



VALE OF GLAMORGAN
LOCAL DEVELOPMENT PLAN

STRATEGIC
OPTIONS
STAKEHOLDER
WORKSHOP

REPORT OF CONSULTATION

June 2007



Executive Summary

This Consultation Report outlines the views expressed at a stakeholder workshop, which was held to discuss the Strategic Options for the Vale of Glamorgan Local Development Plan (LDP). The workshop was held on Thursday 24th May 2007, at the YMCA Hub, in Barry and involved 52 attendees representing a wide variety of interests and organisations from the Vale of Glamorgan and neighbouring authorities (see Appendix A).

The purpose of the stakeholder workshop was to engage relevant stakeholders in initial discussions on the following LDP strategy options:

- **Option 1:** Maximising the potential of and concentrating growth in Barry, Penarth, Dinas Powys, Sully and Rhoose (current UDP strategy).
- **Option 2a:** Dispersement of housing and employment opportunities based on the current population of each settlement (without a sustainability test).
- **Option 2b:** Dispersement of housing and employment opportunities based on the current population of each settlement (with a sustainability test).
- **Option 3:** Higher growth in the larger villages in rural areas (e.g. Llantwit Major, Cowbridge, St. Athan, Rhoose and potentially others to be identified).
- **Option 4:** A rural new settlement able to promote sustainable self – containment.
- **Option 5:** Concentrate development opportunities in Barry, Penarth / Llandough, Dinas Powys and Sully. Llantwit Major and St. Athan to be a key development opportunity. Smaller sustainable settlements to accommodate further housing and associated development.

The workshop discussions highlighted the advantages and disadvantages of these options. Through these discussions, option 5 was deemed to be the most favourable strategy by stakeholders. Option 4 was considered viable, although cost implications of such a strategy were perceived to be a major constraint to its delivery. Options 2a and 2b were determined to be inappropriate for the Vale of Glamorgan as one does not take sustainability issues into consideration and the other is not a focused approach. Option 3 was thought to result in rural areas having too much development. Although currently in place, it was considered that option 1 would not address future issues and problems facing the Vale of Glamorgan.

The stakeholders were also asked to suggest alternative strategy options, and the following were identified:

- Option 1 in conjunction with Option 4
- Option 2b in conjunction with Option 5
- Option 5 in conjunction with Option 4
- Develop a strategy with a strong focus on the tourism potential of the Vale of Glamorgan.



- Tie in proposed development in the Vale of Glamorgan with those in neighbouring authorities (e.g. Brocastle, Llantrisant and Culverhouse Cross)
- Focus development around Cardiff International Airport.
- Concentrate the majority of development in and adjoining existing major settlements but provide area-specific allocations within the surrounding areas.

The Council will seek to ensure that the preferred strategy meets the expectations of relevant stakeholders and the sustainability objectives set out in the Sustainability Appraisal (SA) Scoping Report¹.

Participants gave feedback on the stakeholder workshop and 76% felt their overall experience of the day was good to excellent.

The findings from the workshop will be used by the Council to develop the draft preferred strategy for the LDP, which will be formally consulted on early next year.

¹ SA Scoping Report, Vale of Glamorgan, January 2007



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1 Introduction

1.0.1 The Vale of Glamorgan Council is currently considering the strategy options for its Local Development Plan (LDP), which will govern how land within the Vale of Glamorgan is used between 2011 and 2026.

1.1 Background

1.1.1 To ensure that the policies in the LDP promote the principles of sustainable development, a Sustainability Appraisal (SA) of the LDP, incorporating the requirements of the Strategic Environmental Assessment (SEA) Directive, is being undertaken simultaneously. The LDP and the SA processes are being carried out in an iterative and integrated manner. Figure 1.1 below outlines these two processes.

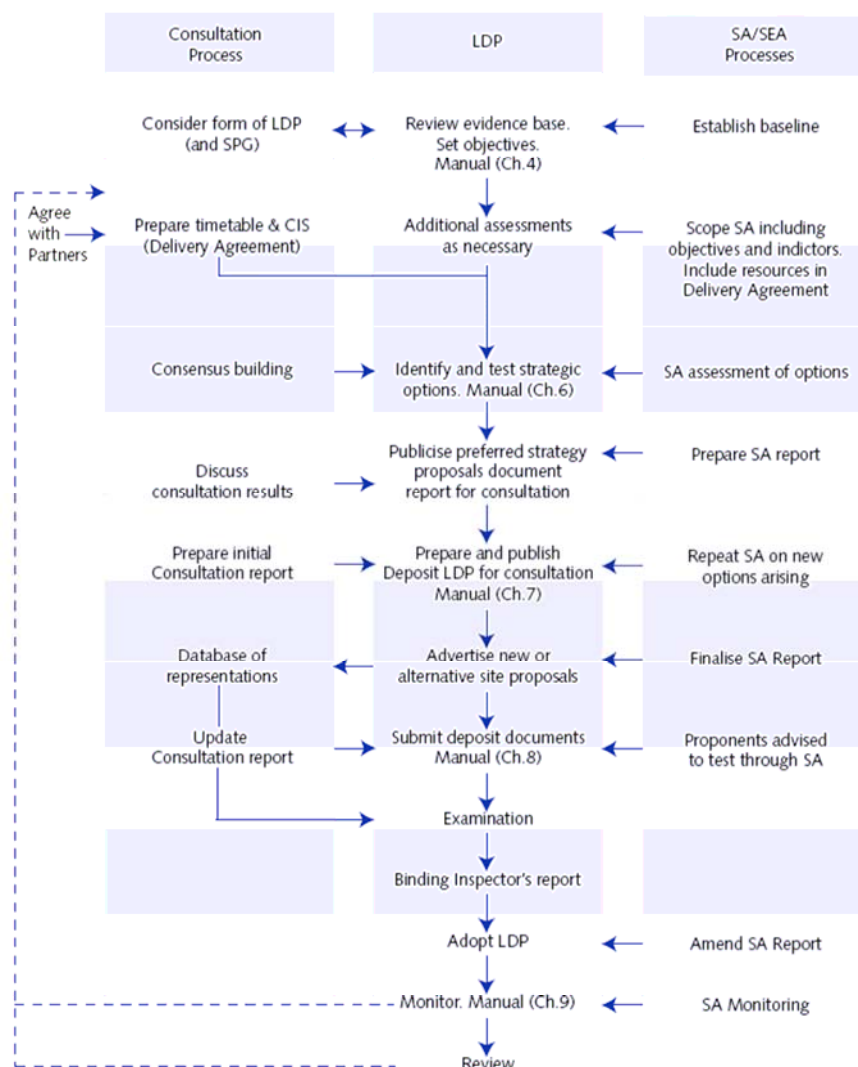


Figure 1.1: Main Stages of the LDP and SA Processes (Source: LDP Manual, June 2006)

1.1.2 The Council are currently undertaking the third stage of the LDP process, in which they are determining the preferred strategy option. The options currently under consideration are as follows:

- Option 1: Maximising the potential of and concentrating growth in Barry, Penarth, Dinas Powys, Sully and Rhose (current UDP strategy).
- Option 2a: Dispersment of housing and employment opportunities based on the current population of each settlement (without a sustainability test).
- Option 2b: Dispersment of housing and employment opportunities based on the current population of each settlement (with a sustainability test).
- Option 3: Higher growth in the larger villages in rural areas (e.g. Llantwit Major, Cowbridge, St. Athan, Rhose and potentially others to be identified).
- Option 4: A rural new settlement able to promote sustainable self – containment.
- Option 5: Concentrate development opportunities in Barry, Penarth / Llandough, Dinas Powys and Sully. Llantwit Major and St. Athan to be a key development opportunity. Smaller sustainable settlements to accommodate further housing and associated development.

1.1.3 To assist the Council in this process, an appraisal of the options will be carried out as a part of the SA process. This appraisal will be based on the SA objectives which have been developed using feedback from the SA stakeholder workshop held in October 2006. This workshop highlighted that the key issues for the stakeholders in the Vale of Glamorgan include (but are not limited to):

- Transport and accessibility;
- Employment related issues;
- Housing provision, especially affordable housing;
- Increasing development pressures;
- Community cohesion;
- Waste disposal and pollution; and
- Threats to cultural and natural heritage.

Details of the findings from this workshop are provided in the *Sustainability Appraisal Stakeholder Workshop - Report of Consultation* (October 2006) which is available for viewing on the Council's website (www.valeofglamorgan.gov.uk).

On Thursday 24th May 2007 a further workshop was undertaken by the Council as part of their LDP consultation process with stakeholders, to obtain valuable feedback and opinions on the LDP strategy options currently being considered.

1.2 The Workshop

1.2.1 The purpose of the workshop was to:

- share information on LDP strategy options
- provide stakeholders with the opportunity to share their views on the various LDP strategy options
- provide stakeholders with the opportunity to influence the Council's preferred strategy
- address any queries and questions

1.2.2 Invitations were sent to a wide range of relevant stakeholders, including various local interest groups and organisations from the Vale and neighbouring authorities, of which 52 attended. A list of attendees is provided in **Appendix A**.

1.2.3 As an introduction to the workshop, Emma Harvey (Operational Manager, Planning and Transportation Policy, Vale of Glamorgan Council) provided an update on progress with the LDP. This was followed by a presentation by David Hourd (Hyder Consulting), who explained the role of the SA in determining the preferred strategy of the LDP. Emma Harvey gave a further presentation outlining the purpose of the workshop. It should be noted that there were also opportunities for workshop attendees to ask questions at the end of each presentation to clarify aspects of the LDP process and the workshop itself. The full agenda for the Workshop is provided in **Appendix B**.

1.2.4 The workshop was arranged so that there were six groups, and discussions focused on the advantages and disadvantages of each of the options outlined above. Attendees were also asked to provide any alternative options to those already proposed. Each group had a facilitator and scribe to ensure that discussions were focused and comments were accurately recorded.

1.2.5 A summary of the discussions for each option is given in Section 2 and the suggested alternative options are provided in Section 3. This feedback will now be used in determining the preferred strategy for the LDP. Section 4 outlines the subsequent stages of the LDP and SEA processes.

2 The Strategic Options

2.1 Option 1

Maximising the potential of and concentrating growth in Barry, Penarth, Dinas Powys, Sully and Rhoose (current UDP strategy).

2.1.1 This option maintains the current strategy contained within the Vale of Glamorgan Adopted Unitary Development Plan (1996-2011), which focuses development within 'the Waterfront Strip'. This encompasses the larger coastal towns and villages of Barry, Penarth, Dinas Powys, Sully and Rhoose, capitalising on their good transport links, availability of services and facilities as well as regeneration opportunities within Barry Waterfront (see Figure 2.1).

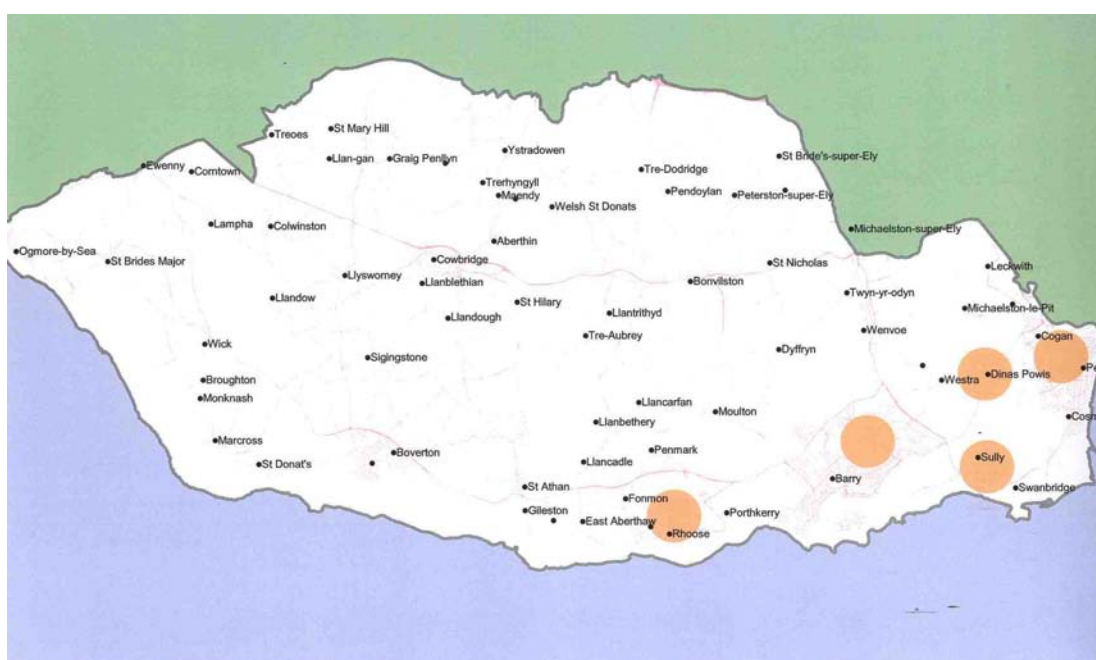


Figure 2.1: Indicative Illustration of Option 1

2.1.2 Discussions regarding this option identified a number of advantages and disadvantages which are outlined below. Stakeholders suggested that if this strategy option is taken forward it should consider how the tourism potential of the Vale of Glamorgan can be maximised and that affordable housing is adequately provided to meet the needs of the local population.

Advantages

2.1.3 The areas identified for growth already have sufficient infrastructure capacity (rail, road and community facilities) to accommodate further development. It was considered that the option may encourage the development of previously developed land, protecting the rest of the Vale of Glamorgan, including important areas of greenfield land, against major development. This approach protects the diversity of small communities, whilst also keeping larger towns vibrant.

- 2.1.4 It is likely that the option will make these key areas attractive for investment, increasing competition with neighbouring authorities and promoting regeneration in settlements such as Barry. It is anticipated that increased investment will also bring about growth in other smaller settlements.
- 2.1.5 Although some consultees highlighted that there has been minimal provision of affordable housing through the current UDP, others were of the opinion that option 1 may promote more affordable housing opportunities.

Disadvantages

- 2.1.6 Participants felt strongly that this option does not address commuting issues for smaller communities and the suburbs of Cardiff. This is particularly due to the assumption that employment will continue to be focused on the Cardiff area. It was also highlighted that congestion problems are likely to be exacerbated as existing commuter links have already reached capacity, and public transport services are currently inadequate.
- 2.1.7 A key issue raised was that this option does not take into account the proposed development of the Defence Training Academy at St Athan (a development of major regional importance). The main concerns in this respect relate to access to and from the site, and the likelihood that Llantwit Major may become a dormitory town to St Athan. It was also felt that the option would not take into account other major development occurring in areas on the western edge of the Vale such as Brocastle. The proposed Severn Barrage was also referred to although it was pointed out that this scheme may not be implemented during the LDP period .
- 2.1.8 Although the option is expected to promote focused development, it was considered that rural areas would be further isolated. To prevent this, growth in other areas of the Vale of Glamorgan would need to be promoted. Failure to do this may cause rural settlements to “become sterile and unsustainable commuter settlements.” Furthermore, participants expressed concern that the Option places pressure on green wedge areas and encourages urban coalescence, leading to a loss of identity.

Summary and Conclusion

- 2.1.9 Overall it was felt that although this strategy has been effective in the current UDP period, it would not be appropriate to plan for the next 15 years on this basis. Key disadvantages highlighted that:
- the current UDP strategy is not flexible and is irresponsible to significant change e.g. impact of new development on housing and transport infrastructure;
 - there are few opportunities for the development of rural communities;
 - provision of affordable housing has been minimal; and
 - there has been increased pressure on existing green wedges.
- 2.1.10 There were, however, some consultees who considered that a continuation of the current strategy was appropriate. Identified strengths of the current strategy included:

- Increased utilisation of brownfield sites, locating development relatively close to employment sites and protecting the rural vale; and
- Provision of employment areas in the south eastern corridor where most people live.

2.1.11 Stakeholders indicated that although the current strategy has been successful in most respects, it would not be advisable to continue with this strategy for the LDP. It was generally considered that option 1 would not effectively address the future issues likely to be faced by communities in the Vale of Glamorgan.

2.2 Option 2a:

Dispersement of housing and employment opportunities based on the current population of each settlement (without a sustainability test).

2.2.1 This option would see the distribution of housing and employment to all settlements within the Vale of Glamorgan, proportionate to the existing population of each settlement. In this scenario the level of existing services and facilities would not be considered as part of the allocation of sites, however unlike Option 1 this option would increase development opportunities for rural areas (see Figure 2.2).

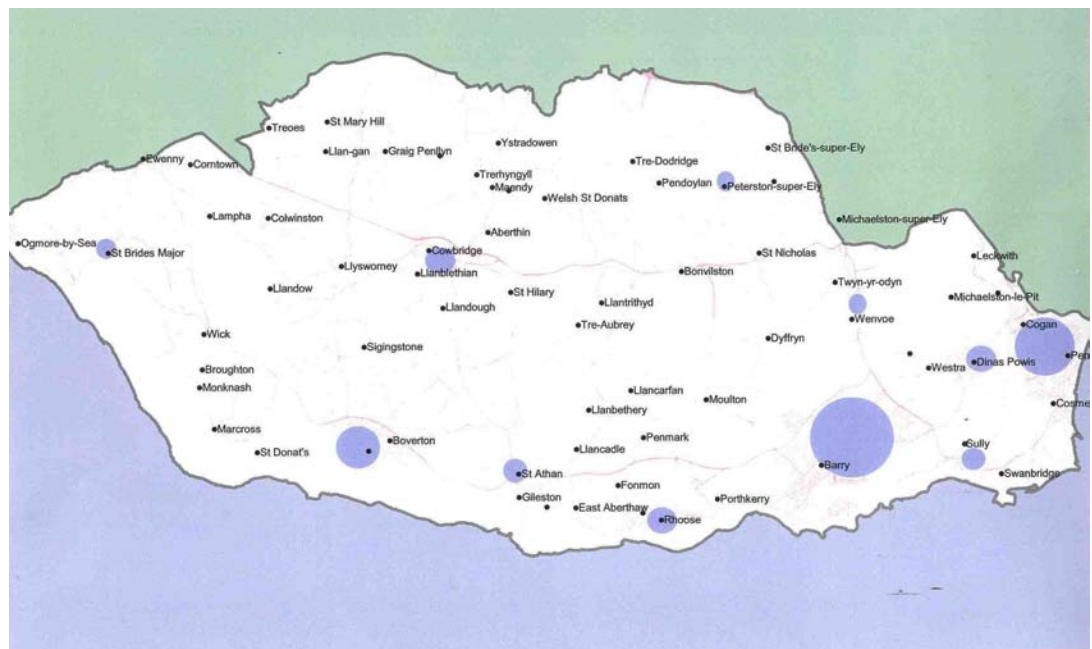


Figure 2.2: Indicative Illustration of Option 2a

2.2.2 This approach gave rise to much debate regarding its appropriateness as a strategy for development in the Vale of Glamorgan. Below is an outline of the advantages and disadvantages identified.

Advantages

2.2.3 Discussions indicated that this option is likely to spread development across the Vale of Glamorgan providing benefits to rural areas through a need for improved public transport, community facilities/services and affordable housing. Furthermore, although there would be cumulative effects, the impacts of development would not be concentrated in one area. However, certain considerations that would need to be taken into account in taking this option forward include:

- Giving priority to the development of brownfield sites;
- Providing additional facilities such as leisure facilities and shops, so that settlements are self-sustaining; and
- Further development of transport infrastructure.

Disadvantages

2.2.4 Although considered an advantage by some, other stakeholders felt that if improvements were not made, existing facilities and infrastructure in some areas may come under increased pressure as a result of this strategy. Transport infrastructure, particularly in the rural areas, is considered to be currently inadequate and is unlikely to sustain increased development. Accordingly, there is concern that transport problems may be exacerbated.

2.2.5 Furthermore, existing community facilities (e.g. health, education and policing) may also face increased pressure and consideration would need to be given to increasing the capacity of these facilities. If additional facilities are to be provided, it would be necessary to ensure that they are accessible to those that need them and that these communities can sustain them.

2.2.6 Overall, it was felt that this option is overly simplistic, lacks focus and does not take into account other planning factors and may give rise to contentious planning issues. It was considered that basing the option solely on current population would be inappropriate.

2.2.7 The discussion groups were concerned that by taking this option forward, the Council would not be meeting their legal obligation to promote sustainable development. It was emphasised that a sustainability test would be required and that, in order to enable “informed, organised growth” the following should be considered:

- The ability of communities to cope with certain levels of development due to the adequacy of existing facilities;
- Settlement demographics to ensure that appropriate housing and facilities are provided that meet the needs of local residents;
- The utilisation of existing facilities;
- That there are appropriate local employment opportunities;
- Findings of a housing needs survey;

- Potential impacts on the character, vitality and viability of individual settlements;
- Availability of land for development; and
- The tourism potential of settlements.

Summary and Conclusion

2.2.8 In general there was very little support for this option, although some advantages in this approach were highlighted. Workshop participants stressed that a sustainability test was essential and that this strategy option would be overly simplistic and inappropriate.

2.2.9 It was made clear that Option 2a would be an inappropriate strategy for the Vale of Glamorgan and an understanding of the capacity of various settlements to accommodate development is essential in any development plan strategy.

2.3 Option 2b

Dispersement of housing and employment opportunities based on the current population of each settlement (with a sustainability test)

2.3.1 As with option 2a the distribution of development would be relative to the existing population of each settlement. However an assessment of existing services and facilities as well as accessibility to nearby facilities would be undertaken (the sustainability test). In this scenario land allocated for development opportunities would only be within those settlements, which would have good levels of services, facilities and infrastructure (see Figure 2.3).

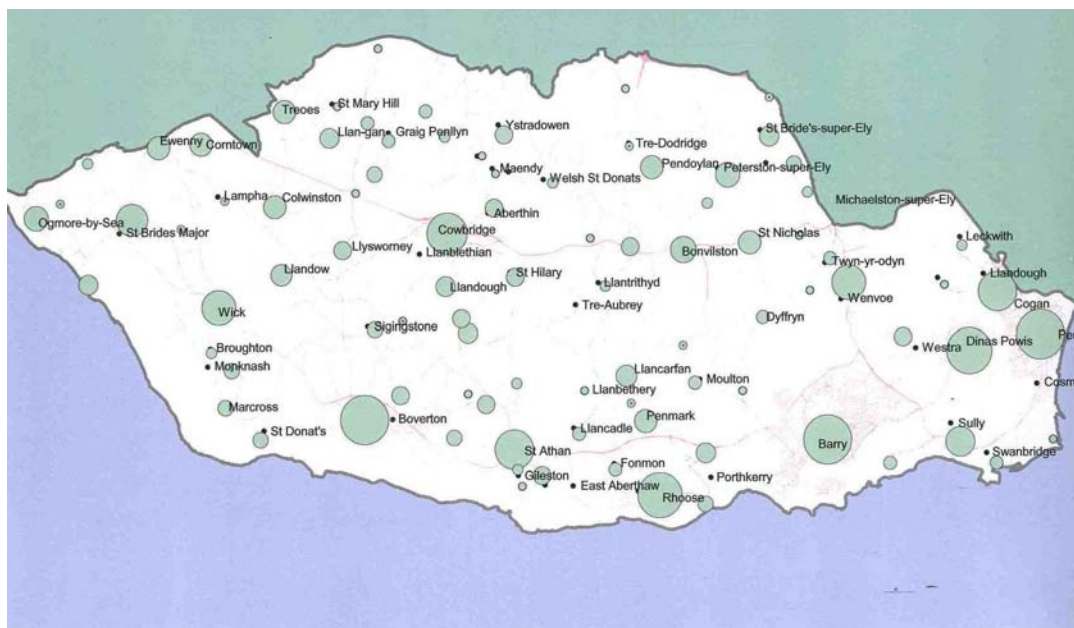


Figure 2.3: Indicative Illustration of Option 2b

2.3.2 Comments made relating to this option are similar to those made for option 2a, although option 2b is preferred because it includes consideration of sustainability issues. Below are the advantages and disadvantages identified.

Advantages

2.3.3 The suggested sustainability test was generally welcomed and it was felt that it would allow for a more balanced approach, enabling more informed planning decisions to be made. Participants recommended that the sustainability test take the following into account:

- A historic settlement survey and protection of conservation areas;
- Protection of the character of the rural settlements;
- Provision of appropriate community facilities;
- Protection of important habitats;
- Capacity of local infrastructure;
- Appropriate local employment opportunities;
- Provision of affordable housing;
- Land drainage issues and flood risk in some communities; and
- Availability of land for development, ensuring that brownfield sites are used in preference to greenfield sites.

2.3.4 It was considered important that the criteria used in the sustainability test are comprehensive and clearly set out.

Disadvantages

2.3.5 There were concerns relating to the implications that this option would have for transport infrastructure and the character of smaller settlements, some of which are valued for their tourism potential.

2.3.6 Some consultees felt that this approach would require improvement of facilities and infrastructure throughout the area and that it does not consider the level of funding and resources that would be necessary to achieve this. Furthermore, encouraging a number of small scale developments is unlikely to provide the economies of scale required to allow for improvement of facilities and infrastructure such as the transport network, leisure facilities, shops etc.

2.3.7 The success of this strategy is dependent upon the behaviour of residents in settlements, as most people are likely to continue to live in the rural areas and commute to urban areas for work. As such, it was felt that the availability of employment opportunities in individual settlements would be a key factor in the success of this option. The most sustainable option would be to provide employment opportunities locally to ensure that residents do not have to commute elsewhere to work.

Summary and Conclusion

- 2.3.8 Although the majority of stakeholders preferred this option over option 2a, it was stressed that if option 2b is taken forward, the criteria used in the sustainability test would need to be comprehensive. This would ensure that development occurs in settlements that not only need it, but can sustain it. It should be noted that despite the support for this option, it was not favoured over the others under consideration.

2.4 Option 3

Higher growth in the larger villages in rural areas (e.g. Llantwit Major, Cowbridge, St. Athan, Rhoose and potentially others to be identified)

- 2.4.1 Unlike option 1, this option would concentrate future development within the larger rural settlements that have good levels of services, facilities and infrastructure relative to other settlements within the rural Vale (see Figure 2.4).

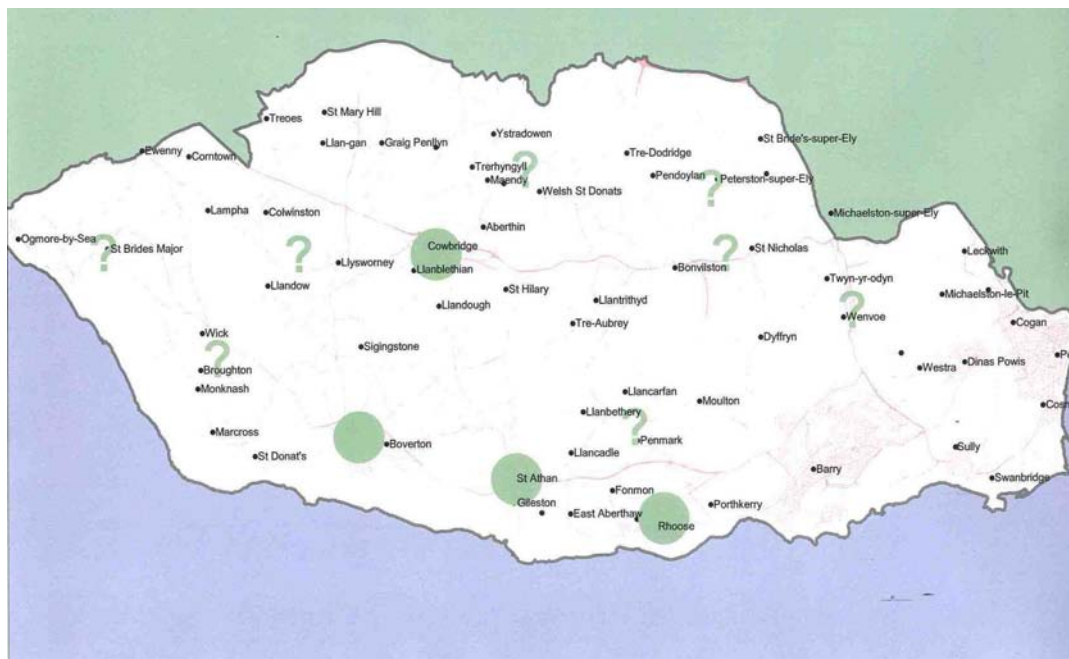


Figure 2.4: Indicative Illustration of Option 3

- 2.4.2 While this option provides a more focused approach than option 2a and 2b, the workshop discussion raised a number of advantages and disadvantages, which are outlined below.

Advantages

- 2.4.3 This option reduces development pressure on urban areas in the south east Vale and focuses new development in larger rural villages along existing rail and road corridors. Infrastructural improvements and the provision of new employment opportunities in the areas identified would be essential for the success of this option as it would also reduce the levels of commuting into Cardiff.

- 2.4.4 Attendees highlighted that this option provides the opportunity for the provision of additional community facilities in these larger rural settlements and the improvement of existing infrastructure. However, it was emphasised that the development of housing, needs to be employment driven.

Disadvantages

- 2.4.5 Some participants felt that the option excludes some settlements that have the potential for development, particularly the more significant urban areas such as Barry and others. The view was expressed that this option would lead to the creation of large urban areas in the rural Vale, while existing urban areas may stagnate and potentially decline.
- 2.4.6 There are concerns that growth of some communities such as St Athan and Llantwit Major, may result in coalescence which would lead to a loss of their individual character and identity, while others cannot sustain additional growth. It was felt that there would be increased pressure on existing facilities and infrastructure, in particular transport infrastructure, which is already considered to be inadequate. The need to improve transport links in support of this strategy was deemed important, specifically between Cardiff and Bridgend.
- 2.4.7 Participants also highlighted that there may be a danger that development will occur in the settlements identified within the option at the expense of other nearby communities.
- 2.4.8 There was much discussion on the possible effects of the development of the proposed Defence Training Academy at St Athan and potential growth of Cardiff International Airport. It was emphasised that the likely effects of such development would need to be considered. A key point was raised relating to the likely increase in the number of commuters to the training academy at St Athan from the surrounding areas or outside of the Vale of Glamorgan.

Summary and Conclusion

- 2.4.9 Stakeholders recognised the benefits of developing some of the larger villages in the rural areas, such as facilitating improvements in transportation networks, facilities and services. However, there was concern that this option ignores areas that may have a clearer opportunity for expansion. Furthermore, growth of some of the villages could result in the loss of their character and identity.
- 2.4.10 It is evident from the comments outlined above that stakeholders have strong reservations about taking this strategy forward.

Advantages

- 2.5.3 Some participants considered that the development of a new settlement was a viable option provided that it was appropriately located and enabled the opportunity to promote the development of sustainable communities.
- 2.5.4 It was felt that this option would protect existing rural communities as the new settlement would be self-contained. Some were of the view that it was also likely that the new facilities would serve residents in nearby settlements, although others felt that the view was over simplistic.

Disadvantages

- 2.5.5 Although some stakeholders assumed that the new settlement would be self-contained, others felt that a self-contained settlement was not feasible and that it was likely to become a commuter settlement. As such, stakeholders stated that a definition of “self-containment” was necessary.
- 2.5.6 It was felt that the option does not take into consideration the potential for development in other parts of the Vale of Glamorgan and may lead to a loss of agricultural land and important wildlife habitats.
- 2.5.7 There was also concern that this option is likely to be unviable as the resources required for the development of a new settlement are far too high.

Possible Locations Identified

- 2.5.8 A number of potential locations for the new settlement were identified including:
- Along the existing coastal belt, although there were concerns over coastal erosion;
 - Along the M4 corridor, as there would already be good transport links and would leave the majority of the historical/natural areas untouched;
 - On the proposed link road from the south of the Vale of Glamorgan to the M4;
 - At St Athan, to compliment existing plans to develop the training academy. (the transport infrastructure would, however, need to be improved to provide links to the nearby railway line);
 - At Llandow (including Llandow Trading estate), as there is already an employment base which requires an improved transport network (expansion to include housing development and associated services etc. would result in a sustainable community where there is already a demand for such improvements. The area also has a number of brownfield sites which could be developed, rather than utilising greenfield sites);
 - Bonvilston;
 - Along the A48 e.g. Tair Onen (a disused Forestry Commission site);

- Near existing development in adjoining authorities e.g. Culverhouse Cross, Brocastle, Llantrisant.

2.5.9 Irrespective of the location of the new settlement, stakeholders highlighted that the proposal would need to take account of large scale developments occurring within the Vale of Glamorgan and neighbouring authorities.

Summary and Conclusion

2.5.10 Many stakeholders considered option 4 as a viable option in respect of developing a sustainable community that can be located in an optimal area to ensure maximised benefits. The disadvantages were, however, considered to outweigh the advantages, particularly as this would remove the focus from other potential development areas that require improvements in infrastructure and transportation links. Furthermore it was felt that delivery of such an option would be impractical in terms of cost.

2.6 Option 5

Concentrate development opportunities in Barry, Penarth / Llandough, Dinas Powys and Sully. Llantwit Major and St. Athan to be a key development opportunity. Smaller sustainable settlements to accommodate further housing and associated development.

2.6.1 This option draws upon elements of options 1 and 2b, which seek to locate future development within those settlements that have good levels of services and facilities, and transport links. However, this option also recognises the need to consider the potential development opportunities arising from the proposed Defence Training Academy at St. Athan (see Figure 2.6).

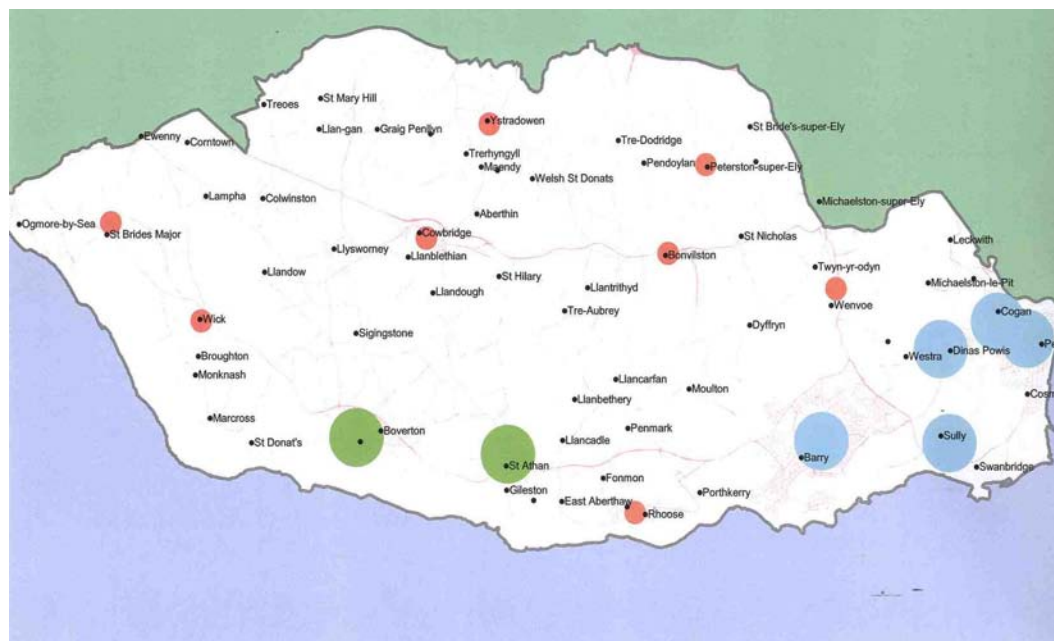


Figure 2.6: Indicative Illustration of Option 5

- 2.6.2 Discussions around this option were fairly positive, highlighting a number of advantages and some disadvantages as outlined below. Consultees drew attention to some areas of concern that would need to be addressed if the option is to be taken forward. For example, although development is necessary, it needs to be sensitive to the character of the settlements in which it occurs. In addition, thought needs to be given to the improvement of existing transport facilities such as the provision of a railway link between St Athan and Llanwit Major. It would also be necessary to ensure that appropriate facilities and infrastructure are available in the settlements ear-marked for growth.

Advantages

- 2.6.3 It was considered that this option is the most sustainable and represents the most balanced compromise, allowing for growth throughout the Vale of Glamorgan while concentrating the main development within larger urban areas with good transport links to Cardiff. It is also thought that the option promotes viable sized settlements that could provide new housing and employment opportunities, community facilities and transport infrastructure, therefore reducing outward commuting from the Vale of Glamorgan.
- 2.6.4 It is expected that the option would also help to maintain current services and community facilities in major towns and villages. It would allow the continued use of brownfield sites in Barry, and elsewhere, to provide mixed use development and continue regeneration initiatives.
- 2.6.5 Consultees were of the opinion that this option takes into account the current trends in the Vale of Glamorgan, particularly in relation to transport links, availability of services, and employment opportunities, while also accommodating future growth resulting from planned development such as the Defence Training Academy at St. Athan.

Disadvantages

- 2.6.6 While some consultees considered spreading development across the Vale of Glamorgan an advantage, others felt that through this option, the Council would be trying to develop in too many areas at once, thereby stretching available funding and resources.
- 2.6.7 As it stands, the option limits the settlements identified for growth, ruling out other areas with much potential at this early stage. The ability of the larger settlements to absorb significant development was questioned. For example, it is considered that Llantwit Major has already experienced a large amount of growth and that any additional development would erode its character as a historic rural town. Furthermore, that there is potential to worsen existing problems resulting from areas becoming commuter settlements (e.g. Penarth and Llandough).

Summary and Conclusion

- 2.6.8 All discussion groups recognised that this option had a number of benefits and it was deemed to be the most appropriate of all the options discussed. This is particularly due to its balanced approach, focusing on primary urban areas, whilst also allowing development across other parts of the Vale of Glamorgan.

- 2.6.9 This option optimises development in areas which are able to provide a basis of facilities, infrastructure and transport networks as well as appropriate housing and employment opportunities, thereby resulting in a more sustainable solution.
- 2.6.10 The main concerns relate to whether spreading development across the Vale of Glamorgan will dilute focus, resources and funding whilst also affecting the character of smaller settlements and whether the areas at the very eastern end of the Vale (Penarth, Llandough) could accommodate significant development given the concerns on congestion, access to services and availability of sites.

3 Alternative Options and Approaches

3.0.1 A number of alternative approaches were suggested by stakeholders during the workshop. While some consultees suggested new approaches, others indicated a preference for various combinations of options.

Options in combination:

- Option 1 in conjunction with Option 4
- Option 2b in conjunction with Option 5
- Option 5 in conjunction with Option 4

3.0.2 These combinations were suggested as they optimise the advantages of each of the options as detailed above, while giving the opportunity to minimise the disadvantages.

3.0.3 Alternative approaches were suggested including the following:

- Develop a strategy with a strong focus on the tourism potential of the Vale of Glamorgan.
- Tie in proposed development in the Vale of Glamorgan with those in neighbouring authorities e.g. Brocastle, Llantrisant and Culverhouse Cross)
- Focus development around Cardiff International Airport.
- Concentrate the majority of development in and adjoining major settlements but provide area-specific allocation within the surrounding areas.

3.0.4 The advantages and disadvantages of these alternative approaches were not discussed, although they were thought to deliver stakeholders desired results while addressing issues and problems that are not sufficiently addressed by Options 1 to 5.

4 What Next?

- 4.0.1 The workshop was useful for discussing the perceived advantages and disadvantages of the strategy options proposed by the Council. These will be taken into account as the Council determines the preferred strategy for the LDP.
- 4.0.2 The Council has commissioned a number of studies e.g. Local Housing Market Assessment and Employment Needs Study, to assist in determining the preferred strategy. The Sustainability Appraisal of the strategy options will also be carried out at the same time to inform the decision making process.
- 4.0.3 The preferred LDP strategy will be set out in the Preferred Strategy Report which will be issued for formal consultation early in 2008.

Appendix A: Workshop Attendees

Organisation	Name
Arriva Trains Wales	Malcolm Howitt
Barry Citizens Action Group	Dilys Colbourne
Barry College	Mark Roberts
Barry Dock Lifeboat	Stuart McMillan
Barry Town Council	Jane Comerford
Bridgend County Council	Jonathan Lane
Campaign for Protection of Rural Wales	Robin Simpson
Cardiff County Council	Helen Williams
Cardiff County Council	Phil Williams
Cardiff International Airport Limited	Steve Hodgetts
Countryside Council for Wales	Karen Maddock-Jones
County Land & Business Association	Heather March
Cowbridge & Llanblethian Residents Group	Dr. C A Pearce
Cowbridge with Llanblethian Town Council	Cllr. Mrs. Sue Cox
Cowbridge with Llanblethian Town Council	Cllr. Mrs. Linda Adams
Coychurch Lower Community Council	Cllr. John Bryce-Richards
District Valuer Services	Alan Colston
Environment Agency Wales	Jackie Walters
Environment Agency Wales	Sarah Boyd
EST Transport	Simon Wilkins
Farmers Union of Wales	Angela Giddings
Farmers Union of Wales	Sian Davies
First Cymru Buses Ltd	Peter Tinsley
Forestry Commission	Tony Moorley
Glamorgan Gwent Archaeological Trust Ltd	Judith Doyle
Green & Clean PULP Project	J R Hardman
Holy Trinity Presbyteruab Church, Barry	W. H. Burgess
Home Builders Federation	Richard Price
Hyder Consulting (Facilitator)	George Smith
Hyder Consulting (Scribe)	David Hourd

Organisation	Name
Hyder Consulting (Scribe)	Marlene Chitonga
Llancarfan and District Community Association	Susan Taylor
Llandough Community Council	Cllr M. Edwards
Llandow Community Council	Cllr Martyn Hurst
Llanwit Major Town Council	Cllr Lesley Stokes
Merthyr Tydfil County Borough Council	Janice Tse
National Children's Homes	Chris Redcliff
Newport City Council	Lucie Taylor
Penarth Society	Alwyn Evans
Penarth Town council	Edward Vick
Pendoylan Community Council	Cllr Peter Fox
Pontyclun Community Council	Cllr Gordon Norman
South Wales Fire & Rescue Service	Lyndon Hier
St Athan Community Council	Cllr. Brian Acott
St Athan Community Council	Cllr Dave Street
St Brides Major Community Council	Cllr Kath Mepham
St Brides Major Community Council	Cllr Chris Howell
Sustrans Cymru	Gwyn Smith
Vale District Sports Council	Angela Price
Vale Local Health Board	James Crinion
Vale of Glamorgan 50s and Senior Citizens Forum	John Mudford
Vale of Glamorgan Council (Facilitator)	Andrew Wallace
Vale of Glamorgan Council (Facilitator)	John Marks
Vale of Glamorgan Council (Facilitator)	Clare Cameron
Vale of Glamorgan Council (Facilitator)	Emma Harvey
Vale of Glamorgan Council (Facilitator)	Lucy Turner
Vale of Glamorgan Council (Facilitator)	Rob Thomas
Vale of Glamorgan Council (Scribe)	Peter Thomas
Vale of Glamorgan Council (Scribe)	John Raine
Vale of Glamorgan Council (Scribe)	Andrew Eccleshare
Vale of Glamorgan Council (Scribe)	Victoria Abraham



Organisation	Name
Vale of Glamorgan Railway Company	Janet Small
Welsh Historic Gardens Trust	Janet Williams
Wildlife Trust for South & West Wales	Nigel Ajax-Lewis
Youth Hostel Association	Mr. R. L. Pittard

Appendix B: Workshop Agenda

- 9.00 Registration with Tea and Coffee**
- 9.30 Welcome and Introduction**
Councillor Christopher J. Williams – Cabinet Member for Planning & Transportation, Vale of Glamorgan Council
- 9.45 Presentation – LDP Update**
Emma Harvey – Operational Manager, Planning and Transportation Policy
- 10.00 Question and Answer**
- 10.10 Presentation – LDP Sustainability Appraisal (SA)**
David Hourd - Hyder Consulting (SA Consultants)
- 10.25 Question and Answer**
- 10.35 Presentation – Purpose of Workshop**
Emma Harvey – Operational Manager, Planning and Transportation Policy
- 10.45 Break – Tea and Coffee**
- 11.00 Workshop – LDP Strategy Options**
Stakeholders to discuss the following options (15 minutes per option):
- Option 1:**
Maximising the potential of and concentrating growth in Barry, Penarth, Dinas Powys, Sully and Rhoose (current UDP strategy).
- Option 2a:**
Dispersement of housing and employment opportunities based on the current population of each settlement (without a sustainability test).
- Option 2b:**
Dispersement of housing and employment opportunities based on the current population of each settlement (with a sustainability test).
- Option 3:**
Higher growth in the larger villages in rural areas (e.g. Llantwit Major, Cowbridge, St. Athan, Rhoose and potentially others to be identified).

Option 4:

A rural new settlement able to promote sustainable self – containment.

Option 5:

Concentrate development opportunities in Barry, Penarth / Llandough, Dinas Powys and Sully. Llantwit Major and St. Athan to be a key development opportunity. Smaller sustainable settlements to accommodate further housing and associated development.

Alternative Options?**12.45 Close and Way Forward**

Rob Thomas – Head of Planning & Transportation, Vale of Glamorgan Council

1.00 Buffet lunch



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