the Cog Moors Waste Water Treatment Works has limited capacity and consultation with DCWW will be required to determine whether improvements to this facility will be required. (MC38)

Natural Resources Wales (NRW) has indicated that the site lies on a major aquifer and that no discharge of foul contaminated run-off will be permitted, NRW will need to be consulted prior to any works being undertaken at the site to discuss the necessary measures required to protect the aquifer.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (34)</b> Land south of the Railway Line, Rhose	87			87

This 2.65 hectare brownfield site is located immediately to the south of the railway line on the Rhose Point development and will provide a minimum of 30% affordable housing.

Members have resolved to grant planning permission for the construction of 87 dwellings and associated public open space (ref. ~~2010/00686/EAO~~ 2012/00937/FUL). (TYP14)

Dŵr Cymru Welsh Water (DCWW) has advised that the local sewer network would be unable to accommodate additional flows from this development and that a hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and any improvement works that may be required. In addition, the Cog Moors Waste Water Treatment Works has limited capacity and consultation with DCWW will be required to determine whether improvements to this facility will be required.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (35)</b> Land to the west of Port Road, Wenvoe			140	140

This 6.98 hectare Greenfield site is located to the south of Wenvoe between the A4050 Port Road and the existing residential development at Clos Llanfair which will be expected to deliver a minimum of 35% affordable housing.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is an ordinary watercourse in the vicinity of the site and a buffer zone will be required to protect the watercourse. Any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and an assessment should be carried out into the potential for disposing of the surface water by means of a sustainable drainage system. If percolation drainage is not viable, any prospective developer should investigate the suitability of the watercourse to accept proposed surface water run-off. If suitable, surface water attenuation will be required with flows being limited to a discharge rate to be agreed with the Council as Lead Local Flood Authority.

Dŵr Cymru Welsh Water (DCWW) has advised that a 3 inch diameter watermain crosses the centre of the site which may restrict the amount of density proposed as protection measures in the form of easement width or diversion of the pipe will be required. A 150mm diameter public sewer crosses the southern part of the site and similar restrictions and protection will be required to this facility. DCWW has advised that the local sewer network is unable to

accommodate the foul flows from any new development and a hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and / or any improvement work required. The Cog Moors Waste Water Treatment Works has limited capacity and consultation with DCWW will be required to determine whether improvements to this facility will be required.

A 2007 Agricultural Land Survey identifies that the site comprises mostly Grade 3a land and therefore falls into the category of “best and most versatile land” as defined by Planning Policy Wales.

The site is characterised by a number of small woodland blocks and mature hedgerows and trees which support biodiversity and offer important habitat. Consultation with the Council's ecologist will be required to determine the extent of supporting ecological information that will be needed to support any future planning application.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (36)</b> Land adjoining Court Close, Aberthin			20	20

This 0.75 hectare Greenfield site adjoins existing residential development at Court Close, Aberthin and will supply a minimum of 35% affordable housing.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is an existing issue with surface water runoff in this area causing flooding to adjacent properties. As there is no watercourse available for the discharge of surface water within the immediate vicinity of the site consideration for surface water disposal and management will need to be assessed. Investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and assessment made of the potential for disposing of surface water by means of sustainable drainage systems. A designated main river runs to the south of the site and consultation with Natural Resources Wales should be undertaken on any proposals for this river to accept surface water runoff from the site.

Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required in support of a future planning application.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (37)</b> Land to the east of Bonvilston		60	60	120

This 7.2 hectare Greenfield site is located to the east of the village of Bonvilston and will deliver a minimum of 35% affordable housing. Of the identified area, 0.55 hectares of land will be provided on site for open space and recreational facilities to meet the need identified in the Open Spaces Background Paper.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and

associated road junctions. Development of the site will be required to deliver local highway improvements which will contribute to the safe access to the site and help to mitigate the harmful effects of this development on the local highway network (Policy MG16 (20) refers). The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will need to be assessed. Investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and assessment made of the potential for disposing of surface water by means of sustainable drainage systems.

Dŵr Cymru Welsh Water (DCWW) has advised that the **Bonvilston East WwTW is currently overloaded and no improvements are planned within our AMP 6 Capital Investment Programme (2015 - 2020). A scheme of upgrades for this WwTW will form part of our submission to our Industry Regulator Ofwat for AMP 7.** The site is crossed by 225mm diameter public sewer at the southern edge which may restrict the amount of density proposed as protection measures in the form of easement width or diversion of the sewer will be required. ~~DCWW has advised that the Bonvilston East Waste Water Treatment Works has limited capacity to accommodate any new development and consultation with DCWW will be necessary to determine whether improvements to this facility will be required.~~ Natural Resources Wales (NRW) has indicated that the site lies on a major aquifer and that no discharge of foul contaminated run-off will be permitted, NRW will need to be consulted prior to any works being undertaken at the site to discuss the necessary measures required to protect the aquifer. **(MC39)**

The Glamorgan Gwent Archaeological Trust has advised that extensive archaeological evaluation will be required prior to any positive determination of planning applications and that certain parts of the site may need to be retained as open space in order to protect archaeological features.

A site specific Agricultural Land Survey undertaken in accordance with the revised guidelines and criteria for grading the quality of agricultural land (MAFF 1988) will be required to confirm land grading.

The site lies to the east of the Bonvilston conservation area and future proposals will be required to ensure that development will not have an unacceptable effect on the important conservation area designation.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (38)</b> Land to rear of St David's Church in Wales Primary School, Colwinston			65	65

This 2.55 hectare Greenfield site is located adjacent to the west of the St David's Church in Wales Primary School in Colwinston and will provide a minimum of 35% affordable housing.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there are known flooding issues of properties to the west of the site due to surface water discharge from this land and that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site. Consideration for surface water disposal and management will need to be assessed and investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and assessment made of the potential for disposing of surface water by means of sustainable drainage systems.



Dŵr Cymru Welsh Water (DCWW) has advised that the site falls within the Llantwit Major water supply network which is at the extremity of its capability. Extensive improvements would be required and consultation with DCWW will be required to determine whether improvements to this network will be required. A 150mm diameter sewer crosses the northern part of the site which may restrict the amount of density proposed as protection measures in the form of easement width or diversion of the sewer will be required. The Cowbridge Waste Water Treatment Works has limited capacity to accommodate any new development and consultation with DCWW will be necessary to determine whether improvements to this facility will be required.

The Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required prior to the determination of any planning application.

A site specific Agricultural Land Survey undertaken in accordance with the revised guidelines and criteria for grading the quality of agricultural land (MAFF 1988) will be required to confirm land grading.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (39)</b> ITV Wales, Culverhouse Cross	50	200		250

This 7.13 hectare brownfield site is located at Culverhouse Cross and forms part of the current ITV Wales Television Studio complex. Development of the site will deliver a minimum of 35% affordable housing. Of the identified area 1.03 hectares of land will be provided on site for open space and recreational facilities to meet the need identified in the Open Spaces Background Paper.

The Council's Engineers have advised that a comprehensive Transport Assessment (draft) for development at this location has been prepared which indicates that development will provide improvements to the local highway infrastructure ~~including two new signalised junctions, a new link road between the A4050 Port Road and Copthorne Way to the A48 and~~ pedestrian and cycle improvements in the form of signal controlled crossing facilities and new footways/cycleways. Any proposed development in this area will have to demonstrate to the satisfaction of the highway authority that the required mitigation measures as identified in the TA can be delivered to avoid major detrimental effect on the surrounding highway network. **(MC19)**

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will need to be assessed. Investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and assessment made of the potential for disposing of surface water by means of sustainable drainage systems.

Dŵr Cymru Welsh Water (DCWW) has advised that the local sewer network is unable to accommodate additional development and a hydraulic modelling assessment and consultation with DCWW will be required to establish the point of connection to the public sewer system and/or any improvement works that may required. In addition, the Cog Moors Waste Water Treatment Works has limited capacity and consultation with DCWW will be required to determine whether improvements to this facility will be required.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (40)</b> The Garden Emporium, Fferm Goch	40			40

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This 2.19 hectare site comprises land and buildings formerly occupied as a Garden Centre, to the east of Llangan, adjacent to the main St. Mary Hill Road.

Members have resolved to grant outline planning permission for the construction of 40 dwellings (ref. 2012/00862/OUT) subject to a legal agreement, and development of the site will be in accordance with the conditions laid out in this application. The scheme will deliver 35% affordable housing.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (41)</b> Ogmore Residential Centre	24	60		84

This 3.06 hectare brownfield site is located to the east of the village of Ogmore on land previously used as a residential school camp. Redevelopment of the site would involve the removal of existing buildings and development of 70 residential dwellings providing a minimum of 35% affordable housing. Outline planning permission ref. 2009/00489/OUT was granted at appeal for redevelopment of the site for residential purposes, including conditions addressing the need for safe access to the local highway network; an assessment of the potential for disposing of surface water by means of sustainable drainage systems; archaeological watching brief; and mitigation in respect of protected species.

Future development proposals for this site should also be supported by a sustainable water strategy, which not only considers surface water drainage but also includes an assessment of groundwater pollution risk and management. Given the site's proximity to the Dunraven Bay SAC a project level Habitats Regulation Assessment may be necessary, and this requirement should be discussed with Natural Resources Wales.

The consent also includes provision for a community facilities contribution or provision of land to accommodate a new community facility as identified in the Council's Community Facilities Background Paper.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (42)</b> Ogmore Caravan Park	22	60		82

This 3.64 hectare site is located to the east of the village of Ogmore on land used as a caravan park. Development of the site would provide a minimum of 30% affordable housing.

The site is subject to an extant planning consent (2012/01273/OUT) and development of the site will be in accordance with the conditions and signed legal agreement set out in this application.

Future development proposals for this site should also be supported by a sustainable water strategy, which not only considers surface water drainage but also includes an assessment of groundwater pollution risk and management. Given the site's proximity to the Dunraven Bay SAC a project level Habitats Regulation Assessment may be necessary, and this requirement should be discussed with Natural Resources Wales.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (43)</b> Land to the East of St Nicholas		50	50	100

This 4.4 hectare Greenfield site is located to the east of the village of St Nicholas to the north of the A48. The site will provide a minimum of 35% affordable housing. Of the identified area, 0.48 hectares of land will be provided on site for open space and recreational facilities to meet the need identified in the Open Spaces Background Paper.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and that a full and comprehensive Scoping Study to be agreed with the Local Planning/Highway Authority in order that a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will need to be assessed. Investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and assessment made of the potential for disposing of surface water by means of sustainable drainage systems.

Dŵr Cymru Welsh Water has advised that **a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. The St. Nicholas WwTW is currently overloaded and no improvements are planned within our AMP 6 Capital Investment Programme (2015-2020). A scheme of upgrades for this WwTW will form part of our submission to our Industry Regulator Ofwat for AMP 7. The site is crossed by a 150mm foul public sewer for which protection measures in the form of an easement width and/ or diversion will be required.** ~~The Cog Moors Waste Water Treatment Works has no limited capacity and consultation with DCWW will be required to determine whether improvements to this facility will be required.~~ **(MC40)** Dŵr Cymru Welsh Water has advised that the **Cog Moors St. Nicholas** Waste Water Treatment Works has limited capacity and consultation with DCWW will be required to determine whether improvements to this facility will be required. **(TYP15)**

A site specific Agricultural Land Survey undertaken in accordance with the revised guidelines and criteria for grading the quality of agricultural land (MAFF 1988) will be required to confirm land grading.

The Glamorgan Gwent Archaeological Trust has advised that extensive archaeological evaluation will be required prior to any positive determination of planning applications and that certain areas of the site may need to be retained as open space in order to protect archaeological features.

The site lies close to the St Nicholas Conservation Area and the Ely Valley and Ridge Slopes Special Landscape Area and future development proposals will be required to ensure that there is no unacceptable effect on these important designations.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (44)</b> Land off St. Brides Road, Wick		25	75	100

This 4 hectare Greenfield site is located on the north-west of the village of Wick between Heol Fain and St Brides Road. The site is currently undeveloped farmland located close to the centre of the village and development will deliver a minimum of 35% affordable housing.

It is anticipated that development will be subject to outline planning permission for the whole of the site in order to ensure a comprehensive approach to development and provision of infrastructure.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and a robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will need to be assessed. Investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and assessment made of the potential for disposing of surface water by means of sustainable drainage systems.

Dŵr Cymru Welsh Water (DCWW) has advised that **a water supply can be made available to service the proposed development site, however extensive off-site mains may be required.** ~~the site falls within the Llantwit Major water supply network which is at the extremity of its capability. Extensive improvements would be required and consultation with DCWW will be required to determine whether improvements to this network will be required.~~ The local sewer network is unable to accommodate additional development and a hydraulic modelling assessment and consultation with DCWW will be required to establish the point of connection to the public sewer system and/or any improvement works that may be required. The site is crossed by a 6 inch diameter public sewer which may restrict the amount of density proposed as protection measures in the form of easement width or diversion of the sewer will be required. **(MC41)**

A site specific Agricultural Land Survey undertaken in accordance with the revised guidelines and criteria for grading the quality of agricultural land (MAFF 1988) will be required to confirm land grading.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (45)</b> Land off Sandy Lane, Ystradowen		40	45	85

This 4.2 hectare Greenfield site is located to the north east of Ystradowen on land either side of Sandy Lane. It is anticipated that the site will provide a minimum of 35% affordable housing. Of the identified area, 0.43 hectares of land will be provided on site for open space and recreational facilities to meet the need identified in the Open Spaces Background Paper.

In order to address the required on-site strategic open space, and upgrading of the existing Sandy Lane, planning permission will need to cover the whole of the site in order to ensure a comprehensive approach to development and provision of infrastructure.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided and a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is an ordinary watercourse in the vicinity of the site and any developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and an assessment should be carried out into the potential for disposing of the surface water by means of a sustainable drainage system. If percolation drainage is not viable, the suitability of the watercourse to

accept proposed surface water run-off should be investigated and surface water attenuation will be required with flows being limited to a discharge rate to be agreed with the Council as Lead Local Flood Authority.

Dŵr Cymru Welsh water has advised that **a water supply can be made available to service the proposed development site; however extensive off-site mains may be required.** The local sewer network in this area is too small to accommodate the foul flows from a development of this size and that a **hydraulic modelling** assessment of the sewer network and associated Sewage Pumping Station will be required to establish the point of connection to the public sewerage network. ~~The Cowbridge Waste Water Treatment Works has limited capacity and consultation with DCWW will be required to determine whether improvements to this facility will be required.~~ **The site is crossed by a 150mm foul public sewer for which protection measures in the form of an easement width and/ or diversion will be required. (MC42)**

A site specific Agricultural Land Survey undertaken in accordance with the revised guidelines and criteria for grading the quality of agricultural land (MAFF 1988) will be required to confirm land grading.

	2011-16	2016-21	2021-26	TOTAL
<b>MG2 (46)</b> Land West of Swanbridge Road, Sully	<b><u>0</u></b> <b>(FC59)</b>	<b><u>250</u></b> <b>(FC59)</b>	<b><u>250</u></b> <b>(FC59)</b>	<b><u>500</u></b> <b>(FC59)</b>
	Reserve Site <b>(FC59)</b>			

This 20 hectare Greenfield site is located to the east of Sully and is bounded by Swanbridge Road to the east and Cog Road to the north. ~~The site has been identified as a reserve site that could come forward during the plan period if required. (FC60)~~ Any future development of the site would be subject to a development brief in order to ensure a comprehensive approach to development and the provision of infrastructure.

The site could yield 500 dwellings with a minimum 35% affordable housing requirement.

The Council's Engineers have advised that it would require a suitable safe access that conforms to current design criteria to be provided and a full and comprehensive Scoping Study to be agreed with the Council, in order that a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there are known flooding issues of properties to the south and west of the site due to overland flow of surface water originating on this site. There is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will need to be assessed. Investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and an assessment made of the potential for disposing of surface water by means of sustainable drainage systems. Surface water drainage from the site should not cause new or exacerbate existing known flooding issues. The management of existing land drainage ditches that cross the site will need to be considered and details will need to be provided to and approved by the Council as Land Drainage Authority that flows within the land drainage system are maintained. A buffer zone for the land drains will be required.

Dŵr Cymru Welsh water has advised that a water supply can be made available to service the proposed development site. However, an assessment may be required, in particular for the larger densities, to understand the extent of off- site mains required. A hydraulic modelling assessment will need to be undertaken to determine the connection point to the existing water supply system. The local sewer network in this area is too small to accommodate the foul flows from a development of this size and an assessment of the sewer network will be required to establish the point of connection to the public sewerage network. A 150mm diameter rising main crosses the centre of the site which may restrict the amount of density proposed as protection measures in the form of easement width or diversion of the sewer will be required. ~~The Cog Moors Waste Water Treatment Works has limited capacity and consultation with DCWW will be required to determine whether improvements to this facility will be required.~~ (MC43)

A site specific Agricultural Land Survey undertaken in accordance with the revised guidelines and criteria for grading the quality of agricultural land (MAFF 1988) will be required to confirm land grading.

The Glamorgan Gwent Archaeological Trust has advised that an extensive archaeological evaluation of the site would be required and that certain areas of the site may need to be retained as open space in order to protect archaeological features.

The site is in close proximity to the hamlet of Cog which contains a number of listed buildings and has significant townscape quality in its own right. Any future development proposal for the site would therefore need to be carefully considered to ensure that it relates to the qualities of the hamlet. Such issues would be required to be adequately addressed in any development brief for the site.

Policy MG5 - Gypsy and Traveller Site at Hayes Road, Sully  
Allocated Use – Gypsy and Traveller site

This is a 0.85 hectare site adjacent to Hayes Road in Sully. Approximately 0.21 hectares of the site was formerly used by the Council as a civic amenity site and the remaining area to the south approximately 0.64 hectares is informal open space.

NRW have advised that the northern part of the site lies partially within Zone C2, as defined by the Development Advice Map (DAM) referred to under Technical Advice Note 15 and have confirmed that part of the site lies within the 0.5% (1 in 200 year) and 0.1 (1 in 1000 year) tidal flood outlines of the Severn Estuary. The proposed use is vulnerable development as set out in section 5.1 of TAN 15 and NRW have advised that the risks and consequences of developing the site will need to be fully considered over the lifetime of the development. It is recommend that a Flood Consequence Assessment is prepared which meets the criteria of TAN 15 to ensure that the risks to and from the development are known and to ensure that appropriate controls can be incorporated to manage the risks and consequences of flooding.

The Council's drainage engineers have advised that no watercourse is available for the discharge of surface water within the immediate vicinity of the site and that the consideration of surface water disposal and management will need to be assessed. The potential for disposing of the surface water by means of sustainable drainage systems should also be investigated.

There is a surface water drainage system discharging to soakaway, via a petrol interceptor, serving the existing development adjacent to Hayes Road. Surface water run-off from the northern part of the proposed development may be able to be accommodated within the existing surface water drainage system and this should be

investigated. Betterment for flows draining towards Hayes Road will be required as there is a known flood risk in this area and this matter should be discussed with the Council acting as Lead Local Flood Authority.

Site design will be in accordance with the Welsh Government's latest guidance for Designing Gypsy and Traveller Sites in Wales. (FC61)

## **Appendix 6: Local Employment Allocations (Policy MG9) : Individual Site Details**

### **General Supporting Information and Assessments**

In addition to the site-specific matters raised under each allocation, a range of supporting information may be necessary to accompany proposals for development, including: -

- Environmental Statements (subject to EIA Screening)
- Transport Assessments
- Design and Access Statements
- Masterplans
- Landscape Assessments
- Travel Plans and, where necessary, improvements to encourage sustainable transport e.g. supported bus services, new or improved footways, public open space, improvements to education facilities or increased capacity.
- Ecological Assessments – while site specific comments have been made on some sites regarding possible features of biodiversity importance, an ecological assessment agreed with the Council's ecologist or where appropriate Natural Resources Wales, will be required for all sites.

The undertaking of a Habitats Regulation Assessment for the Deposit Local Development Plan does not remove the need for project level Habitats Regulation assessments of individual development sites where they could have an adverse effect on the integrity of a European Protected site.

In collaboration with other local authorities within the South East Wales region the Vale of Glamorgan Council is proposing to undertake a Water Cycle Study (WCS) to provide an understanding of the future water requirements of the region in relation to new development allocations. Where necessary, development proposals which impact on the water environment will be required to provide information at an appropriate level to the scale of the development that illustrates that the proposal will not adversely impact on the water environment.

### **Site-Specific Allocations**

Having regard to the detailed site appraisal, consultations and infrastructure planning detailed above, the following section provides a general summary of the key issues associated with each of the local employment sites allocated by Policy MG9. The 'strategic' sites are addressed by site-specific Policies within the Plan.

#### **MG 9 (1), MG11 Land to the South of Junction 34 M4 Hensol**

##### **Allocated Uses: B1, B2, B8**

**The allocation comprises 29.59ha net strategic employment land and 6.64ha net local employment land within a gross site area of 51.1ha.**

**An outline planning application (2014/00228/EAO refers) was submitted for a development comprising up to 151,060sqm of Class B1, B2 and B8 uses; a Hotel/Residential Training Centre (Class C1/C2); and up to 3,200sqm ancillary uses within Classes A1, A2, A3; 30.5ha of green infrastructure (incorporating landscaping and water balancing areas), access and servicing areas, car parking, drainage and access, provision of utilities infrastructure (including an energy centre(s)).**

**The site has a varied rural character, with urbanising influences due to the adjacent M4, existing industrial complex, heavily engineered access roads and parking and the adjacent sewage treatment works. Parts of the site have an enclosed, rural character**



due to the existing structural vegetation, undulating topography and small scale of the enclosed historic field pattern however the adjacent roads and uses detract from the sense of tranquillity and remoteness. The site includes sand and gravel safeguarded areas which are shown on the Proposals Map and a comprehensive mineral resources assessment will be required.

The site is set within the Ely Valley and Ridge Slopes Special Landscape Area (SLA) which is characterised by predominantly lowland rolling landscape through which the Ely River valley runs. The Ely Valley Site of Special Scientific Interest (SSSI) borders the south-eastern corner of the site and extends a little way into the site. The site has a number of significant Tree Preservation Order (TPOs) clusters.

Natural Resources Wales (NRW) have indicated that large areas of marshy grassland in the eastern part of the site are of national nature conservation value, including the majority of SINC 25 and the whole western meadow of SINC 26. A number of important habitats and protected species have also been identified within the site. Full and detailed consultation with NRW and the Council's ecologist will therefore be required on any future development proposals.

Designated main rivers including the River Ely run in the vicinity of the site. NRW have identified that parts of the site fall within Flood Zone C2 (areas of floodplain without significant flood defence) and Zone B (areas known to have been flooded in the past). A Flood Consequence Assessment will therefore be required as part of detailed development proposals.

Although the site is located in close proximity to J34 of the M4, the site is less accessible by sustainable travel modes, including walking, cycling and public transport. This will need to be mitigated and rectified, where possible, as part of the detailed development proposals. Given the proposed use and nature of the location a travel plan for future proposals will be required. (FC62)

MG 9 (2), MG 10, SP2 (3) Land adjacent to Cardiff Airport and Port Road, Rhoose (part of St Athan – Cardiff Airport Enterprise Zone)

Allocated Uses: B1, B2, B8

The allocation comprises of 77.4ha gross strategic employment land and is designated as an Enterprise Zone by the Welsh Government. The site is allocated to meet the regional employment needs as part of the St Athan Strategic Opportunity Area.

Welsh Government is currently in the process of preparing a development framework for the future development of the Enterprise Zone which will set out proposals for industrial or offices uses focusing on aerospace and high-tech manufacturing and a 42ha extension to Porthkerry Country Park as well as considering an energy centre and a rail spur.

The site forms part of undeveloped land between Rhoose/Cardiff Airport and West Barry. The site land use is primarily agriculture. Arable fields dominate the higher lying, more exposed and predominantly flat areas, while grazing and strips of woodland dominate the sheltered slopes and valleys. The field system consists of moderately sized fields enclosed by hedgerows of varying height and density. The hedgerows on higher ground are relatively low providing some screening particularly towards Port Road but allow long distance views of the surrounding area and views across the Bristol Channel. Two streams exist on site: Whitelands Brook, which

traverses the site from north to south and Bullhouse Brook which runs to the west and joins Whitelands Brook at Egerton Grey.

The site is not in a Special Landscape Area (SLA) however Nant Llancafarn SLA is adjacent to the northern boundary. Development would have a landscape impact however it would have a limited impact on coastal areas given the extension to Porthkerry Country Park. Additionally given the scale and location of the development proposed on the site, the perception of a significant physical gap between Barry and the Airport will not be compromised.

Existing use of the agricultural land is a mixture of arable cultivation, improved pasture, and permanent pasture however the site has only 1.7% of the best and most versatile quality (Grade 3A agricultural land).

There are no statutory nature conservation designations within or adjacent to the site. The nearest statutory designated site is Barry Woodland Site of Special Scientific Interest (SSSI) approximately 380m north east of the site. There are no Sites of Importance for Nature Conservation on the site however the closest is Bullhouse Brook which adjoins the southern boundary.

Natural Resources Wales (NRW) have indicated that due to the large size of the development a surface water assessment would be required prior to development. It is advised that surface water run-off is controlled as near to its source as possible through a sustainable drainage approach to surface water.

Although Rhose is well served by public transport by virtue of its location along a main highway and the Vale of Glamorgan line, the proposals for the Transport Hub will only serve to improve public transport access. Additionally under policy SP7(3) there are proposals to make improvements to the A4226 between Waycock Cross and Sycamore Cross, A48 (Five Mile Lane). FC63)

MG 9 (3), MG 10, SP2 (2) St Athan, Aerospace Business Park, (part of St Athan – Cardiff Airport Enterprise Zone)

#### Allocated Uses: Employment and Education

The site comprises of 305ha gross strategic employment site, with a net developable area of 208ha for training, education and employment excellence, particularly for the military and aerospace sectors. It is allocated to meet the regional employment needs. The Welsh Government, who own the site, has designated it as an Enterprise Zone and is currently in the process of preparing a Strategic Development Framework to inform its future development.

The surrounding local landscape consists of a variety of rural habitats including grasslands, farmland, woodland and wetland. Typical of the area are significant mature native hedgerows that border field boundaries and roads. Small residential clusters are dotted around the site and this pattern of scattered villages, hamlets and individual farmholds is typical of the Vale of Glamorgan. The MoD St Athan site is different to the surrounding local land uses and has a very distinct character within the local landscape as the existing site already includes extensive, and in some cases large scale, military structures.

The site is not in a Special Landscape Area (SLA), however the Glamorgan Heritage Coast is adjacent to the southern boundary and the Upper and Lower Thaw Valley SLA is adjacent to the eastern boundary.

**Natural Resources Wales (NRW) have stated that the main ecological issues relate to the European Protected Species on site, (those species listed on Schedule 2 of the Conservation (Natural Habitats, &c.) Regulations 1994), particularly great crested newts, bats, otters and dormice. Consideration also needs to be given to the protection and enhancement of the habitats that support these species.**

**There are three watercourses within the site: the Boverton Brook to the west, the Nant y Stepsau to the northeast, and the Rhyl stream to the southeast. In terms of flood risk, the site adjoins areas which lie in Flood Zone C and in the past there has been local flooding in Llanmaes and Boverton. Flood risk along the Nant y Stepsau is limited to the adjacent grazing land and minor local roads. Along the Rhyl Stream several properties in St Athan are understood to be at risk of flooding. NRW advised that it is imperative that any surface water drainage from the new site is adequately managed so as not to increase the flow in the Boverton Brook.**

**The site has areas of archaeological interest including Bronze Age burials, Roman and medieval settlement notably Church of Saint Brise, Bethesda'r Fro Chapel and Picketson House. Additionally within the current St Athan estate there are a series of archaeological elements of importance from WW2 era including Pickett-Hamiltons Forts, Pill Boxes, Battle Headquarters and Air-raid Shelters. (FC64)**

#### **MG9 (4) Atlantic Trading Estate**

Allocated Uses - B1, B2, B8

The allocation comprises five sites in multiple ownership, located to the south of the No.2 Dock in Barry, and totalling 7.3Ha, with the primary land owners being Associated British Ports and LJ Developments.

Future development of the site should be subject to consultation with Natural Resources Wales (NRW) given the sites' proximity to environmental designations and local water resources e.g. major ground water aquifer, Cadoxton River, Site of Special Scientific Interest, known flood zones. NRW has advised that a detailed Flood Consequence Assessment will be required as part of any future planning application which would need to address the limited surface water drainage capacity currently available. An upgrade to the local sewerage system may be required to accommodate future development proposals. The Glamorgan Gwent Archaeological Trust (GGAT) has advised that a part of the allocated area contains a significant archaeological resource and that an archaeological evaluation of the site will be required prior to future development. Local power supply issues are known to exist across the site.

#### **MG9 (5) Land at Ffordd y Mileniwm**

Allocated Uses - B1, B2, B8

This 8.9 hectare privately-owned brownfield site lies adjacent to Ffordd y Mileniwm, the main access road from the east to the strategically important Barry Waterfront Redevelopment area. The prominent nature of the gateway site requires that future development proposals will need to fully consider the visual impact of development on the Waterfront Redevelopment Area, and be subject to a development brief. The site lies within 250 metres of a former landfill site and is affected by or in close proximity to known flood zones. Future development of the site should therefore be subject to consultation with Natural Resources Wales who have advised that a detailed Flood Consequence Assessment may be required as a part of any future planning application. Surface water run-off could discharge directly into No.2 Dock and it is recommended that any prospective developer discusses this possibility with the operator of the Dock, Associated British Ports. It is understood that the site has no current sewage provision and an upgrade to the local Bendricks Sewage Pumping Station may be required to accommodate future development proposals. Future

development proposals should therefore be subject to consultation with Dŵr Cymru Welsh Water. The Glamorgan Gwent archaeological Trust has advised that archaeological resources are contained within the area and that an archaeological evaluation will be required which may restrict the area available for development.

#### **MG9 (6) Hayes Lane, Barry**

Allocated Uses - B1, B8

This privately owned vacant industrial site extends to 1.4 hectares and is located adjacent to Hayes Lane in close proximity to Atlantic Trading Estate (MG9 (4)). The site is located within 250 metres of a former landfill site and future development proposals should be subject to consultation with Natural Resources Wales (NRW). Additional foul discharges associated with development may require an upgrade to the local sewerage system and consultation with Dŵr Cymru Welsh Water will be required. The site has previously gained planning permission for a bus / coach depot (see application 2003/01394/FUL) and a Waste Management Transfer Depot (see application 2004/01505/FUL).

#### **MG9 (7) Hayes Road, Sully**

Allocated Uses - B1

This privately owned 7.5 hectare brownfield site is located between Hayes Road and the coast. 2 hectares of the site has been identified to provide a buffer zone at the coastal fringe; which reduces the developable land available to 5.5 hectares. Development is restricted to B1 uses, recognising the particular value of this location in fulfilling a need for high quality B1 sites and to ensure that employment uses would not prejudice the residential development at Sully Hospital. The site was previous utilised as a MoD storage facility and Natural Resources Wales has advised that if ground works are proposed a Preliminary Risk Assessment will be required prior to development to assess the potential risk of contamination from historic landfill. The site has limited surface water drainage capacity and the frontage of the site to Hayes Road lies within an identified C2 flood zone. Consultation with NRW should therefore be undertaken as a part of any future development proposals. NRW has advised that a detailed Flood Consequences Assessment may be required as a part of any future planning application.

#### **MG9 (8) Hayes Wood, Barry**

Allocated Uses - B1, B8

This 1.9 hectare brownfield site is owned by the Welsh Government and is located east of Hayes Lane in close proximity to the Hayes Lane (MG9 (6)) and Atlantic Trading Estate (MG9 (4)) employment allocations, and opposite a residential allocation under Policy MG 2 (16) Hayes Wood. The site is understood to be largely serviced and access can be readily provided from the local un-adopted highway network. Additional foul discharges from new development may require an upgrade to the local sewerage system and consultation with Dŵr Cymru Welsh Water should therefore be undertaken as a part of any future development proposals. The site is in close proximity to an area of ancient and semi natural woodland and the Hayes Point to Bendricks Rock Site of Special Scientific Interest and it is therefore recommended that Natural Resources Wales are consulted on future development proposals which may affect these designations. Class B2 uses will not be acceptable due to the potential conflict with existing and proposed dwellings.

#### **MG9 (9) Llandow Trading Estate**

Allocated Uses - B1, B2, B8

This privately owned 6.8 hectare brownfield site is located at the western edge of the former Llandow airfield. The site lies immediately north of existing employment uses which are characterised by low-grade general industry. Consultation with Natural Resources Wales

(NRW) is essential on future development proposals as NRW have advised that a large part of the site is known to drain to a carboniferous limestone aquifer from which ground water is abstracted. Therefore while acceptable uses include B1, B2 and B8, NRW may impose restrictions on certain developments in respect of pollution control and storage of materials. NRW have further advised that if groundworks are proposed a Preliminary Risk Assessment (PRA) would be required prior to development to assess the potential risk of contamination from historic landfill as the site is known to lie within 250 metres of a former landfill site. If percolation drainage is not viable, surface water attenuation may be required with flows being limited to a discharge rate to be agreed. A maternity roost of lesser horseshoe bats is also known to be located within 400 metres of the site and a full ecological study would be required by NRW prior to future development. The Glamorgan Gwent Archaeological Trust (GGAT) has advised that the area contains archaeological resources and that an archaeological evaluation may also be required prior to future development. **Dŵr Cymru Welsh Water have advised that foul flows from some of the sites are accommodated by private sewage treatment works and consultation with the operator may also be required. (FC65)**

#### **MG9 (10) Vale Business Park, Llandow**

Allocated Uses - B1, B2, B8

This 12.40 hectare privately owned sites comprises two elements (10.8 ha and 1.6 ha) located in the northern part of the former Llandow airfield and accessed from the B4279. Formerly known as the Llandow Industrial Estate, the Vale Business Park has been the focus of a considerable amount of recent investment and now hosts a wide range of industrial and business enterprises. Natural Resources Wales have advised that the site(s) is known to drain to a carboniferous limestone aquifer from which ground water is abstracted and restrictions may therefore be imposed on certain uses. Consultation with NRW on any future development proposals will therefore be required. **NRW have advised that Populations of Lesser Horseshoe Bats and Great Crested Newts are known to exist in close proximity to the site and a full ecological study would be required by NRW prior to future development.** Development of the larger part of the allocation may require local highway improvements to facilitate improved access arrangements. The Glamorgan Gwent Archaeological Trust has advised that an Archaeological Evaluation will be required in determining any planning application for development. **(FC66)**

#### **MG9 (11) Land to the South of Junction 34 M4 Henso**

Allocated Uses - B1, B2

This 6.64 hectare site forms part of a wider 51.4 **61.8** hectare 'strategic' site (Policies MG9 (1) and MG11 refer), located close to the M4 motorway in the north of the Vale of Glamorgan. The site as a whole is subject to numerous constraints including a Site of Special Scientific Interest, a Special Landscape Area and other areas of high ecological value including Tree Preservation Orders, land protected for mineral resources, areas of flood risk and limited surface water drainage capacity. The Council will therefore seek appropriate mitigation and management of these areas within any future development proposals for the site and consultation with Natural resources Wales and the Council's ecologist will therefore be required. A Flood Consequences Assessment has been prepared for the site in 2011. **(FC67)**

The site is allocated for a B1/B2 business park to meet local employment needs and should be developed in tandem with proposals for the larger strategic site. Given the location of the site and the nature of future development proposals a travel plan for the site will be required in support of any future planning application.



**Appendix 7:** Town and District Centres: Primary, Secondary and Tertiary Shop Frontages

Barry High Street / Broad Street District Retail Boundary and Frontage Designations

Barry Holton Road District Retail Boundary and Frontage Designations

Cowbridge District Retail Boundary and Frontage Designations

Llantwit Major District Retail Boundary and Frontage Designations

Penarth District Retail Boundary and Frontage Designations

## **Appendix 8: Local and Neighbourhood Retail Centre Boundaries**

### Local and Neighbourhood Retail Centre Boundaries: Local Centres

Barry Road, Cadoxton, Barry

Main Street, Cadoxton, Barry

Park Crescent, Barry

Upper Holton Road, Barry - **FC 68 – insert amended Upper Holton Road Local Retail Centre boundary plan.**

Vere Street, Cadoxton

Cardiff Road, Dinas Powys

Dinas Powys Village

Cornerswell Road, Penarth

St. Athan

Rhose

### Local and Neighbourhood Retail Centre Boundaries: Neighbourhood Centres

Bron y Mor, Barry

Cwm Talwg Centre, Barry

Gibbonsdown Centre, Barry

Park Road, Barry

Boverton

Camm's Corner, Dinas Powys

Castle Court / The Parade, Dinas Powys – **FC 69 insert amended Castle Court / The Parade Neighbourhood Retail Centre plan.**

Crawshay Drive, Llantwit Major

Pill Street, Penarth

Tennyson Road, Penarth

**FC 70 – Font-y-Gary Road, insert new Neighbourhood Retail Centre.**



## Appendix 9: Sites of Importance for Nature Conservation (SINCs)

<b>SINC No.</b>	<b>SINC Name</b>		
1	Craig Tan-y-Lan	48	South West of King Coed
2	South of Tyla Gwyn	49	Coed Pen-Cyrn
3	Cae Coed	50	Mynydd y Fforest
4	North of Cae Coed	51	North Ystradowen
5	Ffynnon y Dera	52	Old Quarry, Cowbridge Road
6	Penymynydd	53	Coed Wern-Fawr
7	Ruthin Fach Farm	54	Coed Cattwg-Glas
8	Coed Mawr	55	Llwyn-yoy Pond
9	Land to East of Mynydd Ruthin	56	Coed Llwyn-Rhyddid
10	Mynydd Ruthin	57	South East of Llwyn-Rhyddid Cottages
11	Land South of Mynydd Ruthin	58	North of Coed Leision
12	North West of Pant-y-Lliwydd Farm	59	West of Newydd Stables
13	Coed Breigam	60	Land near Coed Pen-Brych
14	Coed y Brynau	61	West of Clawdd-Coch Farm
15	Gladstone Road Pond	62	Coed Waunn-Lloff
16	Pond North of Cae-Rhys-Ddu	63	South West of Castell Bach
17	Coed Pant-Llywydd	64	Land near Hensol Mill
18	Land to the East of Llansannor & Llanharri Church in Wales Primary School	65	Land South of Hadod Y Wennol
19	Land East of Tynytrach Farm	66	Land West of Hensol Mill
20	South of Forest Wood Quarry	67	Hafod Y Wennol
21	Fforest Fach Farm	68	Hensol Lake
22	Land West of Llanfarach Farm	69	Mill Ponds
23	Land South West of Llanfarach Farm	70	Coed Fros-Ceibr
24	Land between M4 and Industrial Estate	71	South West of Dyffryn Bach
25	Land South of Llanfarach Farm	72	North West of Dyffryn Mawr Farm
26	Land West of Ty Newydd Farm	73	Coed Cadw
27	North of Gwern-y-Gedrynch	74	North of Pendoylan Moors
28	King's Wood	75	Land near Gwern y Gae Isaf
29	Long Wood	76	Land North of Brooklands Farm
30	South of Long Wood	77	West of Markswood
31	North of Corntown	78	Land South of Oakfield
32	Cottage Wood	79	Land South of Glenholme
33	Land South of Moor Mill	80	Maendy Farm
34	North West of Court Farm	81	South West of Parc Coed Machen
35	Land North East of Newland	82	South West of The Paddocks
36	Land West of Llangan	83	North West of Hillfields Farm
37	Land North of Llangan	84	Land by St y-Nyll Ponds
38	Coed Mansel	85	North of Palla Farm
39	Land to East of Coed Pant-Llywydd	86	South of Forty Farm
40	Coed y Graig	87	North Ogmores by Sea
41	Readers Way Pond	88	Land by Ogmores River
42	Coed y Stanby	89	Pant Norton
43	Ham Wood	90	Craig Ddu
44	Land to North West of the Old Mill	91	Ogmores Down
45	Penllyn Fish Ponds	92	Pant Mari Flanders
46	Llansannor Wood	94	Alun Valley
47	Coed y Graig	95	Cwm Alun
		96	Ewenny Estuary Saltmarsh
		97	Pwllwyrach Farm
		98	Slon Lane Grassland
		99	Gerddi
		100	Coed y Parc
		101	Land to South West of Coed y

	Stanby	155	Manor Gardens
102	Violet Bed	156	West of Llysworney
103	Coed y Castell	157	Land North of Limefield House
104	Beech Clump	158	Llanblethian Hill Down
105	West of Trebettyn	159	Land to South West of Llanblethian
106	Amelia Trust Woodland Pond	160	Coed y Castell
107	Amelia Trust Dew Pond	161	Coed Bach
108	Land at Trerhyngyll	162	Land West of Cowbridge Comprehensive School
109	North Caercady	163	Llanquian Wood
110	South Caercady	164	Land South of Whitefield Farm
111	West of Ty Mynydd	165	Land along Nant Aberthin
112	North of Welsh St Donats	166	Long Grove
113	Land North of Ty'r-Mynydd	167	Coed y Seler
114	Land adjacent to Ty'r-Mynydd	168	Ravenswood
115	East of Penfford	169	Gaer Wood
116	Land West of Hensol Forest	170	Log Wood
117	Land adjacent to Forester's House	171	Cottrell Wood
118	Mill Pond	172	Coed y Lan
119	Warren Mill Farm Park	173	Redland Wood
120	West of Warren Mill Farm Park	174	Betty Lucas Wood
121	Coed Counsellor	175	Coed y Cwm
122	Land at Pendoylan Moors	176	Land along River Waycock
123	East of Ty'n-y-Pwll	177	Land at Winchpit
124	North West of Croes-y-Parc Baptist Chapel	178	Land North West of Coed Nant Bran
125	Gwern-y-Steeple	179	Coed Nant-Bran
126	Coed Pen-y-ffordd-fawr	180	Beechwood
127	Kingsland	181	West of White Hall
128	East of Kingsland	182	Wenvoe Orchid Field
129	East of Homri Farm	183	East of Wenvoe Orchid Field
130	East of Glyncory Water Works	184	The Downs
131	Land South West of Fford Cottages	185	Coed y Cymdda
132	Coed Quinnet	186	Coed y Ddylluan
133	Land near Fford Cottages	187	West Hill Wood
134	Land South East of Fford Cottages	188	Factory Wood
135	Land North of Coedarhydyglyn	189	Reservoir Wood
136	North of Castle Farm	190	Dunraven Park
137	Penlline Moor Wood	191	Cwm Mawr
138	Pant y Groes	192	Land at Sutton
139	Pwll y Mer	193	Land North of Ty-Newydd Farm
140	Land South of Pont Fach	194	Factory Brook
141	Clemenstone Brook	195	Ruff Moor
142	Land to the West of Tynewydd	196	Land South of Ruff Moor
143	Church Farm	197	Land South-East of Llanmihangel
144	Franklen Farm	198	Coed y Pentre
145	Land South of Parcau Farm	199	South of Brookside Farm
146	Land North West of Stembridge Farm	200	Land near Ffynnon Math Lwdd
147	Ty-Draw South of Colwinston	201	Land to West of Coed y Pentre
148	Wenvoe Castle Front Lawn Pond	202	Crookland Gorse
149	Hilton Plantations	203	Land along Nant Llanmihangel
150	Bears Wood	204	Dinas Powis Castle Woodland
151	South West of Llysworney	205	Coed y Grabla
152	Pond 11 Biglis Moors	206	Coed y Seler
153	Pwll Erw-Naw	207	Coed yr Arglwydd
154	North of Cog Moors	208	Coed y Gellast

209	Coed Francis	262	West of Ty-to-Maen
210	Land to West of Pen-Matn	263	Land West of Llanccarfan
211	Coed Hills	264	Land North of Llanccarfan
212	Coed Arthur	265	Land North East of Llanccarfan
213	North of the Garn	266	Land off Pancross Farm
214	Land North of Llanvithyn Farm	267	Land West of Pen Onn Farm
215	North West of Garnllwyd Farm	268	Land West of Pen-Doines
216	Land along Nant Llanccarfan	269	Pen-Doines
217	Land South of Ty'n-y-Coed	270	Land North of Penmark
218	Coed Quinnet	271	Land to North East of Penmark
219	West of Coed Quinnet	272	Land North of Pen Onn Farm
220	Land South of Blackland Farm	273	South East Llanccarfan
221	Land North of Whitton Rosser Farm	274	Ford Farm
222	Land North West of Whitton Rosser Farm	275	Cwm Flaxland
223	Brook Wood	276	Land North of Broomwell
224	Coed Sion Hywel	277	Coed y Cym
225	Coed y Graig	278	Breach Wood
226	Land North of Little Hamston Farm	279	Land North of Coed y Cwm
227	Land South of Little Hamston	280	Land North of Flaxlands
228	Land to West of Dyffryn	281	Land to west of Northcliff Farm
229	East of Dyffryn Springs	282	Coed Garw
230	Great Hamston	283	Sutton Wood
231	Dyffryn Golwch	284	North West of Welsh Hawking Centre
232	Dyffryn Gardens	285	West of Barry College
233	Land to North of Dyffryn	286	North of Highlight Farm
234	Land along Nant Bran	287	Land at Nant Bryhill
235	Coed Maesyfelin	288	Brynhill
236	Goldsland Farm Pond	289	Fields at Merthyr Dyfan
237	Wenvoe Wood	290	Land North of Port News
238	East of Little Oaks	291	Land West of Windrush
239	Aberthin Field	292	North West of Pencoedtre Wood
240	Land by Winstone Brook	293	West of Pencoedtre Wood
241	Coed Ysgubor-Goch	294	Dinas Powys Moors
242	Coed Clwyd-Gwyn South West of Michaelston le Pit	295	Shortlands Wood
243	Coed Twyncyn	296	North of Pop Hill
244	Case Hill Wood	297	Cross Common
245	Cwm Cewydd	298	Pop Hill
246	Clawd y Mynach	299	Cog Moors
247	Glan-y-mor Pond	300	Cogan Pond
248	Sealands Farm Pond	301	Cosmeston Lakes
249	Beacon Towers Field and Pond	302	Cwm Marcroes
250	East of Meadowvale Nursery	303	Wood at St Donat's
251	Frampton Court Farm	304	Cwm Tresilian
252	East Flemingston	305	West of Cwm Colhuw
253	Land North of Llanbydderi Moor	306	Cwm Colhuw
254	Land to the South of Treguff Cottage	307	East Orchard Wood
255	Coed y Colwn	308	Oxmoor Wood
256	Land West of Llandbydderi Moor	309	Ox Moor
257	North Pant y Coed	310	Coed Llancadle
258	South Pant y Coed	311	Lower Thaw Valley
259	Land South West of Pant y Coed	312	North of Aberthaw Cement Works
260	East Pant y Coed	313	Land adjacent to Burton Plantation
261	Land South West of Llanbethery	314	Land South of Llancadle
		315	Llancadle
		316	East Aberthaw Former Quarry
		317	Llancadle Gorse

318 Land adjacent to Kenson Wood  
 319 Kenson Wood  
 320 Castle Wood  
 321 Cliff Wood  
 322 Land South of Penmark  
 323 Land South West of Curnix Farm  
 324 Land South of Cumix Farm  
 325 Curnix Farm  
 326 Church Hill Wood  
 327 Land North of Blackton Farm  
 328 North West Bullhouse Brook  
 329 North Bullhouse Brook  
 330 West of The Old Rectory  
 331 Knock Man Down Wood  
 332 North East of Knock Man Down Wood  
 333 South of Cwm Ciddy Farm  
  
 335 North Cwm Barri  
 336 Walters Farm  
 337 Cadoxton Wetlands  
 338 Cadoxton River  
 339 North of North Road

341 Ty-r-Orsaf  
 342 Lavernock Point East  
 343 Water Lane Ponds  
 344 Highfield Farm Dew Pond 2  
 345 Summerhouse Bay West  
 346 Sutton Road Pond  
 347 Dyffryn Business Park Pond  
 348 Coast at Aberthaw Power Station  
 349 The Walls at Aberthaw  
 350 Land at East Aberthaw  
 351 Font-y-Gary  
 352 Rhoose Point  
 353 South West of Church Farm  
 354 East of Lower Porthkerry  
 355 Flaxland Pond  
 356 Welsh St Donats Village Pond  
 357 Friars Point  
 358 Nell's Point East  
 359 Coed Lawn  
 360 Leckwith Woods  
 361 Downs Wood  
 362 Goldsland Wood  
 363 Coed Uchaf

**NOTE:**

360 SINC in total (no number 93 as this was incorporated into SINC 91; no number 334 as this was incorporated into SINC 335; there is no number 340)

## Appendix 10: Historic Environment Designations

### Distribution of Listed Buildings

Community	Grade II	Grade II*	Grade I
Barry	47	7	1
Colwinston	10	0	1
Cowbridge with Llanblethian	88	8	2
Dinas Powys and St. Andrews Major	14	2	0
Ewenny	16	5	7
Llancarfan	14	4	1
Llandough	4	0	0
Llandow	18	5	2
Llanfair	22	4	1
Llangan	14	0	1
Llanmaes	8	3	0
Llantwit Major	71	6	1
Michaelston	6	1	1
Penarth	51	1	1
Pendoylan	9	1	1
Penllyn	23	1	2
Peterston-Super-Ely	19	1	0
Rhose	29	6	1
St Athan	33	5	1
St Brides Major	33	2	1
St Donat's	34	1	4
St Georges Super Ely	8	2	2
St Nicholas	18	2	0
Sully	12	1	0
Welsh St Donat's	3	0	1
Wenvoe	15	2	0
Wick	19	1	0
<b>Total</b>	<b>638</b>	<b>70</b>	<b>32</b>
<b>GRAND TOTAL</b> of Listed Buildings in the Vale of Glamorgan (October 2011): <b>740</b>			

### Conservation Areas

Aberthin	Gileston	Monknash
Barry Garden Suburb	Llanbethery	Penarth
Barry Marine	Llanblethian	Pendoylan
Bonvilston	Llancadle	Penmark
Boverton	Llancarfan	Peterston-Super-Ely
Broughton	Llandow	Porthkerry
Cadoxton	Llangan	Rhose
Colwinston	Llanmaes	St. Brides Major
Cowbridge	Llanmihangel	St. Georges
Dinas Powys	Llantrithyd	St. Hilary
Drope	Llantwit Major	St. Nicholas
East Aberthaw	Llysworney	Talygarn
Flemingston	Michaelston-le-Pit	Wenvoe

### Parks and Gardens of Special Historic Interest in Wales

Alexandra Park, Penarth	Fonmon Castle	Romilly Park, Barry
Coedarhydyglyn	Hensol Castle	St Donat's Castle
Cold Knap Park, Barry	Italian Gardens, Penarth	Wenvoe Castle
Cwrt-yr-ala	Llanmihangel Place	Windsor Gardens,
Dunraven Park	Llantrithyd Place	Penarth
Dyffryn	Old Beaupre	
Ewenny Priory	Pwll-y-wrach	

### Landscapes of Outstanding Interest in Wales

Llancarfan  
Merthyr Mawr, Kenfig and Margam Burrows (Part within the VoG)

## **Appendix 11: Supporting Documents**

### **National**

Community Infrastructure Levy Regulations (2010)

Economic Renewal: A New Direction (2010)

Environmental Strategy for Wales (2006)

Housing Act (2004)

Minerals Planning Policy Wales (MPPW)

One Wales: Connecting the Nation- Wales Transport Strategy

The National Transport Plan (2010)

Our Healthy Future

Creating an Active Wales

Planning Policy Wales

Rural Development Plan Wales (2014-2020)

Technical Advice Notes

Technical Advice Note 5- Nature Conservation and Planning (2009)

The Office of National Statistics Unemployment Briefing (2010)

The Planning and Compulsory Purchase Act (2004)

The Welsh Index of Multiple Deprivation (2011)

Town and Country Planning Local Development Plan Regulations Wales (2005)

Wales Spatial Plan (2008 Update)

Zero Waste, One Wales (June 2010)

Setting the Direction (2010)

Towards a Welsh Planning Act: Ensuring the Planning System Delivers

### **Regional**

Regional Waste Plan 1st Review (2008)

Regional Technical Statement for Aggregates (2008)

Regional Transport Plan (2010)

City Regions (July 2012)

## **Local**

**Background Papers (all available to view at [www.valeofglamorgan.gov.uk/ldp](http://www.valeofglamorgan.gov.uk/ldp))**

[Affordable Housing Background Paper \(2013\)](#)

[Affordable Housing Viability Study \(2013 Update\)](#)

[Burial Land Study \(2013 Update\)](#)

[Gypsy and Traveller Accommodation Needs \(2013\)](#)

[Gypsy and Traveller Site Assessment \(2013\)](#)

[Coastal Study \(2013 Update\)](#)

[Designation of Landscape Character Areas \(2013 Update\)](#)

[Designation of Special Landscape Areas \(2013 Update\)](#)

[Designation of SLAs Review Against Historic Landscapes Evaluations \(2013 Update\)](#)

[Employment Land and Premises Study \(2013\)](#)

[Findings of the Site Assessment Process \(2013\)](#)

[Green Wedge Background Paper \(2013\)](#)

[Habitat Regulations Assessment Appropriate Assessment Screening Report 2007](#)

[Habitat Regulations Assessment Screening Review 2009](#)

[Housing Supply Background Paper \(2013\)](#)

[Identification of SINC's \(2013\)](#)

[Local & Neighbourhood Retail Centres Review Background Paper \(2013 Update\)](#)

[Local Housing Market Assessment \(2013 Update\)](#)

[Minerals Background Paper \(2013\)](#)

[Open Space Background Paper \(2013\)](#)

[Plan Preparation & Assessment of Flood Risk \(2013\)](#)

[Population and Housing Projections Background Paper \(2013\)](#)

[Renewable Energy Study \(2013 Update\)](#)

[Renewable Energy Assessment \(2013\)](#)

[Retail Planning Study \(2013 Update\)](#)

[Rural Affordable Housing Needs Survey Report \(2013 Update\)](#)

[SLAs Integration with Adjoining Local Authorities \(2013 Update\)](#)



Spatial Options Background Paper (2007)

Sustainable Settlements Appraisal Review (2013)

Town and District Retail Centre Appraisal (2013 Update)

Waste Planning Background Paper (2013)

Community Facilities Assessment (2013)

Education Facilities Assessment (2013)

Sustainable Transport Assessment (2013)

Transport Assessment of LDP Proposals (2013)

Infrastructure Plan (2013)

### **Other Local Supporting Documents**

Barry Waterfront Development Principles (Vale of Glamorgan Council July 2009)

The First Severn Estuary Shoreline Management Plan (2010)

Severn Estuary Shoreline Management Plan Review (SMP2)

Joint Housing Land Availability Study (2012)

Planning and Working Together: The VoG Community Strategy 2011-2021

Rural Affordable Housing Needs Survey Report (2010)

Sustainability Appraisal Final Report (2013)

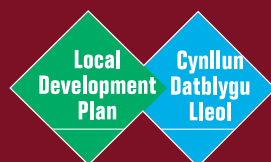
The Affordable Housing Delivery Statement (2009)

Vale of Glamorgan Council Local Development Plan Delivery Agreement

Vale of Glamorgan Housing Strategy

Vale of Glamorgan Tourism Strategy (2011-2015)





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