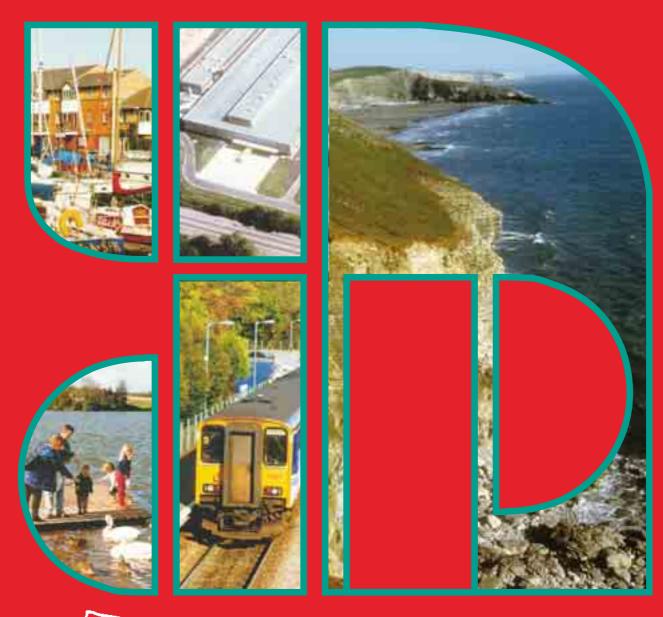
# The Vale of Glamorgan UNITARY DEVELOPMENT PLAN 1996 - 2011







# The Vale of Glamorgan

# **UNITARY DEVELOPMENT PLAN 1996 - 2011**

# **Deposit Draft 1998**

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# PART I

**FOREWORD** 

**INTRODUCTION** 

STRATEGIC POLICIES



# FOREWORD



I am pleased to present the Deposit Draft of the Vale of Glamorgan Unitary Development Plan, which follows on from the Consultative Draft published in 1997. It is the first Unitary Development Plan to be placed on Deposit in Wales following Local Government Reorganisation and is an achievement of which the Council is proud.

The Deposit Draft Unitary Development Plan has paid due regard to the representations made by statutory consultees to the Consultative Draft (over 325) and has been revised for Deposit purposes (Council Minutes 1041, 1042 and 1043, 29th October, 1997.)

The Plan is now placed on Deposit for a six week period. During this period consultees, members of the public and anyone with an interest in the Plan are invited to formally make representations in writing on any aspect of the Plan. Following the 6 week period, if the Council cannot resolve all representations by agreement, a Public Local Inquiry will be held before a Planning Inspector.

After the Public Local Inquiry, the Inspector will submit his report to the Council. The Council in the light of the Inspectors Report may amend the Unitary Development Plan, such changes must be advertised and there will be another period for representations which relate solely to the intended alterations. Following any subsequent alteration, the Plan can then be formally 'adopted' by resolution of the Council. It is the aim of the Council that this will be achieved by the end of 2000.

The Adopted Unitary Development Plan will then provide a sustainable land use framework to guide the growth and environmental protection of the Vale of Glamorgan into the New Millennium.

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Councillor M. E. Sharp Chairman, Economic Development, Planning, Transportation and Highways Committee.



# **INTRODUCTION**



### 1.1 THE DEVELOPMENT PLAN CONTEXT

**1.1.1** Section 54A of the Town and Country Planning Act 1990 (as amended) requires that:

66 Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

**1.1.2** As a result of the provisions in the Local Government (Wales) Act 1994 each Local Planning Authority in Wales is now required to prepare a Unitary Development Plan (UDP) for its administrative area. The Welsh Office has produced "Planning Guidance (Wales): Unitary Development Plans" (1996) and "Planning Guidance (Wales) Planning Policy" (1996) which will be taken into account in the formulation of the UDP's policies and proposals. The Guidance expects UDPs to be adopted by the year 2000.

### 1.2 THE FORMAT OF THE VALE OF GLAMORGAN UNITARY DEVELOPMENT PLAN

**1.2.1** This UDP provides the strategic and detailed policy framework within which provision will be made for development and conservation needs. It guides development for 15 years and comprises two parts.

**PART I** - consists of the Council's strategic policies for the development and other use of land in its area and provides a context and framework for more detailed policies and proposals in Part II. Part I indicates the overall provision to be made for housing, employment and other major land uses in the area as a whole, identifying the broad locations for development, and areas where policies for restraint are necessary.

**PART II** - consists of a justification of these strategic policies and contains more detailed policies, proposals and guidance. A Proposals Map illustrates the Plan's policies and proposals on an Ordnance Survey base.

**1.2.2** The written statement is divided into 9 chapters. These cover the main topic areas of the Environment, Housing, Economic Development and Tourism, Transportation, Retail, Sport and Recreation, Minerals, Waste Management and Community and Utility Services.

**1.2.3** This Plan concentrates on the issues that the Council consider necessary to address in order to protect and enhance the environment of the Vale of Glamorgan whilst providing detailed guidance for future development proposals. More detailed issues, however, will be considered through the publication of Supplementary Planning Guidance which should be read in conjunction with this UDP.

**1.2.4** The following Supplementary Planning Guidance is currently available:

Barry Garden Suburb Penarth Conservation Area Golf Related Developments Minerals Local Area Policies Trees and Development The Conversion of Rural Buildings Conservation Areas in the Rural Vale Amenity Standards Barry Development Guidelines

In addition, the Council intends to issue further Supplementary Planning Guidance in respect of:

Shopfront and Advertisement Design Sustainable Development Disabled Access

Supplementary Planning Guidance which should be read in conjunction with this UDP.

### 1.3 STAGES IN THE PREPARATION OF THE VALE OF GLAMORGAN UDP

1.3.1 The preparation of this UDP must follow a number of stages before it is finally adopted by the Council. The first stage was the preparation of the Consultative Draft which set out the Council's intended Strategy, Objectives, Policies and Proposals. Consultation with statutory consultees and other interested bodies (as required by Planning Guidance (Wales) Unitary Development Plans 1996) took place from July to September, 1997. The representations made during this period together with changes to be made to the Plan prior to it being placed on Deposit, were reported to the Council Economic Development, Planning, Transportation and Highways Committee on the 22nd October, 1997 (Council minutes 1041, 1042 and 1043 refer 29/10/97).

**1.3.2** This Deposited Plan, in accordance with statutory procedures is placed on Deposit for a six week period during which time consultees, members of the public and anyone with an interest in the Plan can make representations in writing to the Plan. Following this six week period, if the Council cannot resolve by agreement all the representations, a Public Local Inquiry may be held before an Inspector appointed by the Secretary

of State for Wales. After the Public Local Inquiry the Inspector will report to the Council setting out a series of recommendations. The Council in the light of the Inspector's report may amend the Plan to take account of the Inspector's recommendations (although it is under no obligation to do so). If modifications are proposed to the UDP as a result of the Inspector's report, such changes, which materially affect the content of the proposals, must be advertised. Subsequently, there will be another period for objections relating purely to the modifications. Following any subsequent alterations to the UDP it can then be formally adopted by resolution of the Council. When adopted the plan will replace all existing statutory structure and local plans for the Vale.

**1.3.3** The Welsh Office has produced a useful booklet to help people who want to understand the procedures which are followed in the preparation of development plans. The booklet is entitled 'Development Plans: What you need to know' and is available free of charge from the Welsh Office.

**1.3.4** Currently a series of plans cover the Vale in both adopted/approved or draft form which will be superseded by the UDP when it is adopted. These are listed in the table on the opposite page.

**1.3.5** There are also a series of non statutory documents which are relevant to the Vale of Glamorgan. These include the former South Glamorgan County Council's Transport Strategy, the Regional Public Transport Strategy, the Council's Transport Policies and Programme and Economic Development Strategy and the Joint Land Availability Study for residential development which is produced by the Land Authority for Wales in co-operation with a number of bodies.

### 1.4 ENVIRONMENTAL APPRAISAL

**1.4.1** The Government lays particular emphasis on environmental concerns and stresses the need to take a range of issues into account in development plan preparation. Among the key issues are the conservation of energy and the attention given to the interests of future generations in relation to global warming and the reduction of carbon dioxide emissions and other pollutants. Most development plan policies and

### **DEVELOPMENT PLAN**

**Structure Plans** 

### **STATUS**

	South Glamorgan Structure Plan Proposals for Alteration No. 1 1989	Approved (For the area previously administered by the former Vale of Glamorgan Borough Council.)
_	Replacement South Glamorgan Structure Plan Deposit Draft (as amended) 1995	Together with the Examination in Public Panel Report this plan is regarded as a material consideration in the determination of planning applications.
_	Mid Glamorgan Structure Plan (Incorporating Proposed Alterations No. 1) 1989	Approved (For the area previously administered by the former Ogwr Borough Council.)
	Replacement Mid Glamorgan Structure Plan 1995	Together with the Mid Glamorgan EIP Panel Report this plan is regarded as a material consideration in the determination of a planning application.
	Local Plans	
_	Barry Local Plan 1983	Adopted
_	Barry / Penarth Coastal Area Local Plan 1983	Adopted
_	East Vale Local Plan 1987	Adopted
_	Cowbridge Local Plan 1986	Adopted
	Ogwr Local Plan 1995	Adopted (For the area previously administered by the former Ogwr Borough Council.)
_	Vale of Glamorgan Local Plan Deposit Draft (as amended) 1995	Approved for development control purposes by Council (Minute Number 197(3) 5th June 1996)
	South Glamorgan Minerals Local Plan Deposit Draft 1995	Regarded as a material consideration in the determination of planning applications in the area previously administered by the Vale of Glamorgan Borough Council.
-	Mid Glamorgan Minerals Local Plan Deposit Draft 1995	Together with the Inspector's Report this plan is regarded as a material consideration in the determination of planning applications in the area formerly administered by Ogwr Borough Council.

proposals will have environmental implications which are required to be appraised as part of the plan preparation process. Planning Guidance (Wales) " Planning Policy" (1996) states that:

66 A systematic environmental appraisal is the most effective way of ensuring that a plan helps to facilitate sustainable development. It ensures that the objectives of a policy are clearly laid out and that the trade-offs between options can be identified and assessed. 99 **1.4.2** Environmental appraisal has a number of purposes:-

- To enable the plan to demonstrate that environmental matters are taken fully into account;
- To assist the plan in being effective in achieving its environmental objectives;
- To assist in achieving sustainable development as required by planning guidance;

- To assess the implications for the environment of the strategy and of any policy options, or interacting group of policy options;
- To enable the implications for different aspects of the environment to be taken into account;
- To allow environmental matters to be considered alongside economic and social factors, and so assist in making a choice between alternative policies and proposals in a way which will secure the best outcome overall.

**1.4.3** In order to ensure that the environmental appraisal of the emerging UDP was conducted in a systematic, iterative and objective manner, the Council commissioned independent Planning Consultants, Baker Associates. The Consultants were required to coordinate and manage the process of appraising the Plan. An Officers Working Group under the chairmanship of John Baker of Baker Associates was established, which acted as a forum for debating issues which had arisen as a result of the appraisal of individual topic areas. The environmental appraisal was conducted during February and March 1997.

**1.4.4** The fundamental objective of the appraisal was to answer the following question:

**G** Does the Plan take all of the aspects of the environment that are susceptible to influence by planning decisions sufficiently into account in every part of the Plan, and does it demonstrate clearly how this is done?

**1.4.5** The appraisal methodology sought to provide an answer to the question through a rigorous and systematic examination of the UDP. The essence of the methodology was derived from the stages recommended in the Environmental Appraisal: Good Practice Guide (DOE 1993) and tailored to reflect the particular characteristics of the Vale of Glamorgan. The stages were as follows:

# *i)* Characterising the environment of the Vale of Glamorgan

Through detailed discussions with the Working Group, the Consultants were able to identify those elements of environmental stock which were of global, natural and local significance. The following elements of environmental stock were identified : *The Global Environment* - Air, water, energy, biodiversity

*The Natural Environment* - Minerals, soil, landscape and countryside

*The Local Environment* -Open space, heritage and culture, quality of life

The appraisal process assessed the policies and proposals contained within the emerging UDP in the light of their possible impact upon the above elements of environmental stock.

### *ii)* Scoping the Unitary Development Plan

The purpose of this exercise was to ensure that the policies and guidance contained within Part 1 and II of the emerging UDP reflected the environmental objectives of central government. In scoping the Plan the Consultants identified current environmental objectives or 'desirable trends' in relation to each element of environmental stock. Consideration was then given to examining how the Plan could influence the environment and which existing policies supported these objectives.

The results of the scoping exercise are contained within Table 1, Appendix 1.

## *iii) Appraising the contents of the Unitary Development Plan.*

The process of appraising the Plan's contents was threefold and required consideration of the following areas:

- The compatibility of the Plan's policies and proposals with its spatial strategy;
- The effectiveness of the Plan's policies in influencing the environment and achieving environmental objectives; and
- An assessment of the environmental credentials of each of the Plan's chapters, according to their level of engagement with the environment.

The results of the appraisal in respect of the first two areas are explained at length within the Environmental Appraisal Report. Consideration of the findings in respect of the third area provides a 'flavour' of the manner in which the emerging UDP addresses environmental issues at all levels. The findings of this exercise are contained within Table 2, Appendix 1.

**1.4.6** The findings of the appraisal and the emerging Consultative Draft UDP have been considered in detail by the Council and have resulted in a number of amendments to the Plan. The Council recognises that the principles established by the appraisal should be taken into account at each stage in the plan making process.

**1.4.7** The Environmental Appraisal Report and Environmental Appraisal Response Report, which comments in detail upon the findings of the appraisal, are available as separate documents to the UDP.

### 1.5 MONITORING OF THE PLAN'S STRATEGY AND POLICIES

**1.5.1** Planning Guidance (Wales) "Unitary Development Plans" 1996 requires authorities to monitor and evaluate Plans. Central to the Strategic Principles of the UDP is the concept of encouraging 'sustainable development' and evaluation of the success of the Plan will require a Monitoring Framework covering the three aspects of sustainability - economic, social and environmental improvement.

**1.5.2** Environmental and Sustainability Indices have been developed as part of the Environmental Appraisal process and are illustrated in Appendix 1 of the Plan. These indices will provide a useful starting point for measuring how well the Plan Policies are achieving the objectives for each topic area.

**1.5.3** The components of the monitoring framework will draw on the wide range of surveys and statistics available at national and regional level as well as the wide range of statistics and surveys conducted on a regular basis by the Council and other local organisations and agencies. The Council already undertakes regular surveys of such topics as:

- the amount of housing land available;
- the take up of employment and industrial land;
- transport and travel flows e.g. road traffic of all types, patronage of local rail and bus services, travel modes to shopping;

- planning application and appeal decisions;
- retail floorspace, vitality and viability of shopping centres;
- mineral production.

**1.5.4** There is a wide range of national and regional statistics which will be useful when monitoring the Plan; e.g. Census of Population, Census of Employment, unemployment data, transport data, housing statistics, environmental statistics etc.

**1.5.5** A Topic paper will be issued after the Plan's adoption, outlining the Monitoring Framework which will be used to evaluate the Plan Strategy and Policies. Selective reviews of the Plan will be undertaken when policies are not found to be achieving the objectives required or when there are substantial shifts in government or Council policies.

### 1.6 THE COUNCIL'S VISION AND KEY PRINCIPLES

**1.6.1** In recent years local authorities have adopted a more sustainable approach to their affairs enabling them to adapt easily to meet local or changing circumstances. The Vale of Glamorgan Council is no exception and has evolved into a responsive organisation, setting up mechanisms by which it can improve its service provision. Policy direction and spending proposals are subject to continuous review and are liable to change depending on the circumstances and priorities that prevail at the time.

**1.6.2** The Council's own Vision as set out in the Vale of Glamorgan Service Delivery Plan 1996/97, is simply:

### **C** To make the Vale of Glamorgan the best Unitary Authority in Wales by providing the highest quality of services.

**1.6.3** There are certain key values to which the Council is corporately committed and which provide the motivation and philosophy behind all of the Council's activities. These values broadly state the standards of excellence which the Council sets out to achieve in its delivery of services and provide a statement of the Council's vision of its primary future purpose. They are:

- Quality and Equality
- Working together
- Fairness
- Accountability and Accessibility
- A Positive, Responsive, Caring Attitude
- Openness and Honesty

**1.6.4** In respect of the Planning function the Council's overall aim is:

**C** To provide a planning framework for the development of the Vale of Glamorgan that reflects the need to conserve the best of the natural environment and yet to allow beneficial land use development in a sustainable way.

### 1.7 THE GUIDING UNITARY DEVELOPMENT PLAN PRINCIPLES

**1.7.1** The Unitary Development Plan will provide a clear land use planning framework for the Vale of Glamorgan that reflects the need to conserve the best of distinctive rural, urban and coastal character whilst permitting beneficial development. The Plan will achieve this objective by embracing and promoting the concept of sustainability and sustainable development and implementing proposals which seek to maintain and enhance the quality of human life - social, economic and environmental - whilst maintaining the delicate balance of the Vale of Glamorgan eco system and conserving finite resources.

**1.7.2** The Guiding Principles of the Plan are as follows:

### SOCIAL

- To reduce disadvantage, poverty and social stress and improve the quality of life for all communities;
- To ensure that all changes contribute to a better quality of life;
- To ensure equality of access;
- To provide better access to work, shopping, cultural and leisure opportunities;
- To improve the urban fabric.

### ECONOMY

- To improve and diversify the economy, safeguarding existing jobs and creating a range of new job opportunities, whilst protecting the natural environment;
- To recognise and capitalise on the importance of the waterfront strip and M4 motorway corridor in attracting new inward investment;
- To serve and maintain a healthy and viable agricultural industry throughout the rural areas of the Vale.

### ENVIRONMENT

- To favour the precautionary principle (i.e. assume that an activity might be damaging to the environment unless it can be proved otherwise);
- To continue the protection and enhancement of the built and natural environment;
- To support the principle of sustainability especially by devising an energy efficient land use /transportation strategy;
- To promote urban regeneration and the re-use of Brownfield land thereby minimising the use of Greenfield sites;
- To manage natural resources wisely avoiding irreversible damage wherever possible in order to maintain and enhance their value for future generations;
- To ensure the design of proposed development is of a high quality;
- To minimise waste and pollutants;
- To encourage recycling and the re-use of resources.

### 1.8 THE STRATEGY

**1.8.1** The Unitary Development Plan's Spatial Strategy establishes a strategic framework which balances environmental protection with beneficial sustainable development in order to improve the quality of life within the Vale of Glamorgan. The Welsh Office, through Planning Guidance (Wales) Planning Policy (1996) emphasises the key role of

the planning system in providing homes, investment and jobs in a way which is consistent with the principles of sustainable development. Central to this objective is the need to improve the quality of human life, whilst living within the carrying capacity of the supporting eco system. The strategy seeks to achieve this objective by guiding development to locations which will maximise the opportunity for social and economic improvements and protect the countryside from degradation and incremental loss.

**1.8.2** The attractiveness of the Vale, coupled with its proximity to Cardiff and the national motorway/road network have resulted in great pressure for development. Such development pressures have led to considerable change in the last thirty years. The timescale and pace of development place at risk the inherent character of the local environment and quality of life for Vale residents. The Council places great value upon the attractiveness of the Vale and is committed to using its planning powers to protecting its attractive character.

1.8.3 The fundamental principles of the strategy were refined by the former South Glamorgan County Council through the Structure plan process. The County Council devised the strategy to assist in the regeneration of areas suffering problems of social and economic deprivation within the Vale of Glamorgan and Cardiff. The UDP strategy seeks, through land use policy, to realise the objectives expressed in the Plan's Guiding Principles by maximising the opportunities for residential, employment, retail and leisure development within the urban areas of the Waterfront Strip. Fundamental to this objective is the need to ensure that land within the urban areas of the Waterfront Strip - Rhoose, Barry, Penarth, Sully and Dinas Powys - is used in an efficient manner, whilst ensuring that these areas remain attractive places to live and work. In the light of the Guiding Principles the Strategy for the Vale of Glamorgan is as follows:

- Concentration of development opportunities in the urban areas of the Waterfront Strip from Penarth to Rhoose (including Cardiff International Airport), with particular emphasis on the regeneration of Barry Docks.
- Development and improvement of infrastructure and transportation facilities, particularly public transport facilities, to focus on and support this regeneration.

- Positive management and protection of the urban fringe and prevention of urban sprawl through a range of countryside protection and enhancement policies, particularly in the south eastern part of the Vale in the areas between Cardiff, Penarth, Llandough, Dinas Powys, Sully, Barry and Wenvoe.
- Enhancement of the Vale of Glamorgan's attractive natural environment by maintaining the character of the countryside and by protecting those areas of fine landscape and important wildlife habitat.
- Conservation and enhancement of the Heritage Coast.
- Recognition of the importance of the M4 corridor and Cardiff Bay as factors in attracting investment and securing jobs.
- Reinforcement of the vitality, viability and attractiveness of district and local shopping centres.

**1.8.4** Each of the Part II chapters have more specific objectives which have been developed from the guiding principles and the strategy outlined above.



# **PART 1 STRATEGIC POLICIES**



### THE ENVIRONMENT

### POLICY 1

THE VALE OF GLAMORGAN'S DISTINCTIVE RURAL, URBAN AND COASTAL CHARACTER WILL BE PROTECTED AND ENHANCED. PARTICULAR EMPHASIS WILL BE GIVEN TO CONSERVING AREAS OF IMPORTANCE FOR LANDSCAPE, ECOLOGY AND WILDLIFE, THE BEST AND MOST VERSATILE AGRICULTURAL LAND AND IMPORTANT FEATURES OF THE BUILT HERITAGE. PROPOSALS WHICH ENHANCE THESE AREAS WILL BE FAVOURED.

### POLICY 2

PROPOSALS WHICH ENCOURAGE SUSTAINABLE PRACTICES WILL BE FAVOURED INCLUDING:

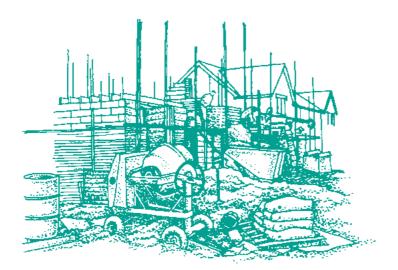
- (i) PROPOSALS WHICH CONTRIBUTE TO ENERGY CONSERVATION OR EFFICIENCY, WASTE REDUCTION OR RECYCLING; POLLUTION CONTROL; BIODIVERSITY AND THE CONSERVATION OF NATURAL RESOURCES;
- (ii) PROPOSALS WHICH ARE LOCATED TO MINIMISE THE NEED TO TRAVEL, ESPECIALLY BY CAR AND HELP TO REDUCE VEHICLE MOVEMENTS OR WHICH ENCOURAGE CYCLING, WALKING AND THE USE OF PUBLIC TRANSPORT;
- (iii) THE RECLAMATION OF DERELICT OR DEGRADED LAND FOR APPROPRIATE BENEFICIAL USE.



### POLICY 3

LAND WILL BE MADE AVAILABLE FOR AN ADDITIONAL 5800 DWELLINGS BETWEEN 1996-2011. THIS PROVISION WILL BE MET BY:

- (i) THE PROVISION OF INFRASTRUCTURE AND SERVICES FOR THE DEVELOPMENT OF SITES WITH PLANNING PERMISSION FOR HOUSING;
- (ii) THE REDEVELOPMENT OF SUITABLE SITES IN THE URBAN AREAS OF BARRY, PENARTH AND RHOOSE;
- (iii) THE REPLACEMENT OF UNFIT AND SUBSTANDARD HOUSING;
- (iv) THE DEVELOPMENT OF A RANGE OF SITES IN THE SOUTH EASTERN PART OF THE VALE OF GLAMORGAN WITHIN AND ADJOINING BARRY, PENARTH, AND RHOOSE, TO BE IDENTIFIED IN PART II;
- (v) THE DEVELOPMENT OF MINOR SITES (NOT EXCEEDING 2 HECTARES) IDENTIFIED IN PART II;
- (vi) THE MAINTENANCE, REHABILITATION AND IMPROVEMENT OF EXISTING HOUSING STOCK, THE CONVERSION OF SUITABLE EXISTING DWELLINGS AND THE CHANGE OF USE OF SUITABLE STRUCTURES TO PROVIDE ADDITIONAL MODERN HOUSEHOLD UNITS;
- (vii) AFFORDABLE HOUSING FAVOURED AT APPROPRIATE LOCATIONS AND IN ADDITION, THE PROVISION OF AFFORDABLE HOUSING ON APPROPRIATE SMALL SITES OUTSIDE OF THE GENERAL HOUSING ALLOCATION.



### **POLICY 4**

AN ADDITIONAL 160 HECTARES OF LAND WILL BE MADE AVAILABLE FOR EMPLOYMENT USES FROM 1996-2011. THIS LAND WILL:

- (i) MATCH THE EXISTING AND FORECAST DEMAND FROM INWARD INVESTORS;
- (ii) ASSIST THE APPROPRIATE EXPANSION OF LOCAL BUSINESSES AND FACILITATE NEW START-UPS.

### POLICY 5

A RANGE AND CHOICE OF SITES FOR BUSINESS AND INDUSTRIAL PURPOSES IS IDENTIFIED IN PART II AND WILL BE PROTECTED FROM ALTERNATIVE USES. THESE SITES WILL:

- (i) BE WELL LOCATED IN RELATION TO URBAN REGENERATION PROJECTS, ESPECIALLY BARRY WATERFRONT;
- (ii) BE WELL LOCATED IN RELATION TO AREAS OF HIGH UNEMPLOYMENT, SOCIAL STRESS AND DEPRIVATION;
- (iii) BE WELL LOCATED IN ORDER TO REDUCE THE NEED FOR PRIVATE TRANSPORT AND INCREASE THE USE OF PUBLIC TRANSPORT;
- (iv) BE WELL LOCATED IN ORDER TO CONSERVE THE CHARACTER OF THE VALE OF GLAMORGAN ENVIRONMENT;
- (v) CONTRIBUTE TO THE LAND BANK FOR PROJECTS OF REGIONAL IMPORTANCE ESPECIALLY LARGER INWARD INVESTMENT PROJECTS;
- (vi) RECOGNISE THE OPPORTUNITIES IN THE VALE OF GLAMORGAN TO CREATE HIGH QUALITY DEVELOPMENTS IN ORDER TO ATTRACT HIGH QUALITY EMPLOYMENT OPPORTUNITIES.

### POLICY 6

TOURISM DEVELOPMENTS WILL BE FAVOURED WHERE THEY:

- (i) ASSIST THE DEVELOPMENT OF THE LOCAL ECONOMY;
- (ii) SAFEGUARD OR ENHANCE THE QUALITY OF THE ENVIRONMENT.

### **TRANSPORTATION**

### POLICY 7

IMPROVEMENTS TO THE TRANSPORTATION NETWORK WILL CONSIST OF:

- (i) STRATEGIC HIGHWAY AND PUBLIC TRANSPORT SCHEMES WITHIN AND ADJOINING THE EXISTING URBAN AREAS OF THE WATERFRONT STRIP OF PENARTH, DINAS POWYS, BARRY AND RHOOSE;
- (ii) LOCAL HIGHWAY SCHEMES NECESSARY FOR ENVIRONMENTAL AND SAFETY REASONS;
- (iii) SCHEMES TO ENCOURAGE TRAVEL BY CYCLISTS AND PEDESTRIANS.

### POLICY 8

DEVELOPMENTS WILL BE FAVOURED IN LOCATIONS WHICH:

- (i) ARE HIGHLY ACCESSIBLE BY MEANS OF TRAVEL OTHER THAN THE PRIVATE CAR;
- (ii) MINIMISE TRAFFIC LEVELS AND ASSOCIATED UNACCEPTABLE ENVIRONMENTAL EFFECTS.

### RETAILING

### POLICY 9

THE VITALITY, ATTRACTIVENESS AND VIABILITY OF EXISTING TOWN, DISTRICT AND VILLAGE SHOPPING FACILITIES WILL BE PROTECTED AND ENHANCED.

### POLICY 10

EXISTING TOWN AND DISTRICT CENTRES WILL BE THE FOCUS OF NEW SHOPPING DEVELOPMENTS. OUT OF CENTRE SHOPPING DEVELOPMENT WILL BE PERMITTED IF:

- (i) THERE ARE NO SUITABLE TOWN, DISTRICT OR EDGE OF CENTRE SITES;
- (ii) THE PROPOSED DEVELOPMENT DOES NOT HAVE AN UNACCEPTABLE IMPACT ON EXISTING SHOPPING CENTRES OR PROPOSED RETAIL AREAS IDENTIFIED IN PART II;
- (iii) THE PROPOSED DEVELOPMENT IS HIGHLY ACCESSIBLE BY MEANS OF TRAVEL OTHER THAN THE PRIVATE CAR.

### SPORT & RECREATION

### POLICY 11

TO REMEDY EXISTING DEFICIENCIES IN SPORT AND RECREATIONAL FACILITIES THE COUNCIL WILL:

- (i) FAVOUR THE PROVISION OF A RANGE OF SUCH FACILITIES TO MEET EXISTING AND ANTICIPATED DEMAND THROUGHOUT THE VALE OF GLAMORGAN BY SECURING IN ACCESSIBLE AND APPROPRIATE LOCATIONS NEW AND IMPROVED SPORT AND RECREATIONAL OPPORTUNITIES;
- (ii) PROTECT EXISTING AREAS OF OPEN SPACE AND PLAYING FIELDS FROM INAPPROPRIATE DEVELOPMENT;
- (iii) FAVOUR THE IMPROVEMENT OF OPPORTUNITIES FOR ACCESS TO AND ENJOYMENT OF THE COUNTRYSIDE WHERE THEY DO NOT UNACCEPTABLY AFFECT IMPORTANT AREAS OF NATURE CONSERVATION AND LANDSCAPE AND THE INTERESTS OF RESIDENTS AND/OR THOSE WHO DERIVE THEIR LIVELIHOOD FROM THE LAND.

### MINERALS

### POLICY 12

A SUFFICIENT STOCK OF STONE, FOR BOTH AGGREGATE AND CEMENT PRODUCTION, WILL BE PROTECTED TO MAINTAIN THE VALE OF GLAMORGAN'S TRADITIONAL SHARE OF REGIONAL SUPPLIES. IN ADDITION, THE RECYCLING OF SECONDARY AGGREGATES AND INDUSTRIAL WASTES WILL BE FAVOURED AND ENCOURAGED TO THE MAXIMUM PRACTICABLE EXTENT AS SUBSTITUTES FOR NATURALLY OCCURRING MINERALS.

### WASTE MANAGEMENT

### POLICY 13

DEVELOPMENT PROPOSALS WHICH ENCOURAGE SUSTAINABLE PRINCIPLES FOR WASTE DISPOSAL BASED ON A HIERARCHICAL APPROACH OF:

- (i) WASTE MINIMISATION/AVOIDANCE;
- (ii) RE-USE OF WASTE;
- (iii) WASTE RE-CYCLING OR RECOVERY (INCLUDING WASTE CONVERSION TO ENERGY);
- (iv) WASTE DISPOSAL LAND FILL WITH MINIMUM ENVIRONMENTAL IMPACT.

WILL BE FAVOURED.

### POLICY 14

DEVELOPMENTS ASSOCIATED WITH COMMUNITY AND UTILITY SERVICES WILL BE PERMITTED IF THERE IS NO UNACCEPTABLE IMPACT ON THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE AND LANDSCAPE IMPORTANCE AND RESIDENTIAL AMENITY.



# PART II

JUSTIFICATION FOR PART I POLICIES

**ENVIRONMENT** 

**HOUSING** 

**ECONOMIC DEVELOPMENT & TOURISM** 

**TRANSPORTATION** 

**RETAILING** 

**SPORT & RECREATION** 

**MINERALS** 

WASTE MANAGEMENT

**COMMUNITY & UTILITY SERVICES** 



# JUSTIFICATION FOR PART I POLICIES



### 2.1 POLICY 1 & 2 : THE ENVIRONMENT

**2.1.1** The overall objective of the Part 1 environment policies is to establish a strategic environmental framework which reflects the aim to improve the quality of both urban and rural living in the Vale and to ensure that finite resources are protected for both present and future generations.

**2.1.2** The Vale of Glamorgan is an area of rich and diverse countryside, beautiful coastline and attractive and historic settlements. The desirability of both urban and rural areas of the Vale of Glamorgan has resulted in increased pressure for a range of developments including residential, employment, leisure uses and associated infrastructure. The Plan recognises the need to balance the requirements of development with the aims of conservation, and is strongly committed to conserving and enhancing the natural and built environment of the Vale in order to ensure it remains an attractive, healthy and enriching environment in which to live and work.

**2.1.3** The natural environment of the Vale of Glamorgan is a rich mix of undulating farm land, valley basins, woodland and unspoilt coastline. A testimony to the richness and diversity of the natural environment of the Vale of Glamorgan is the presence of a number of protective designations. The Vale has twenty one Sites of Special Scientific Interest totalling some 850 hectares, nine local nature reserves, incorporates twelve miles of the Glamorgan Heritage Coast stretching from Ogmore-by-Sea to West Aberthaw, and part of the Severn Estuary Special Protection Area (proposed).

**2.1.4** The built environment of the Vale of Glamorgan exhibits a great variety of townscape and architectural character, from the Victorian housing of Penarth and industrial heritage of Barry, to the older agricultural market towns of Cowbridge, Llantwit Major and the surrounding rural settlements. The historical significance of many of the buildings and settlements in the Vale is illustrated by the designation of 38 Conservation Areas, over 400 Listed Buildings and over 90 Ancient Monuments.

**2.1.5** The aim of strategic Policy 2 is to attempt to ensure that all proposed development within the Vale of Glamorgan respects the need to work towards sustainable development. The principle of sustainable development was defined by Bruntland in the Report of the World Commission on the Environment and Development 1987 as:

66 development that meets the needs of the present without compromising the ability of future generations to meet their own needs. **9** 

The role of a Unitary Development Plan in guiding development at local level can have a significant impact upon reducing damaging practices and ensuring the conservation of valuable resources. The importance of this role is acknowledged by the Welsh Office in Planning Guidance (Wales) "Planning Policy" which states

66 A key role of the planning system is to provide homes, investment and jobs in a way which is consistent with the principle of sustainable development. **9** 

2.1.6 The UDP has an important role in defining strategic and detailed policies which can contribute to achieving global environmental objectives such as reducing acid rain, minimising global warming, halting the depletion of the ozone layer and reducing the consumption of non renewable resources. To this end the Plan will strive to promote sustainable practices through policies which seek to encourage recycling and reduce waste material; reduce pollution and ensure the efficient use of valuable resources: conserve important nature areas; reduce the need for personal transportation and encourage alternative modes of travel and ensure the reuse of both brownfield sites and derelict and degraded buildings.

### 2.2 POLICY 3 : HOUSING

### The Unitary Development Plan Dwelling Projections

**2.2.1** The requirement for 5800 new dwelling units in the Vale of Glamorgan over the Plan period, 1996 - 2011, is derived from population and household projections. A Housing Topic Paper is available from the Council, free of charge, which outlines the methodology using the Chelmer Model, and provides the background data and assumptions used in the projections.

**2.2.2** Population projections have been prepared from a base year population profile derived from the 1991 Census and the 1996 Registrar General Mid Year Estimates. To these are applied birthrates, deathrates and migration rate assumptions to forecast the level of population expected by 2011. The estimated future population is then factored by forecast headship rates (average household size), dwelling sharing rates and vacancy rates which together with assumptions for house building and demolitions allow the total dwelling requirement to be derived.

**2.2.3** The major population forecasting components and sources of data are drawn from either official Government sources e.g. mortality rates, migration profiles, headship rates and dwelling sharing rates or from the Panel Report into the Replacement South Glamorgan Structure Plan (Feb 1996) e.g. vacancy rates and house demolition rates. Assumptions on house building rates are taken from the Council's bi-annual housing monitoring surveys.

**2.2.4** Each component is the most accurate estimate available and the use of the Chelmer model was adopted following the methodology used by the Panel which reported on the Examination-in-Public (EiP) into the Replacement Structure Plan for South Glamorgan in 1995/6. Two population projections for 2011 were derived, the differences being the time scale of the trend used for net migration affecting the Vale of Glamorgan.

**2.2.5** The two projections for the Plan use the following:-

- The projection is based on the 1991 Census of Population data and together with the average annual migration profile from 1981 to 1996 gives a dwelling requirement of 8612 (1991 - 2011).
- The second projection uses the population forecast produced for the Welsh Office by the Registrar General (Scotland) and has incorporated the more recent migration profile from 1991 to 1994 and gives a dwelling requirement of 7251 (1991 - 2011).

The difficulty presented was to determine which of these trends is likely to be the most accurate on which to base a dwelling requirement. Since both of the trends are considered to be equally valid, it was considered that the 'best estimate' would be the average of these two available projections. This has been used for the UDP projection within Policy 3 and has resulted in a dwelling requirement of 5800 (1996 - 2011).

**2.2.6** Policy 3 outlines how and where the provisions of an additional 5800 dwellings will be met during the plan period. The locations for future residential development are in line with the Council's strategy which requires the concentration of development opportunities in the urban areas of the waterfront strip from Penarth to Rhoose, the promotion of urban regeneration and the reuse of brownfield land.

2.2.7 The majority of the residential allocations made under Policy HOUS 1 either have the benefit of planning consent or the Council will grant consent for their development subject to the completion of Section 106 legal agreements. Approximately 55% of these allocations will be on brownfield sites. All of the major development sites are well related to and adjoin the existing areas of Barry, Penarth and Rhoose. As such a wide range of existing or developing employment, shopping, leisure and educational facilities are within easy reach and with limited public investment they can be served by the public and private transport network. The sites will be planned in a comprehensive fashion to ensure high quality environment and a full range of appropriate local facilities.

**2.2.8** The Council does not intend to allocate any new major housing areas on greenfield sites in the Rural Vale up to the year 2011 and new development in the countryside will only be permitted where it can be justified in the interests of agriculture, forestry, appropriate recreational activities, mineral extraction or the conversion of existing rural buildings, where appropriate. However, criterion (5) of Policy 3 does provide for minor sites identified in Policy HOUS 1 in other locations in the Vale of Glamorgan and criterion (7) ensures that all sections of the population will have suitable and affordable housing provided for them.

### 2.3 POLICIES 4, 5 & 6 : ECONOMIC DEVELOPMENT AND TOURISM

2.3.1 The Economic Development policies provide for a choice of employment sites to meet the needs of a range of potential employment uses. Serviced sites are identified in urban areas close enough to residential areas to minimise travel times to meet sustainability objectives, and to minimise the impact on local amenity. Others are located in the Rural Vale but concentrated in strategic locations so as not to lead to sporadic development in the countryside. In identifying sites, emphasis has been given to the need for the re-use of brownfield sites. It is essential that a good supply of land is maintained in order to enhance the local economy, and for this reason the stock and range of employment land will be reviewed periodically.

**2.3.2** The rural areas of the Vale are important in providing a strong agricultural base together with a quality environment which is a key part of the area's attraction. Economic development must be complemented by measures to protect and enhance the environment. A growing number of businesses demand higher quality sites, separate in many cases from other types of industry. Land must therefore be reserved for such businesses as appropriate. Similarly, expanding or new employment uses must not cause harm to the local environment, as this would be counter productive and discourage further investment.

**2.3.3** The Council recognises the importance of promoting the well being of South East Wales, and sees the future prosperity of the Vale as a vital component in the prosperity of the region as a whole. The Council will therefore continue to participate in partnerships with other local authorities and organisations involved in economic development to enhance opportunities for job creation and the provision of infrastructure and training. In response to this need the Council will protect sites which are of strategic importance.

**2.3.4** The important role of small businesses in the community must not be underestimated and the Plan seeks to support the creation of small industrial units on identified sites.

2.3.5 The Council estimates a requirement for an additional 160ha of land to be made available to meet demand for employment uses for the period 1996 - 2011 meeting the needs of indigenous companies and inward investors. The Council will seek to concentrate new development in existing employment locations whilst adhering to strict design guidelines to complement the character of the Vale of Glamorgan. The regeneration of brownfield sites will also provide an opportunity to meet demand for employment uses. An employment topic paper has been produced which examines in detail the existing employment situation in the Vale and outlines how the requirement for the additional 160ha was derived.

**2.3.6** In employment terms the Vale of Glamorgan has a varied profile containing a number of well known manufacturing and service industries. Historically, however, it has not been self-sufficient in employment provision. The growth in white collar and service sector employment in the late 1980's in South Wales masked an underlying imbalance in the local economy brought about

by the decline in manufacturing industry. The imbalance has aggravated the problem of long term unemployment, especially amongst the young.

**2.3.7** Unemployment in the Vale of Glamorgan in October 1997 was estimated to account for 4.7% of the total workforce compared to 5.7% for Wales as a whole (Office for National Statistics, December 1997.) Whilst the unemployment rate is declining, pockets of much higher unemployment exist within the Vale where long term unemployment is a particular problem.

**2.3.8** Policy 6 recognises the economic, environmental and social benefits that a well managed sustainable tourism industry can bring to the Vale of Glamorgan. Within this context the Council is committed to developing tourism and the enhancement of existing tourism areas and facilities, whilst protecting and enhancing the environment and safeguarding the interests of local communities.

### 2.4 POLICIES 7 & 8 : TRANSPORTATION

**2.4.1** The Part 1 policies aim to provide an improved transport network incorporating both private and public and motorised/non-motorised transport, and also to influence the location of development so that opportunities are available to use modes other than the private car.

### **Recent Transport Trends**

**2.4.2** At present the Vale of Glamorgan experiences transport problems and trends similar to many other areas of the U.K.

### DECLINE IN PUBLIC TRANSPORT PATRONAGE

**2.4.3** Nationally and locally the growth in private transport use continues and at the same time public transport patronage is declining. Nationally the distance travelled by bus and coach (billion passenger kilometres) fell by over 40% between 1961 and 1995 (Office for National Statistics 1997), although in recent years the rate of decline has slowed. In the Vale of Glamorgan rail patronage has fallen on the Barry Line by 35% between 1980 and 1995, and on the Penarth Line by around 40% over the same period.

### **GROWTH IN CAR USE**

Road traffic levels in Britain have been 2.4.4 rising sharply and projections to 2025 predict a further 55% growth to 660 billion vehicle kilometres per annum according to lower forecasts, and to 800 billion vehicles kilometres according to upper forecasts (Office for National Statistics 1997). In the Vale of Glamorgan traffic growth has been noticeable in recent years on all types of roads. For example between 1985 and 1995 traffic flows on the A48 rose by around 41%, and on the B4265 at Wick traffic flows rose by around 63% between 1985 and 1995. Nationally car, van and taxi modes accounted for 86% of all distances travelled in Great Britain during 1995 (Office for National Statistics 1997). In general the car is also used for short journeys which could be replaced by walking or cycling.

### **MODAL SPLIT**

**2.4.5** In 1993 a survey showed that in a typical day for journeys originating in the Vale of Glamorgan, 188,748 were by car drivers and passengers, whereas only 16,029 journeys were made by bus and only 3,026 journeys by rail (SGCC Home Interview Survey 1993).

### JOURNEY TO WORK

**2.4.6** The 1991 Census also showed that in the Vale of Glamorgan 69.3% of persons travelling to work used a car, with only 5% using the bus and 4.5% using the train.

### **CAR OWNERSHIP**

**2.4.7** Car Ownership levels in the Vale of Glamorgan also show a steady growth. In 1971 39.3% of households had no access to a car. However by 1991 this figure had fallen to 26.6% of households. Second car ownership in the Vale of Glamorgan has more than doubled, from 12.7% of households having two or more cars in 1971 to 27.7% of households in 1991 (1991 Census).

### **GROWTH IN JOURNEY LENGTH**

**2.4.8** The problems of high car ownership, increasing car use, growing traffic levels, and declining public transport patronage are further compounded by growth in trip lengths. Overall trip distances by car are also increasing as mobility

increases and the catchment of regional centres such as Cardiff expands.

**2.4.9** Continuing growth in private car use cannot be sustained indefinitely and throughout the Plan period it will be essential to continue to develop the role of public transport and to ensure public transport, cycling and walking facilities are a consideration in land-use planning.

### **Environmental Concerns**

2.4.10 The environmental impact of high levels of use of motorised private transport is an important concern. In 1994 in Britain road transport accounted for around 90% of all Carbon Monoxide emissions, and about 60% of "black smoke", and nearly 50% of nitrogen oxide emissions in the U.K. (Office for National Statistics 1997). Pollution is normally a problem associated with larger urban areas which is often compounded by congestion. In the Eastern Vale congestion occurs on certain roads during the peak hours. In the Rural Vale the effects of traffic pollution/congestion are not often directly experienced, but the contribution to national levels of pollution through car use remains a matter of concern.

**2.4.11** The land-use implications of facilitating movement in the Vale of Glamorgan are an important environmental consideration. New transport infrastructure can have an impact on landscape and wildlife etc., although new highway construction can achieve positive environmental, safety and economic benefits. In addition it will be important to consider the indirect impacts of new transport development such as improvements in access leading to pressure for development in areas where development had not previously been planned.

### **Economic and Social Issues**

**2.4.12** Access to jobs and services for Vale residents is vital, as is the potential for transport measures to increase the accessibility and therefore attractiveness of employment land and development sites. In the past the need to actively develop the "market accessibility" of the Barry area has been highlighted, in terms of improving infrastructure to facilitate access to employment sites. The strategic transport improvements

referred to in Policy 7 will improve accessibility to the Barry area and at the same time ensure that these improvements will take place to serve existing built up areas and new development in the Coastal Strip. Both private and public transport measures will be important. Public transport improvements are important to provide a means of transport for those who do not have access to a private car, especially for employment, and access to goods and services.

Both strategic transport policies are 2.4.13 aimed at ensuring that the above economic and social roles for transport can be met. Improvements to the strategic transport infrastructure will serve the existing built-up areas of the Waterfront Strip where new development will also be concentrated in line with the UDP strategy. The location of development will be influenced by the level of accessibility by means of transport other than the private car, which in practice means locations mostly in existing urban areas. These policies combined with the other policies in this plan will encourage development within the existing urban areas of the Waterfront Strip, thereby acting to reduce journey lengths, reduce the need to travel by private car, promote opportunities to travel by public transport, cycling, and walking.

### Strategic Transport Policies

**2.4.14** Policy 7 illustrates the range of proposed improvements to the existing transportation network. These improvements cover three areas: the development of strategic highway and public transport schemes; appropriate local highway schemes; and schemes to promote cycling and walking.

**2.4.15** The strategic highway and public transport improvements will be focused within and adjoining the urban areas of the Waterfront Strip to meet the existing demand for travel in this area and to facilitate demand for travel from new developments which the Plan seeks to concentrate in this area of the Vale.

**2.4.16** Local highway improvements will only be considered if they are necessary to alleviate existing environmental problems or if the scheme is vital for safety.

**2.4.17** The development of facilities to encourage travel by cyclists and pedestrians is

also included in this policy. These modes form an important element in any transport strategy, either as a form of transport in their own right or as part of a longer journey. Cycling development is seen as particularly important both for commuting and leisure purposes throughout the Vale of Glamorgan.

**2.4.18** Policy 8 represents a mechanism for realising the important relationship between land use planning and transportation.

**2.4.19** This policy is designed to provide opportunities to concentrate major generators of demand for travel in existing built-up areas, where:

- access to public transport facilities; cycling and walking measures can be easily be introduced/improved;
- where the close proximity of housing, employment opportunities, retail facilities and other services encourages a reduced trip length and encourages travel by means other than the private car;
- and where existing local and district facilities are located.

**2.4.20** Brownfield sites especially, can provide a useful opportunity to provide locations for development which match many of these criteria.

**2.4.21** These criteria highlight the need to locate developments where their transport needs can be accommodated. The policy provides scope to allow the assessment of the likelihood of public transport/ cycling/ pedestrian facilities being provided at a site and therefore also provides for a developer to become involved in the delivery of such facilities to provide an appropriate level of service to the development. The table shown in Appendix 5 (PPG13 : A guide to better practice. HMSO 1995) provides examples of how these principles could be applied nationally. The second criteria in this policy favours developments which create minimal increases in traffic levels and reduce the impact of any unacceptable environmental effects, mostly emissions and nuisance from noise and vibration.

### 2.5 POLICY 9 & 10 : RETAILING

**2.5.1** It is one of the Government's objectives to sustain and enhance the vitality, attractiveness

and viability of existing town and district shopping centres. Policy 9 seeks to promote this principle within the Vale of Glamorgan and extends it to recognise the vital economic and social role local shops play in rural areas.

**2.5.2** Vitality is generally reflected in how busy a place is at different times, attractiveness in the facilities and character which draw in trade, whilst viability refers to the ability of the town or district centre to attract investment to maintain the fabric and allow for improvement and adaptation to changing needs.

**2.5.3** Vitality, attractiveness and viability of centres will be measured in the Vale throughout the plan period by using the following measures:

- turnover in relation to floorspace
- commercial yield on non-domestic property
- shopping floorspace rents
- retailer representation and change
- diversity of uses
- accessibility
- pedestrian flow
- vacancies
- environmental quality
- perception of safety/occurrence of crime

**2.5.4** The Government in Planning Guidance (Wales) "Planning Policy" (1996) states that existing town and district centres will be the preferred location for new retail development. The town and district centres in the Vale of Glamorgan are as follows:

- Barry Town Centre
- Penarth District Centre
- Llantwit Major District Centre
- Cowbridge District Centre
- High Street / Broad Street, Barry
- Upper Holton Road, Barry

**2.5.5** If there are no suitable town centre sites, new retail development should be located at edge of centre sites.

**2.5.6** A suitable town/district centre site is one acceptable for the form of town centre development proposed in respect of its site, location, access and relationship to adjoining uses.

**2.5.7** A suitable edge of centre site will be in a location which is within easy walking distance of the centre i.e. 200 - 300 metres from existing town centre shops. Kwik Save in Thompson Street, Barry is a good example of an edge of centre site providing parking facilities that serve the town centre as well as the store.

**2.5.8** An out-of-centre site is within a location that is clearly separate from the town centre but is not necessarily outside the urban area. The Safeway store at Palmerston, Barry is a good example of an out of centre store.

**2.5.9** An out of town site is an out of centre development on a greenfield site or on land clearly not within the current urban boundary e.g. Culverhouse Cross retail park.



**2.5.10** Several proposed retail areas are identified in Part II, Policy SHOP 3, and a retail hierarchy for the Vale of Glamorgan is also shown in Part II. This gives a definitive list of existing retail centres in the Council's area. It is important that any future proposals for new retail development do not undermine the development of these sites for retail purposes.

**2.5.11** In line with Government advice all new retail developments should be accessible by a mixture of private and public transport modes and minimise the need for travel. This is usually the case for town and district centre sites, but is rarely so for out of town proposals/developments.

### 2.6 POLICY 11 : SPORT & RECREATION

**2.6.1** The Council accepts and supports the social and economic importance of sport and recreation to the quality of life of the residents of the Vale of Glamorgan. This acceptance dictates that a primary land use aim of the Plan must be

the protection and improvement of existing recreational provision, whilst providing new facilities and opportunities in areas of identified deficiency. The provision of new facilities is heavily dependant on the financial resources available to the Council through its budget which is currently heavily restrained. The Council will, however, strive to ensure that recreational facilities are provided within and as a consequence of new developments by, where appropriate, entering into legal agreements with developers to secure provision by the private sector. In conjunction with this commuted sums will be sought from the developer on the basis of a twenty year multiplier to reduce the future maintenance costs to the Council. Other areas of funding will also be utilised to the full including Sportlot, and central government grants.

### 2.7 POLICY 12 : MINERALS

2.7.1 The Council accepts that the Vale of Glamorgan is an important regional provider of minerals, and that demand for minerals, whilst variable, will continue into the indefinite future. Whilst making a commitment in the Plan to provide for a continuation of the Vale's regional contribution, it is recognised that limestone and other naturally-occurring minerals can be replenished only over geological timescales. It is therefore vital to use these resources wisely and efficiently, whilst ensuring that future sources of minerals are not rendered unworkable by the injudicious siting of other developments on or near them. Also, in recognising that workable reserves of natural minerals will not last indefinitely, the Council supports the principles of sustainability by 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.

### 2.8 POLICY 13 : WASTE MANAGEMENT

**2.8.1** Current and future EU and UK policy and legislation is crucial to formulating a long term strategy and developing systems and facilities for waste management. The Council accepts and supports the policy emphasis of the Waste Management Hierarchy and seeks to ensure that the philosophy is applied in practice. Policies

for Waste Management have been prepared in accordance with National and European guidance within the framework of the overall Plan and seek to accommodate waste management uses that meet the needs of the community in a way that provides a balance between environmental and social needs.

### 2.9 POLICY 14 : COMMUNITY AND UTILITY SERVICES

2.9.1 The strategic objective of this policy is to ensure that an adequate supply and range of community and utility services exist to meet the needs of the resident population of the Vale of Glamorgan but without adversely affecting the natural environment. Utility services are of strategic significance on two main levels. Firstly, they provide the basic services for the functioning of the community in terms of energy generation, water supply, sewage disposal and telecommunications. Secondly, because they are normally large land users, both in terms of supply and distribution, they may have to be sited in areas where development would not normally be permitted. In addition to the provision of strategic utility services there are a range of community services which are essential to the well being of any community. These comprise social services, education, health and library facilities.

**2.9.2** The Council will attempt to ensure close liaison and early consultation with the major utility companies in order that service provision throughout the Vale is of the highest possible standard. The Council is aware, however, that the provision of some services can have an adverse effect upon the environment of the Vale of Glamorgan. The Council will seek to mitigate between community and utility service requirements and environmental objectives to ensure that the environmental effects of such developments are minimised e.g. by requiring the laying of underground cables in areas designated for their landscape and/ or townscape importance.



# **ENVIRONMENT**



### 3.1 INTRODUCTION

**3.1.1** Unitary Development Plans have a key role to play in achieving an appropriate balance between conservation and development. It is considered that Environmental Policies should feature at the forefront of the UDP and that Environmental considerations should play a key part in decision making. Protection and enhancement of the natural and built environment of the Vale of Glamorgan is therefore accorded a high priority.

**3.1.2** In the rural areas the overall aim of the Plan will be to maintain a diverse, thriving attractive and environmentally healthy countryside. In the urban areas the aim will be to create and sustain more "liveable" attractive environments, which will help to maintain thriving communities.

**3.1.3** Recent development in the Vale of Glamorgan has been located very close to the main built up areas leaving the countryside relatively unaffected. However, the rural environment has been subject to significant changes in recent decades. Increasing pressure is being placed on the countryside due to changes in the rural and farming economy and increasing demand for recreation and development. In an area as

attractive as the Vale of Glamorgan, there is a great need to protect the rural environment not only to sustain its agricultural base, but to preserve its rich heritage for future generations, as well as for local residents and others to enjoy today. A testimony to the richness and diversity of the natural environment of the Vale of Glamorgan is the number of protective designations. The Vale has twenty one Sites of Special Scientific Interest totalling some 850 hectares, nine local nature reserves, incorporates twelve miles of the Glamorgan Heritage Coast stretching from Ogmore-by-Sea to West Aberthaw, and part of the Severn Estuary Special Protection Area and proposed Special Area for Conservation.

Equally important is the man made 3.1.4 environment. More than ever there is a need to look after and enhance the existing built environment, which exhibits a great variety of townscape and architectural character: from the Victorian housing of Penarth and industrial heritage of Barry, to the older agricultural market towns of Cowbridge, Llantwit Major and the surrounding rural settlements. The historical significance of many of the buildings and settlements in the Vale is illustrated by the designation of 38 Conservation Areas, over 400 Listed Buildings and over 90 Ancient Monuments. It is anticipated that fourteen parks and gardens and two outstanding landscapes in the Vale of Glamorgan will be included on the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales. A list of Parks and Gardens of Historic Interest is contained in Appendix 2. As well as the statutory protection afforded Listed Buildings and Ancient Monuments, the Plan will establish a policy framework intended to protect the local environment, particularly residential areas from inappropriate development which would threaten their existing character and amenities.

**3.1.5** In addition to preserving and enhancing both the natural and built heritage of the Vale of Glamorgan, the Plan can play a part in reducing

environmentally damaging practices and thus helping to ensure that the local and global environment is conserved for future generations. It is therefore essential that the Plan provides a clear policy context within which to help preserve and enhance the quality of the Vale's natural and built environment now and in the future.

### 3.2 NATIONAL PLANNING GUIDANCE

**3.2.1** The legislative framework for environmental policy is enshrined in a number of National Acts and Regulations and European directives. In addition policy guidance is contained within a number of supplementary documents, most notably Planning Guidance (Wales) "Planning Policy" (1996). These guidance notes define the parameters for the plan policies and proposals.

### NATURAL ENVIRONMENT

**3.2.2** Planning Guidance (Wales) "Planning Policy" (1996) requires Local Planning Authorities to consider the environment in the widest sense in plan preparation and to assess the likely environmental impact of plan policies and proposals on the natural environment. Paragraph 102 of the Guidance states:

**C** The Government's objectives for nature conservation are to ensure that its policies contribute to the conservation of the abundance and diversity of British wildlife and its habitats, or minimise the adverse effects on wildlife where conflict of interest is unavoidable, and to meet its international responsibilities and obligations for nature conservation. The Government, local authorities and all public agencies concerned with the use of land and natural resources must make adequate provision for development and economic growth whilst ensuring effective conservation of the natural environment.

**3.2.3** The Guidance further states in paragraph 106:

**66** Development Plans must include policies in respect of the conservation of the natural beauty and amenity of the land. Under the Habitats Regulations such policies shall include encouraging the management of landscape features which are of major importance for wild flora and fauna, being essential for migration, dispersal and genetic exchange. Suitable planning conditions and obligations may serve to promote such management.

**3.2.4** Further detailed guidance is given in: Technical Advice Note (Wales) 5: Nature Conservation and Planning; TAN 6: Development involving Agricultural Land.

### **BUILT ENVIRONMENT**

**3.2.5** Planning Guidance (Wales) "Planning Policy" (1996) requires consideration of a wide range of factors in respect of the built environment. These factors include consideration of issues such as Design, Access and Disability, Historic Environment, Listed Buildings, Conservation Areas and Archaeology.

**3.2.6** Of particular relevance to the Vale of Glamorgan is consideration of the historic built environment. Planning Guidance (Wales) "Planning Policy" (1996) clearly outlines the role of the UDP in respect of the historic environment. Paragraph 106 states:

**C** The protection and enhancement of the environment is a key aspect of local authorities' wider historic environmental responsibilities, and should be taken into account both in the formulation of authorities' planning policies and in their exercise of development control functions. Facilities to enhance and increase the public enjoyment of the historic environment should be encouraged, provided that these do not conflict with the conservation of the historic environment.

**3.2.7** Paragraph 115 continues:

**66** Development Plans should set out policies for the preservation and enhancement of the historic environment in their areas and the factors which will be taken into account in assessing planning applications. **3.2.8** Further detailed guidance is contained within Technical Advice Note (Wales) 12: Design; Welsh Office circulars 60/96 Planning and the Historic Environment: Archaeology; and 61/96: Planning and the Historic Environment: Historic Buildings and Conservation Areas.

### SUSTAINABLE DEVELOPMENT

**3.2.9** The Report of the World Commission on the Environment and Development issued in 1987 first drew to world attention the need to achieve sustainable development and protect finite resources. This Local Agenda for the 21st Century is commonly referred to as LA 21. Through the production of the 1990 white paper "This Common Inheritance" and "Sustainable Development: The UK Strategy" issued in 1994, Central Government indicated the intention to work towards ensuring that development and growth are sustainable.

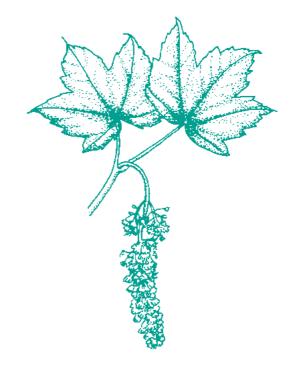
**3.2.10** Planning Guidance (Wales) "Planning Policy" (1996) reflects the guidance contained within these documents by stressing the important role the planning system can play in achieving the goal of sustainable development. Paragraph 4 states:

*concerned as a substainable development means reconciling two basic aspirations of society:* 

- to achieve economic development to secure rising standards of living both now and for the future generations.
- *to protect and enhance the environment now and for the future.*

A key role of the planning system is to provide homes, investment and jobs in a way which is consistent with the principles of sustainable development.

**3.2.11** Whilst it is not the intention of the Unitary Development Plan to repeat Government advice in detail, such advice is reflected in the formulation of the policies and proposals contained within the plan.



### 3.3 OBJECTIVES

**3.3.1** In order to provide a context for policies and proposals relating to the environment, the following objectives are defined:

- To protect and enhance the countryside and coast, fostering biodiversity throughout the Vale and recognising areas important for landscape and nature conservation.
- To maintain the identity of settlements and to prevent urban coalescence.
- To enhance the character of the built environment and in particular to protect the best features of the urban fabric.
- To protect important heritage features.
- To promote the recovery of derelict and degraded land and to control the adverse effects of development.

### 3.4 POLICIES AND PROPOSALS

### The Countryside

### POLICY ENV 1 - DEVELOPMENT IN THE COUNTRYSIDE

DEVELOPMENT IN THE COUNTRYSIDE (THAT IS, THAT AREA OF LAND LYING BEYOND DESIGNATED SETTLEMENT BOUNDARIES) WILL NOT BE PERMITTED UNLESS IT IS ESSENTIAL FOR:

(i) AGRICULTURE, FORESTRY, MINERALS, UTILITIES OR INFRASTRUCTURE;

(ii) APPROPRIATE RECREATIONAL USE;

(iii) THE CONVERSION OF EXISTING RURAL BUILDINGS UNDER POLICY ENV 7.

**3.4.1** The Vale of Glamorgan is an area under constant pressure for development unrelated to traditional rural activities. Such development can adversely affect agriculture and diminish the quality of the rural landscape. This Policy seeks to protect the countryside from inappropriate development. In this respect countryside is defined as that area of countryside lying beyond the designated settlement boundaries of the main towns and villages identified in Policies HOUS 2, HOUS 3 and HOUS 8.

3.4.2 Planning Guidance (Wales) "Planning Policy" (1996) paragraph 92 indicates that the countryside should be protected for the sake of its landscape, natural resources and its agriculture, ecological, geological, physiographic, historical, archaeological and recreational values. In conjunction with the Welsh Development Agency and the Countryside Council for Wales, the Council has commissioned a landscape study for the Vale of Glamorgan. This will include an assessment of the landscape components listed above and will provide a basis for landscape policy, management and design guidance. It will form the basis of Supplementary Planning Guidance, and will feed into the Countryside Strategy. The Planning Guidance (Wales) also states that building in the countryside away from existing settlements or areas allocated for development in development plans should be strictly controlled. New development in rural areas should be related to existing settlement patterns and should take account of the natural and historic resources of the area. Some

development must of necessity take place in the countryside, either because of the availability of resources or because its provision is essential for infrastructure requirements.

3.4.3 Appropriate recreational activities may be permitted in the countryside where they are of an informal nature and compatible with the rural landscape, nature conservation and visual amenities of the open countryside. Uses such as walking, angling, climbing and picnicking will be acceptable as these are generally compatible with the rural character of the open countryside. Strict control will, however, be exercised over facilities such as car parks and toilet blocks where they are considered appropriate, and these should be sensitively integrated into the countryside. Proposals for golf courses and other sport and leisure facilities, in the open countryside, will be assessed in accordance with policies in the Sport and Recreation chapter of the Plan. (See Policies REC 7, 8 and 9).

**3.4.4** The Plan recognises and supports the role of small scale rural enterprises in promoting a healthy rural economy in the Vale. There are opportunities for new business of this nature in existing rural settlements, sites identified for employment uses in rural areas and through the use of existing rural buildings.

### **POLICY ENV 2 - AGRICULTURAL LAND**

THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1,2 AND 3a) WILL BE PROTECTED FROM DEVELOPMENT. NON AGRICULTURAL LAND OR LAND OF A LOWER QUALITY SHOULD BE USED WHEN DEVELOPMENT IS PROPOSED, SUBJECT TO NO ADVERSE EFFECTS ON AREAS OF LANDSCAPE OR NATURE CONSERVATION VALUE.

3.4.5 A thriving agricultural industry requires that its most productive land is protected from irreversible development. Government Policy is to protect the best and most versatile land i.e. Grades 1, 2 and 3a, as a "national resource for the future". Where appropriate, non-agricultural land should be considered initially for development. The reclamation and development of derelict land has the advantage of removing possible eyesores and bringing such land back into beneficial use. Where development is proposed on land of Grade 1, 2 and 3a and where there is a choice between sites of different classification, development should generally be directed towards land of the lowest classification.

**3.4.6** Notwithstanding the above, there may be occasions when land of low agricultural quality may be of importance for other reasons, for example, high landscape value or as an important wildlife habitat. Developments, such as those permitted by Policy ENV 1, may conflict with other plan policies intended to protect the natural environment. As a consequence proposals which require the development of agricultural land will need to be assessed fully in the light of all appropriate plan policies and other material considerations.

### **POLICY ENV 3 - GREEN WEDGES**

GREEN WEDGES HAVE BEEN IDENTIFIED IN ORDER TO PROTECT VULNERABLE UNDEVELOPED LAND, TO MAINTAIN THE SETTING OF BUILT UP AREAS AND TO PREVENT URBAN COALESCENCE BETWEEN AND WITHIN SETTLEMENTS AT THE FOLLOWING LOCATIONS:

- (i) DINAS POWYS AND PENARTH AND TO THE SOUTH AND WEST OF LLANDOUGH;
- (ii) NORTH WEST OF SULLY;
- (iii) NORTH AND EAST OF WENVOE;
- (iv) SOUTH OF BRIDGEND.

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

**3.4.7** Land on the urban fringe, which for the purposes of this policy is defined as the area of countryside immediately adjoining urban areas, is vulnerable to speculative development. The spread of development into the countryside, which can result in urban sprawl, incremental loss of open land and lead ultimately to the coalescence of settlements, can have a detrimental effect upon

agriculture, the landscape and amenity value of the land and can unacceptably erode community identity. Although there are other policies within the Plan aimed at restricting development in the countryside, it is considered necessary to afford additional protection to areas of important and vulnerable open land by restricting development on the urban fringe and between settlements. **3.4.8** Policy ENV 3 seeks to ensure that areas of important and vulnerable open land, located between Dinas Powys and Penarth, to the south and west of Llandough, to the north and east of Wenvoe, to the north west of Sully and south of Bridgend, are protected from all forms of development except those specified in Policy ENV 1. The Green Wedge identified to the east of Wenvoe will abut the line of the proposed Airport Access Road, which at the time of writing is to be confirmed and may only be shown as an indicative line.

**3.4.9** A policy for managing urban form has been consistently supported by the Secretary of State for Wales in approving South Glamorgan Structure Plans in 1980 and 1989 and by the Inspector's Report on the East Vale Local Plan Inquiry in 1986. More recently the Report of the Panel of the Examination in Public of the South Glamorgan Replacement Structure Plan in 1996 proposed that:

local plans and related planning policies should seek to prevent the coalescence of Cardiff, Penarth, Dinas Powys and Barry...., preserve the setting of the main urban areas...., and conserve those areas of countryside forming a vital amenity and recreational resource for people in the urban areas.

Whilst the Plan presently seeks to 3.4.10 protect vulnerable land by implementing a policy of designating areas of land as green wedges, this does not preclude the designation of a Green Belt within the Vale of Glamorgan during the Plan period. Important factors of a Green Belt are its strict control of development and its permanence. Thus, because of its wide ranging impact, the development of a Green Belt policy must be formulated in association with other Local Planning Authorities in South East Wales. Prior to the designation of any Green Belt, it will be necessary for a sub-regional study to be conducted, to identify development needs and ways of managing change over the next 30 years. Work on this has already begun to provide the context for a debate about urban form and the merits of a Green Belt designation.

### The Coast

The Vale of Glamorgan is an area heavily influenced by the sea and coastal activities. The coastal zone of the Vale of Glamorgan is for the purposes of this plan defined as land adjacent to the coast between the Ogmore and Ely rivers comprising the Heritage Coast and the East Vale Coast. The zone includes areas of both undeveloped areas of coastline such as the Glamorgan Heritage Coast, Porthkerry and Lavernock and developed areas such as Barry and Penarth.

### POLICY ENV 4 - THE GLAMORGAN HERITAGE COAST

THE SPECIAL ENVIRONMENTAL QUALITIES OF THE GLAMORGAN HERITAGE COAST WILL BE CONSERVED AND ENHANCED. WITH THE EXCEPTION OF LIMITED INFORMAL RECREATION FACILITIES AT CWM COLHUW, OGMORE- BY-SEA AND DUNRAVEN, THE REMAINDER OF THE AREA WILL BE TREATED AS A REMOTE ZONE WITH PRIORITY BEING GIVEN TO AGRICULTURE, LANDSCAPE AND NATURE CONSERVATION.

**3.4.11** 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 undeveloped character of the coastline is conserved and to enable the provision of appropriate recreational facilities.

**3.4.12** Strong pressure for new development, especially residential development, exists

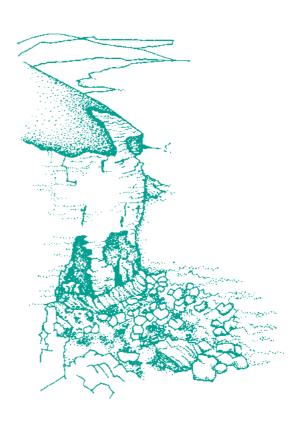
throughout the rural areas of the Vale of Glamorgan. However, the undeveloped, unspoilt nature of the coastline is fundamental to the character of the Glamorgan Heritage Coast. If the sense of isolation and natural scenery is to be retained it is considered important to strictly control new development.

**3.4.13** Farming is the major activity on the good agricultural land within the Heritage Coast. It is therefore important to recognise and support

the maintenance of a viable agricultural industry including appropriate farm based diversification proposals. Consequently, agricultural land within the Glamorgan Heritage Coast will be protected from any influences which inhibit good farm management.

**3.4.14** The above policy does not specifically preclude informal recreational development in appropriate locations within the Heritage Coast. If there is irreconcilable conflict between recreation and conservation objectives, conservation and enhancement of the natural beauty should take precedence.

**3.4.15** The Management Plan for the Glamorgan Heritage Coast project identified much of the coastal area as a "Remote Zone" where conservation and environmental protection is paramount. Considerable effort has been expended on its protection and enhancement, and public access is catered for at popular visitor locations and via the network of coastal footpaths. Cwm Colhuw, Dunraven and Ogmore-by-Sea attract many visitors each year and these areas will continue to act as a local focus for informal recreation activity, thereby relieving pressure on the other, more sensitive areas of the Heritage Coast.



### **POLICY ENV 5 - EAST VALE COAST**

OUTSIDE THE GLAMORGAN HERITAGE COAST, DEVELOPMENT OR CHANGE WITHIN THE DEVELOPED COASTAL ZONE SHOULD HAVE REGARD TO THE COASTAL LOCATION. DEVELOPMENT IN THE UNDEVELOPED COASTAL ZONE WILL BE PERMITTED IF:

- (i) A COASTAL LOCATION IS NECESSARY FOR THE DEVELOPMENT;
- (ii) THE PROPOSAL WOULD NOT CAUSE UNACCEPTABLE ENVIRONMENTAL EFFECTS BY WAY OF:
  - VISUAL OR NOISE INTRUSION
  - IMPACT ON AREAS OF LANDSCAPE IMPORTANCE
  - AIR, LAND OR WATER POLLUTION
  - HAZARDOUS OPERATIONS;
- (iii) THE PROPOSALS WILL NOT HAVE AN UNACCEPTABLE EFFECT ON THE ECOLOGY OF THE COASTAL ZONE, INCLUDING TERRESTRIAL SHORELINE AND MARINE ECOSYSTEMS, OR ON FEATURES OF GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE.

**3.4.16** Planning Guidance (Wales) "Planning Policy" (1996) states that development plans should normally only propose coastal locations

for development which needs to be on the coast. The undeveloped coast, in particular will rarely be the most appropriate location for development. The developed coast, by contrast, may provide opportunities for restructuring and regenerating existing urban areas. Where new development requires a coastal location the developed coast will normally provide the best option, provided that due regard is paid to the risks of erosion, flooding or land instability. The Council will seek to ensure that development within the coastal zone is channelled towards those areas of the coast which are developed.

**3.4.17** The Undeveloped Coastal Zone for the purposes of this policy is defined as the area of coast between the Ogmore and Ely Rivers, generally that land outside settlement boundaries and extending some 1km inland.

**3.4.18** Much of the eastern part of the Vale of Glamorgan coastline is developed. The settlements of Barry, Penarth and Sully and the electricity generating installation at Aberthaw feature prominently along the coastline. The Council recognises that the operational requirements of some developments clearly necessitates a coastal

location. Though outside the defined settlement boundary for Barry, the dock is clearly a developed area and the requirement for the continued use of the operational port facilities by Associated British Ports, is supported. The continued use of the Aberthaw Power Station site for electricity generation is recognised, particularly in view of the existing connection to the National Grid system and access to water for cooling purposes. The presence of these developments along the East Vale Coast give increased importance to those areas of undeveloped coastline. The Council will, through Policy ENV 5, safeguard the East Vale Coast from inappropriate development.

**3.4.18** The Plan will seek to ensure that development which requires a coastal location is located in areas that are presently developed, in order to ensure that the natural character and landscape of the undeveloped coastline is protected. Within the undeveloped coastline, development proposals for which a coastal location is not necessary will be strongly resisted.

### **POLICY ENV 6 - WATER RESOURCES**

RIVERS, OTHER INLAND WATERS AND UNDERGROUND WATER RESOURCES WILL BE SAFEGUARDED. DEVELOPMENTS WHICH IMPROVE THE WATER ENVIRONMENT OR HELP TO PREVENT FLOODING WILL BE FAVOURED. DEVELOPMENT WILL BE PERMITTED WHERE IT WOULD NOT:

- (i) HAVE AN UNACCEPTABLE EFFECT ON THE QUALITY OR QUANTITY OF WATER RESOURCES OR ON FISHERIES, NATURE OR HERITAGE CONSERVATION, RECREATION OR OTHER AMENITY INTERESTS RELATED TO SUCH WATERS;
- (ii) BE POTENTIALLY AT RISK FROM FLOODING, OR INCREASE THE RISK OF FLOODING LOCALLY OR ELSEWHERE TO AN UNACCEPTABLE LEVEL.

**3.4.20** Through its development control function the Council will maintain a close working relationship with the Environment Agency, in order to ensure that new developments do not adversely effect the water environment or water supply.

**3.4.21** The water environment is important in providing water for domestic, agricultural and industrial purposes; serving as a channel for the dispersal of water; as an important wildlife habitat; and as a major source of recreation.

**3.4.22** New developments can have a significant effect upon the quality of underground, surface

and coastal water, for example in the discharge of heat, effluent and run off from buildings and hard surfaces. They can also affect the volume of water, either by abstraction or discharge, which in turn can effect nature conservation, the concentration of chemicals and organic pollution and cause the capacity of the water course to be exceeded and result in flooding. Thus areas liable to flooding should not be developed unless acceptable protection measures can be implemented. Similarly development which would exacerbate flood risk elsewhere should not be permitted.

### POLICY ENV 7 - SMALL SCALE RURAL CONVERSIONS

PROPOSALS WHICH INVOLVE SMALL SCALE RURAL DEVELOPMENT INCLUDING CONVERSIONS OF RURAL BUILDINGS TO NEW USES WILL BE PERMITTED IF:

- (i) WHERE A CONVERSION TO RESIDENTIAL USE IS PROPOSED, THE BUILDING FORMS PART OF A RURAL SETTLEMENT. FOR THE PURPOSES OF THIS POLICY ONLY, A RURAL SETTLEMENT IS DEFINED AS A SIGNIFICANT GROUP OF BUILDINGS IN RESIDENTIAL USE;
- (ii) WHERE THE BUILDING IS OF ARCHITECTURAL OR HISTORIC VALUE, THE PROPOSED CONVERSION RETAINS THOSE ARCHITECTURAL OR HISTORIC FEATURES PRESENT IN THE BUILDING;
- (iii) THE BUILDING IN TERMS OF FORM, BULK AND GENERAL DESIGN IS IN KEEPING WITH ITS SURROUNDINGS;
- (iv) WHERE THE CONVERSION OF A RURAL BUILDING IN CURRENT AGRICULTURAL USE REQUIRES MODERN REPLACEMENT ELSEWHERE ON THE FARM HOLDING, THE SITING OF THE REPLACEMENT BUILDING WILL FORM A MATERIAL CONSIDERATION, IN TERMS OF ITS EFFECT ON THE PROPOSED CONVERSION ITSELF AND ITS IMPACT ON THE RURAL LANDSCAPE;
- (v) THE BUILDING IS STRUCTURALLY SOUND AND THE CONVERSION CAN BE ACHIEVED WITHOUT SUBSTANTIAL RECONSTRUCTION OF THE EXTERNAL WALLS, OR EXTENSION TO THE BUILDING. HOWEVER, EACH PROPOSAL WILL BE ASSESSED AS A MATTER OF FACT AND DEGREE, DEPENDING ON THE PARTICULAR CIRCUMSTANCES OF THE CASE;
- (vi) CONVERSION WORK CAN BE UNDERTAKEN WITHOUT UNACCEPTABLY ALTERING THE APPEARANCE AND RURAL CHARACTER OF THE BUILDING;
- (vii) WHERE RESIDENTIAL USE IS CONSIDERED ACCEPTABLE, AMENITY SPACE CAN BE PROVIDED WITHIN THE CURTILAGE OF THE SITE WITHOUT UNDUE INCURSION INTO THE RURAL LANDSCAPE;
- (viii) VEHICULAR ACCESS IS AVAILABLE OR CAN BE PROVIDED FROM THE PUBLIC HIGHWAY WITHOUT ANY UNACCEPTABLE EFFECT UPON THE APPEARANCE OF THE COUNTRYSIDE;
- (ix) SATISFACTORY PARKING PROVISION CAN BE MADE WITHIN THE CURTILAGE OF THE SITE;
- (x) IN THE CASE OF CONVERSIONS FOR SMALL SCALE COMMERCIAL, INDUSTRIAL, RECREATIONAL OR TOURISM USE THE PROPOSAL SHOULD NOT CREATE UNACCEPTABLE TRAFFIC OR OTHER ENVIRONMENTAL PROBLEMS;
- (xi) IN THE CASE OF CONVERSIONS FOR SMALL SCALE COMMERCIAL OR INDUSTRIAL USES, ANY RETAIL SALE OF PRODUCTS SHOULD BE ANCILLARY TO THE MAIN USE;
- (xii) THE PROPOSAL IS NOT INCOMPATIBLE WITH ACTIVITIES CARRIED OUT ON ADJOINING LAND. APPLICANTS MAY BE REQUESTED TO ENTER INTO A LEGAL AGREEMENT TO CONTROL THE ACTIVITIES OF OTHER LAND IN THEIR OWNERSHIP;

- (xiii) UTILITY AND INFRASTRUCTURE SERVICES CAN BE PROVIDED WITHOUT UNACCEPTABLE VISUAL INTRUSION AND WITHOUT DETRIMENT TO THE ENVIRONMENT;
- (xiv) THE PROPOSED NEW USE WOULD PRESERVE OR ENHANCE THE SETTING OR CHARACTER OF ANY CONSERVATION AREA;
- (xv) THE PROPOSAL WOULD PRESERVE OR ENHANCE THE ARCHITECTURAL OR HISTORIC QUALITY OF A LISTED BUILDING OR ITS SETTING.

**3.4.23** Much of the Vale of Glamorgan's appeal comes from its attractive countryside and traditional buildings. Many of the rural buildings are of considerable interest because of the craftsmanship and pride invested in their construction and are also of historic interest as reminders of our agricultural heritage.

**3.4.24** It is preferable that rural buildings be retained for their original use or are put to a new agricultural use. Where buildings become redundant from agricultural practice they can quickly deteriorate and fall into ruin without regular use or maintenance. The absence of traditional agricultural and rural buildings can impoverish the rural scene and where appropriate new uses should be found for these buildings to ensure their future and retain and contribute to the rural character of the Vale.

**3.4.25** Applications for changes to residential use will be examined with particular care. Residential conversions can often have detrimental effects on the fabric and character of historic farm buildings. Whilst new uses can frequently be the key to the preservation of historic buildings, it is

important to ensure that the new use is sympathetic to the rural character. In addition, the creation of a residential curtilage around a newly converted building can sometimes have a harmful effect on the character of the countryside, especially in areas of high quality landscape.

**3.4.26** It will generally be more acceptable to convert rural buildings to uses such as appropriate commercial, industrial and recreational enterprises, which will have a beneficial effect upon the rural economy. However such uses must be sympathetic with the rural location of buildings and must not create unacceptable traffic or other environmental problems. Any retail sales must be confined to those goods produced or manufactured on site. Planning applications submitted without the details required in policy ENV 7 are unlikely to be acceptable and may be refused on the grounds that insufficient information has been submitted to properly assess the proposal.

**3.4.27** Policy ENV 7 is more fully explained in supplementary planning guidance published by the Council *"The Conversion of Rural Buildings: A Policy and Design Guide"* 



### **POLICY ENV 8 - DEVELOPMENT INVOLVING HORSES**

HORSE RELATED DEVELOPMENTS, INCLUDING STABLES, FIELD SHELTERS, RIDING SCHOOLS, STUD FARMS AND LIVERY STABLES, WILL BE PERMITTED IF THEY WOULD NOT:

- (i) RESULT IN THE LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1,2 AND 3a) OR PREJUDICE VIABLE AGRICULTURAL UNITS;
- (ii) DETRACT FROM THE CHARACTER AND APPEARANCE OF THE LOCALITY;
- (iii) CAUSE POTENTIAL DANGER OR NUISANCE TO NEIGHBOURS, PEDESTRIANS, VEHICLES OR HORSE RIDERS;
- (iv) RESULT IN THE OVERUSE OF LOCAL BRIDLEWAYS OR OPEN SPACE.

3.4.28 The use of land for horse grazing and horse related development has become increasingly popular in recent years and such developments have become common features around the edge of urban areas as well as in the countryside. Such demands are likely to continue. Some uses do not require planning permission such as simple grazing, keeping horses as "pets" within the curtilage of a dwelling house, or for buildings housing horses kept solely for agriculture purposes. Normally horse related development for leisure or commercial purposes will require planning permission. Though related activities can help provide new opportunities for employment and land use, the number of people

keeping horses can increase the pressure on existing bridleways and open spaces, often to the disadvantage of pedestrians. Regard will be had to advice contained in the Countryside Commission document *"Horses in the Countryside"*. The Council will seek to ensure that horse related facilities should look appropriate for the purpose and not take on the appearance of a surrogate dwelling house. Standards of design, construction and maintenance of buildings and land appropriate to the character of rural areas will be required. This will ensure that equestrian activities do not have an adverse effect on the countryside, as well as ensuring that horses are well cared for.

### **POLICY ENV 9 - CONSERVATION OF THE COUNTRYSIDE**

MEASURES TO MAINTAIN AND IMPROVE THE COUNTRYSIDE, ITS FEATURES AND RESOURCES WILL BE FAVOURED, PARTICULARLY IN THE GLAMORGAN HERITAGE COAST, AREAS OF HIGH QUALITY LANDSCAPE, AND AREAS SUBJECT TO DEVELOPMENT PRESSURE AND/OR CONFLICT SUCH AS THE URBAN FRINGE.

**3.4.29** Planning Guidance (Wales) "Planning Policy" (1996) paragraph 92 states that the countryside should be protected for the sake of its landscape, natural resources and its agricultural, geological, ecological, physiographic, historical, archaeological and recreational value. The Vale of Glamorgan is an area of particularly rich and diverse countryside much of which is afforded

protection by this Plan and by statutory designations. It is the purpose of Policy ENV 9 to enable the countryside of the Vale of Glamorgan to be conserved and managed in both formal and informal ways to minimise the potentially harmful effects of developments and to reconcile conflicts between users - especially around the urban fringe areas. A landscape study of the Vale of Glamorgan commissioned in partnership with the Welsh Development Agency and Countryside Council for Wales, will help to progress this intention. The Study will produce landscape policy, management and design guidance and will be used as the basis for supplementary planning guidance for the UDP.

**3.4.30** Mineral extraction, modern agricultural practices, afforestation, recreation and tourist activity can result in degradation of the environment unless partnered by sensitive land management practices. In order to minimise the degrading effects of development, where

appropriate the Council will impose planning conditions on developments or seek to enter into management agreements with developers.

**3.4.31** In order to improve nature conservation in the Vale, measures to increase the number and variety of habitats and improve existing ones, thereby fostering species survival and diversity, will be favoured. This will include, where possible the creation of new or improved habitats for wildlife in both new and existing developments and the use of management plans and agreements to ensure the maintenance and improvement of sites.

### Landscape Features

### **POLICY ENV 10 - PROTECTION OF LANDSCAPE FEATURES**

DEVELOPMENT WILL BE PERMITTED IF IT DOES NOT UNACCEPTABLY AFFECT FEATURES OF IMPORTANCE TO LANDSCAPE OR NATURE CONSERVATION, INCLUDING: TREES, WOODLAND, HEDGEROWS, RIVER CORRIDORS, PONDS AND STONE WALLS.

**3.4.32** The character of the landscape of the Vale of Glamorgan is heavily reliant upon the retention of features within it. Most notably trees, woodlands, hedgerows, river corridors, ponds and stone walls all contribute to its unique character, as well as providing resources for recreation and wildlife habitats corridors or networks. The fragile nature of these features means that once lost they are rarely replaced, and the loss of just one or two individual features can have a considerable effect on the appearance and wildlife value of a locality.

**3.4.33** Hedgerows have come under particular threat in recent years with changes in farming practices resulting in larger fields and the destruction of many miles of hedgerow. New regulations for the protection of hedgerows were introduced in June 1997. These regulations make it illegal to remove most countryside hedgerows without permission, and set out certain criteria for classifying hedgerows as "important." They do not apply to domestic hedgerows, and are currently under review.

### POLICY ENV 11 - WOODLAND MANAGEMENT

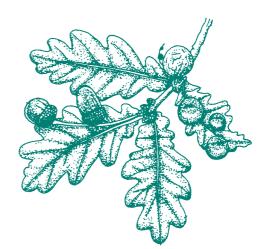
THE IMPROVEMENT, MANAGEMENT AND EXTENSION OF WOODLAND, TREE COVER AND HEDGEROWS, PARTICULARLY OF BROADLEAF NATIVE SPECIES, WILL BE FAVOURED, ESPECIALLY WHERE IT:

- (i) MAKES A SIGNIFICANT IMPROVEMENT TO THE LANDSCAPE SUCH AS ON DERELICT LAND, THE URBAN FRINGE, OR IN THE VICINITY OF MAJOR ROAD/RAIL CORRIDORS AND QUARRIES; OR
- (ii) IT HELPS TO DIVERSIFY AND EXTEND WILDLIFE HABITATS; OR
- (iii) IT ADDS TO RECREATIONAL AND EDUCATIONAL OPPORTUNITIES.

**3.4.34** The quality of many small woodlands within the Vale of Glamorgan is poor and positive management measures are required to ensure their continued presence in the landscape. The management and improvement of woodlands is encouraged and supported through the advisory service provided by Coed Cymru and the Forestry Authority's Woodland Grant Scheme and Woodland Improvement Grants.

**3.4.35** Particular importance will be attached to the management of ancient, semi-natural woodland. Natural regeneration and new planting to increase tree cover and wildlife habitats will be favoured,

and preference will be given to the planting of native broad-leafed species.



### Nature Conservation

## POLICY ENV 12 - INTERNATIONAL AREAS OF NATURE CONSERVATION IMPORTANCE

INTERNATIONAL SITES WHICH ARE DESIGNATED OR POTENTIAL RAMSAR SITES, SPECIAL PROTECTION AREAS OR SPECIAL AREAS OF CONSERVATION WILL BE PROTECTED. DEVELOPMENT OR LAND USE CHANGES LIKELY TO HAVE A SIGNIFICANT EFFECT ON SUCH SITES WILL BE PERMITTED IF THERE IS NO ALTERNATIVE AND IF THERE ARE IMPERATIVE REASONS OF OVERRIDING PUBLIC INTEREST FOR THEM. WHERE SUCH SITES HOST A PRIORITY HABITAT OR SPECIES (AS LISTED IN THE E.C. HABITATS DIRECTIVE) DEVELOPMENTS WILL BE CONSIDERED IF REQUIRED FOR REASONS OF HUMAN HEALTH OR SAFETY.

### POLICY ENV 13 - NATIONAL SITES OF NATURE CONSERVATION IMPORTANCE

DEVELOPMENT LIKELY TO HAVE AN ADVERSE EFFECT, EITHER DIRECTLY OR INDIRECTLY, ON THE CONSERVATION VALUE OF A NATIONAL NATURE RESERVE OR OF A SITE OF SPECIAL SCIENTIFIC INTEREST WILL BE PERMITTED IF IT CAN BE DEMONSTRATED THAT OTHER MATERIAL CONSIDERATIONS OUTWEIGH THE SPECIAL INTEREST OF THE SITE.

### POLICY ENV 14 - LOCAL SITES OF NATURE CONSERVATION SIGNIFICANCE

DEVELOPMENT AND LAND USE CHANGE LIKELY TO HAVE AN UNACCEPTABLE EFFECT ON A LOCAL NATURE RESERVE, A REGIONALLY IMPORTANT GEOLOGICAL/GEOMORPHOLOGICAL SITE, OR A SITE SHOWN TO BE OF IMPORTANCE FOR NATURE CONSERVATION WILL NOT BE PERMITTED UNLESS THE REASONS FOR THE PROPOSAL CLEARLY OUTWEIGH THE NEED TO SAFEGUARD THE SITE. **3.4.36** The Vale of Glamorgan is characterised by a rich mixture of undulating farmland, river valleys, unspoilt coastline and woodlands. A testimony to this diversity of the natural environment is the number of protective designations.

Policies ENV 12 and ENV 13 seek to 3.4.37 protect statutorily designated sites of national or international importance. They include part of the Ramsar site, Special Protection Area (SPA) and proposed Special Area of Conservation (pSAC) of the Severn Estuary and the twenty one Sites of Special Scientific Interest (S.S.S.I.) within the Vale of Glamorgan. Together these total some 900 ha and include woodland, grassland, heathland, riverbanks and coastal sites, the majority of which are in coastal locations. Geological and geomorphological sites are included within the term nature conservation, and there are several sites of importance within the Vale of Glamorgan, most notably along the coast where land forms are revealed. The Severn Estuary is particularly significant as a wetland of international importance. A list of the 21 SSSIs within the Vale of Glamorgan is attached as Appendix 2.

**3.4.38** If in exceptional circumstances development is permitted, the local authority will ensure, through appropriate conditions or agreed planning obligations, that the integrity of the site is safeguarded.

**3.4.39** The local authority is required to consult the Countryside Council for Wales regarding any development affecting SSSIs. CCW is responsible for designating SSSIs and for specifying "notifiable operations" within them. Wider consultation areas around SSSIs can also be defined by CCW but there are none currently operative in the Vale of Glamorgan.

**3.4.40** If in exceptional circumstances development is permitted, the local authority will ensure, through appropriate conditions or agreed planning obligations, that the integrity of the site is safeguarded.

**3.4.41** ENV 13 protects sites of more local significance. There are two Local Nature Reserves in the Vale of Glamorgan, and seven nature reserves which are managed by the Glamorgan Wildlife Trust. A list of all designated sites is given in Appendix 2.

**3.4.42** In addition to these defined sites, Policy ENV 13 also seeks to protect other sites of interest to nature conservation which may come to light.

**3.4.43** A Landscape Study for the Vale of Glamorgan carried out in partnership with the WDA and CCW, includes the investigation of ecological features throughout the Vale, and may suggest that other sites should be recognised. This is a first stage towards the preparation of a local Biodiversity Action Plan for the Vale and will complement the preparatory work being undertaken for the Glamorgan area with partnership organisations. It is intended that Supplementary Planning Guidance will be prepared following this Landscape Study in order to provide detail and support for relevant policies in the U.D.P., and to inform the evolving Countryside Strategy.

**3.4.44** Where development or change is proposed which will affect a site of local significance, this will normally be resisted. Should development be permitted in these areas, developers will be required to ensure that adequate mitigation or compensation measures are undertaken.

### **Built Environment**

### TOWNSCAPES

**3.4.45** The Vale of Glamorgan possesses varied and important townscapes which provide the basis on which conservation policy is formulated and around which a programme of environmental enhancements can be implemented.

### BARRY

**3.4.46** Barry is a maritime industrial town which saw its major growth around the turn of the century when the Docks were built. Its old core still focuses on the Dock area and town centre commercial core. 20th Century development has largely taken place on the periphery of the town.

**3.4.47** The older areas of Barry are characterised by a range of attractive residential terraces, distinctly Victorian and Edwardian in character and incorporating significant changes in building levels due to the hillside setting of much of the town. Many of these terraces provide dramatic views of the Dockland area, Barry Island

and the Bristol Channel. Unfortunately, infill development in the older areas of the town has not always complemented the scale and style of the original built up areas.

**3.4.48** The public and commercial elements of the built environment in Barry do not make as large a contribution to the townscape as is normally the case in British towns. Barry's most impressive Victorian building, the Docks Board Office is isolated from the rest of the town by the railway line which separates the town from the Dock.

**3.4.49** Holton Road, King Square and High Street still retain a significant number of their original Victorian/Edwardian facades, and the imposing Town Hall facade is intended to be retained in a major commercial redevelopment scheme.

### PENARTH

**3.4.50** Penarth differs from Barry in that the development of the Dock and the associated terraced housing was not the dominant factor in the creation of the present day townscape. More important was the suburbanisation of Penarth by the 19th Century middle classes who valued the attractive coastal setting of the town and recognised the commercial advantages of its proximity to Cardiff. The northern section of Penarth is not unlike the traditional core of Barry in that it is characterised by Victorian terraces situated between the Dock and the commercial centre. Many of the properties front directly on the street giving the area an essentially urban character.

**3.4.51** The areas south and west of the town centre feature wide tree lined roads of large detached or semi detached housing representative of Penarth's Victorian prosperity. During this period, Penarth also enjoyed a degree of popularity as a holiday resort, evidence of which remains in the form of the Pier, Esplanade, Alexandra Park, Cliff Walk and the Italian Gardens.

**3.4.52** 20th Century development has seen the reinforcement of Penarth's suburban townscape through substantial private and local authority housing development mainly in south and west Penarth.

#### COWBRIDGE

**3.4.53** Cowbridge, unlike Barry and Penarth, was established as a substantial settlement prior

to the industrial revolution. Indeed the origins of the settlement date back as early as the 1st Century, which makes Cowbridge one of the earliest settlements in the Vale of Glamorgan.

**3.4.54** During the 17th and 18th centuries Cowbridge became the principal market town for the area. The prosperity during this period led to the construction of a number of fine buildings in the Eastgate/High Street/Westgate area. Many of these buildings still remain and make a significant contribution to the character of the historic commercial core of the town.

**3.4.55** The historic core of Cowbridge is characterised by a traditional mix of residential, commercial and retail uses in the centre. Whilst the traditional pattern of mixed land uses have undergone considerable change during this Century, with many services now occupying ground floor units and the under occupation of upper floors, the essential historic character of Cowbridge still remains.

**3.4.56** The development of Cowbridge directly relates to the burgage plot pattern of the medieval settlement. The settlement is therefore linear in character dominated by the High Street with the focal points being the Town Hall, the Church and the Market. This differentiates Cowbridge from Llantwit Major as the scale and form of High Street gives a distinctly urban character to Cowbridge despite it being only a third of the population of Llantwit Major.

**3.4.57** As is often the case in small towns and villages the problem of traffic congestion is substantial although the majority of through traffic has been diverted with the construction of the bypass.

### LLANTWIT MAJOR

**3.4.58** Evidence suggests that a settlement has existed in the Llantwit Major vicinity since the Iron Age and this ancient heritage has had a significant influence on the present day townscape.

**3.4.59** Llantwit Major is notable for its medieval street pattern, for its unspoiled countryside setting (particularly to the south and west,) for the fields within the town along the Ogney Brook, and for the numerous buildings of architectural and historic interest. Unlike Cowbridge, the historic core of Llantwit Major has the feel of a rural village.

### VILLAGES

**3.4.60** There are a number of villages in the Rural Vale of early medieval origins many of which formed the basis of original agricultural communities. Although the character of some of these villages have been effected by insensitive infilling they nevertheless form the largest components of the Vale of Glamorgan's Conservation Areas.

### CONSERVATION

**3.4.61** All Local Planning Authorities are obliged to determine areas worthy of preservation due to their special architectural or historic interest and which are then designated as Conservation Areas.

**3.4.62** The wealth of architectural heritage in the Vale of Glamorgan is demonstrated by the high number of Conservation Areas. In total, there are currently 38 designated areas within the Vale ranging from the largest, Penarth - which encompasses an extensive built up area - to St. Georges-Super-Ely containing only a handful of buildings.

**3.4.63** The purpose of designating Conservation Areas is to afford protection to the combination of features which give an area its special character and attraction. These features may include urban and village patterns, individual and groups of buildings, attractive open spaces, historical artefacts, landscapes and trees.

**3.4.64** There are a range of special controls, which afford Conservation Areas additional protection over and above normal planning control:

- A building within a conservation area may not be demolished without first obtaining Conservation Area Consent. Churches in ecclesiastic use are exempt.
- Minor forms of development which are normally "permitted" without planning permission may be subject to a Local Authority direction requiring Conservation Area Consent to be obtained prior to works being undertaken.
- Trees within Conservation Areas may not be felled, lopped, topped or uprooted without giving six weeks prior notice to the Local Planning Authority.



### POLICY ENV 15 - PROTECTION OF BUILT AND HISTORIC ENVIRONMENT

THE ENVIRONMENTAL QUALITIES OF THE BUILT AND HISTORIC ENVIRONMENT WILL BE PROTECTED. DEVELOPMENT WHICH HAS A DETRIMENTAL EFFECT ON THE SPECIAL CHARACTER APPEARANCE OR SETTING OF:

- (i) A BUILDING OR GROUP OF BUILDINGS, STRUCTURE OR SITE OF ARCHITECTURAL OR HISTORIC INTEREST, INCLUDING LISTED BUILDINGS AND CONSERVATION AREAS;
- (ii) SCHEDULED ANCIENT MONUMENTS AND SITES OF ARCHAEOLOGICAL AND/OR HISTORIC INTEREST;
- (iii) DESIGNED LANDSCAPES, PARK OR GARDENS OF HISTORIC, CULTURAL OR AESTHETIC IMPORTANCE

WILL NOT BE PERMITTED.

3.4.65 Planning Guidance (Wales) "Planning Policy" (1996) paragraph 114 defines the historic environment as encompassing ancient monuments, listed buildings, conservation areas and historic parks, gardens and landscapes all of which should be protected and enhanced. The Vale of Glamorgan has a wealth of significant architectural and townscape features, well demonstrated by the many designations previously described. In collaboration with the International Council on monuments and sites (ICOMOS) and the Countryside Council for Wales, Cadw is preparing a Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales attached as Appendix 2. This is expected to include fourteen parks and gardens within the Vale of Glamorgan and two outstanding landscapes. No additional statutory controls will follow from the inclusion of a site on the Register, but guidance is contained within Welsh Office Circular 61/96.

**3.4.66** Policy ENV 15 seeks to ensure that this unique built and historic environment of the Vale of Glamorgan is protected and enhanced. Development which is unsympathetic or out of character with the locality or features of acknowledged importance will not be permitted. 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.

### **ARCHAEOLOGICAL SITES**

**3.4.67** The ancient history of human settlements in the Vale of Glamorgan gives the area considerable archaeological interest. The increasing number of Bronze Age, Romano-British and Medieval finds add to the knowledge of these periods and the historical significance of the area. It is important that the potential insight into local history which the study of areas of archaeological interest can provide is not unnecessarily lost by modern interference.

**3.4.68** Planning Guidance (Wales) "Planning Policy" (1996) requires that Plans contain policies for the protection, enhancement and preservation of sites of archaeological interest and of their setting. It is envisaged that these policies will perform an important function in establishing a framework within which development proposals which affect archaeological remains can be assessed thus aiding developers in the preparation of planning applications and Local Authorities in the decision making process.

### **POLICY ENV 16 - ARCHAEOLOGICAL FIELD EVALUATION**

WHERE DEVELOPMENT IS LIKELY TO AFFECT A KNOWN OR SUSPECTED SITE OF ARCHAEOLOGICAL SIGNIFICANCE, AN ARCHAEOLOGICAL FIELD EVALUATION MAY BE REQUIRED BEFORE THE PROPOSAL IS DETERMINED. DETAILED PLANS WOULD NEED TO REFLECT THE CONCLUSIONS OF THE EVALUATION.

### **POLICY ENV 17 - PRESERVATION OF ARCHAEOLOGICAL REMAINS**

WHERE DEVELOPMENT IS PERMITTED WHICH AFFECTS A SITE OF ARCHAEOLOGICAL IMPORTANCE, ARCHAEOLOGICAL MITIGATION MEASURES MAY BE REQUIRED TO ENSURE PRESERVATION ON SITE OR ADEQUATE RECORDING PRIOR TO DISTURBANCE.

**3.4.69** The curatorial section of the Glamorgan-Gwent Archaeological Trust holds The Vale of Glamorgan Sites and Monuments Records. A list of all planning applications will be referred to the Trust for comment. Where archaeological remains are known or believed to be present, prospective developers may be required to arrange an archaeological field evaluation to

the satisfaction of the Council, prior to the determination of any application. Where development is permitted, remains should be preserved and sensitively incorporated into the development scheme. Where remains are to be lost a detailed programme of investigations and recording will be required to be undertaken prior to the commencement of construction.

### POLICY ENV 18 - DEVELOPMENT IN CONSERVATION AREAS

PROPOSALS FOR NEW DEVELOPMENT OR ALTERATIONS TO BUILDINGS OR FEATURES WITHIN CONSERVATION AREAS WILL BE PERMITTED WHERE THEY PRESERVE OR ENHANCE THE CHARACTER OF THE CONSERVATION AREA. SUCH PROPOSALS WILL NEED TO REFLECT:

- (i) THE SCALE, DESIGN, LAYOUT, CHARACTER, MATERIALS AND SETTING OF THOSE BUILDINGS WHICH ESTABLISH THE CHARACTER OF THE AREA;
- (ii) THE PATTERNS OF USE WHICH ESTABLISH THE CHARACTER OF THE AREA;
- (iii) IMPORTANT OPEN SPACE WITHIN AND ADJOINING CONSERVATION AREAS;
- (iv) IMPORTANT TREES AND HEDGEROWS.

**3.4.70** It is the intention of this policy to provide a framework to preserve and enhance the character of the existing Conservation Areas. A list of Conservation Areas in the Vale of Glamorgan is attached as Appendix 3.

**3.4.71** Applications for planning permission within Conservation Areas should be supported by full detailed drawings and where appropriate fully detailed landscaping proposals. Architectural detail within Conservation Areas is very important. It can often mean the difference between a visually acceptable addition to the street scene and an inappropriate form of development which significantly detracts from the character of the area.

**3.4.72** The setting of new development within Conservation Areas is often as important as the detail of the building itself. Boundary walls, open space and natural vegetation all contribute to the special character of the area. Treatment of these features will be a material consideration in the determination of applications.

3.4.73 Open areas may be essential to the character and appearance of Conservation Areas and may be a principal reason for their designation. The landscape adjoining Conservation Areas and spaces between buildings form the context for Conservation Areas and complement the quality of the built environment. The loss of these areas may be severely detrimental to many of the Conservation Areas. The Council will undertake Conservation Area Appraisals to identify those aspects and features of importance to the character of a Conservation Area. These will be published as Supplementary Planning Guidance, including guidance relating to Barry Garden Suburb, Penarth, Cowbridge with Llanblethian, and Village Conservation Areas.

**3.4.74** Early discussions with the Council will establish what details are required for any given application and also any policy objections to the proposal.



### POLICY ENV 19 - DEMOLITION IN CONSERVATION AREAS

THE DEMOLITION OF BUILDINGS IN CONSERVATION AREAS WILL BE STRICTLY CONTROLLED, INCLUDING BOUNDARY WALLS, FENCES, RAILINGS AND GATES WHERE THEY MAKE AN IMPORTANT VISUAL CONTRIBUTION TO THE QUALITY OF THE STREET SCENE. IN PARTICULAR;

- (i) LISTED BUILDING CONSENT FOR THE DEMOLITION OF A LISTED BUILDING OR BUILDING/ STRUCTURE WITHIN ITS CURTILAGE WILL ONLY BE GIVEN IN EXCEPTIONAL CIRCUMSTANCES;
- (ii) THE DEMOLITION OF AN UNLISTED BUILDING OR STRUCTURE WITHIN A CONSERVATION AREA WILL BE PERMITTED WHERE FULL PLANNING PERMISSION HAS BEEN GRANTED FOR THE PROPOSED NEW USE OR DEVELOPMENT.

**3.4 75** Government guidance suggests that the Secretary of State would not expect consent to be granted for the total or substantial demolition of any Listed Building without convincing evidence that real efforts have been made to sustain existing uses to find viable new uses or that the redevelopment would produce substantial planning benefits for the community which would decisively outweigh the loss resulting from demolition.

**3.4.76** Buildings are listed for their historic and architectural interest and demolition of such buildings will rarely be permitted. However, Policy ENV 19 does recognise in the reasoned justification that there may be rare occasions when it would be appropriate to grant Listed Building

Consent for the demolition of buildings or structures within the curtilage of Listed Buildings. Where this is the case conditions should secure adequate time and access for the survey and recording of sites prior to the development commencing.

**3.4.77** If demolition is carried out without redevelopment following immediately, a detrimental effect on the character of the conservation area by virtue of unsightly and derelict gap sites can often result. In order to prevent this occurring, the Council will only grant Conservation Area consent for demolition of an unlisted building where full planning permission has been granted for redevelopment of the site.

### POLICY ENV 20 - ADVERTISEMENTS IN CONSERVATION AREAS

ADVERTISEMENTS WITHIN CONSERVATION AREAS SHOULD RESPECT THE FORM OF THE BUILDING ON WHICH THEY ARE DISPLAYED IN STYLE AND SCALE AND SHOULD NOT BE AN INCONGRUOUS ELEMENT IN THE STREETSCENE. TRADITIONAL MATERIALS AND SIMPLE TYPEFACES ARE FAVOURED. INTERNALLY ILLUMINATED FASCIA SIGNS AND BOX SIGNS WILL ONLY BE PERMITTED WHERE THEY WOULD NOT UNACCEPTABLY AFFECT THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA.

**3.4.78** Fascia signs should utilise high quality materials and designs that relate to the historical and architectural context of the particular shop and Conservation Area. Traditional fascia styles and methods of construction will be favoured, with wood being the most appropriate material. Hand painted signs are associated with traditional shopfronts and are preferable in Conservation Areas, although individual letters in metal or matt

plastic finish applied to fascias and walls may be a suitable alternative.

**3.4.79** Internally illuminated fascia signs and box signs are alien to Conservation Areas and will generally have a detrimental affect on their character and appearance. The Council will publish detailed design guidance concerning the treatment of advertisements within Conservation Areas.

### POLICY ENV 21 - SHOPFRONT DESIGN IN CONSERVATION AREAS

RETENTION OF THE ESTABLISHED CHARACTER AND APPEARANCE OF SHOP-FRONTS IN CONSERVATION AREAS WILL BE FAVOURED. PROPOSALS FOR NEW SHOP-FRONTS, ALTERATIONS AND SECURITY SHUTTERS WILL ONLY BE PERMITTED WHERE THEY REFLECT THE DESIGN, CHARACTER, SCALE AND PROPORTION OF BUILDINGS AND RELATE SYMPATHETICALLY TO THE CHARACTER OF NEIGHBOURING PROPERTIES.

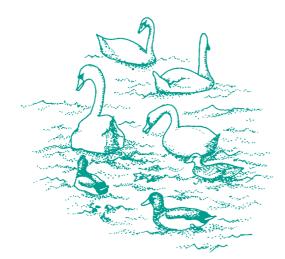
**3.4.80** Well designed shopfronts, sympathetic to the appearance of Conservation Areas will strengthen and improve the character and quality of these shopping areas and make commercial sense. New shop-fronts and alterations should also complement the traditional character of the street scene in terms of scale, design and materials.

Security shutters can radically alter the appearance of a shop-front and create dead, anonymous frontages after normal working hours.

**3.4.81** The Council will publish detailed Supplementary Planning Guidance with regard to the treatment of shopfronts within Conservation Areas.

### POLICY ENV 22 - CONSERVATION AND ENHANCEMENT OF OPEN SPACE

THE CONSERVATION AND ENHANCEMENT OF OPEN SPACES WHICH ARE IMPORTANT FOR AMENITY, RECREATION AND/OR NATURE OF CONSERVATION WITHIN THE BUILT ENVIRONMENT WILL BE FAVOURED, TOGETHER WITH THE CREATION OF A NETWORK OF GREEN SPACES AND APPROPRIATE TREE PLANTING AND LANDSCAPING SCHEMES.



**3.4.82** Areas of open space, which may be used for formal/informal recreation, nature conservation or landscaping purposes can make an important contribution to the amenity of urban areas. In conservation areas in particular, the existence and form of open spaces can play a significant part in shaping the quality and character of the townscape.

### POLICY ENV 23 - REGENERATION OF URBAN AREAS

MEASURES TO IMPROVE THE ENVIRONMENTAL QUALITY OF THE URBAN FABRIC WILL BE FAVOURED WITH PRIORITY BEING GIVEN TO OLDER URBAN AREAS AND HOUSING ESTATES. PARTICULAR ATTENTION WILL BE GIVEN TO THE REGENERATION OF DERELICT OR DEGRADED LAND ESPECIALLY WITHIN THE FORMER DOCKLAND OF BARRY AND PENARTH. **3.4.83** The Plan will encourage measures which seek to improve the urban fabric of older urban areas and housing estates, in order to ensure that urban areas remain healthy, viable and pleasing environments in which to live and work.

**3.4.84** The Plan encourages the regeneration of derelict and degraded land within the fabric of urban areas. The re-use of brownfield sites provides opportunities for the provision of residential developments and commercial and retail uses compatible with the location, whilst ensuring that the need for development of greenfield sites is reduced.

**3.4.85** In redeveloping brown field sites, that is to say land previously used for urban or industrial development, developers should be aware of the

effect the previous use of the land has had upon the site. Any proposals for regeneration that include the redevelopment of brown field sites must be accompanied by a detailed site investigation report. The investigation report must contain an assessment of the nature and extent of any contaminations within a site, carry out an assessment of the potential risks in developing a contaminated site and outline the mitigation measures which may be taken to reduce such risks.

**3.4.86** Special attention has been paid to the regeneration of the former dockland at Penarth and Barry for residential, retail, leisure and business use. Schemes for the regeneration of both docklands have commenced and it is envisaged will be completed during the plan period.

### POLICY ENV 24 - CONTAMINATED LAND AND UNSTABLE LAND

PROPOSALS FOR THE REDEVELOPMENT OF CONTAMINATED LAND AND UNSTABLE LAND WILL BE PERMITTED WHERE THE CONTAMINATION AND/OR INSTABILITY WILL BE REMOVED OR REDUCED TO A LEVEL WHERE THERE IS NO UNACCEPTABLE RISK TO THE HEALTH AND SAFETY OF THOSE LIVING OR WORKING ON THE SITE OR NEARBY, TO FLORA AND FAUNA ON THE SITE OR NEARBY, AND TO THE QUALITY OF AIR AND WATER ON THESE SITES OR NEARBY.

**3.4.87** Planning Guidance (Wales) "Planning Policy" (1996) seeks to encourage the re-use of derelict and waste land, para. 208 states:

# **66** Derelict and waste land should be restored and where possible brought back into beneficial use. **99**

Preference should be given to development on sites which would enable the reclamation of derelict and waste land, as opposed to the development of green field sites.

**3.4.88** The re-use and reclamation of derelict and waste land often requires developers/ agencies to address the problems of contamination and, instability. In formulating proposals for the redevelopment of contaminated and/or unstable land developers will need to demonstrate that a site is stable or that any actual or potential instability or contamination can reasonably be overcome. Consequently, applications for planning permission



will need to be accompanied by detailed site investigation reports which outline the nature and extent of the contamination/ instability and indicate appropriate remedial measures. Planning permission may not be granted unless the Council is satisfied that instability and contamination may be overcome safely and without undue impact upon the environment.

### POLICY ENV 25 - DESIGN OF NEW DEVELOPMENTS

PROPOSALS FOR NEW DEVELOPMENT MUST BE OF A HIGH STANDARD OF DESIGN, AND HAVE FULL REGARD TO THE CONTEXT OF THE LOCAL NATURAL AND BUILT ENVIRONMENT AND ITS SPECIAL FEATURES. NEW DEVELOPMENT WILL BE PERMITTED WHERE IT:

- (i) COMPLEMENTS OR ENHANCES THE LOCAL CHARACTER OF BUILDINGS AND OPEN SPACES;
- (ii) MEETS THE COUNCIL'S APPROVED STANDARDS OF AMENITY AND OPEN SPACE, ACCESS, CAR PARKING AND SERVICING;
- (iii) ENSURES ADEQUACY OR AVAILABILITY OF UTILITY SERVICES;
- (iv) MINIMISES ANY DETRIMENTAL IMPACT ON ADJACENT AREAS;
- (v) ENSURES EXISTING SOFT AND HARD LANDSCAPING FEATURES ARE PROTECTED AND COMPLEMENTED BY NEW PLANTING, SURFACE OR BOUNDARY FEATURES;
- (vi) ENSURES CLEAR DISTINCTION BETWEEN PUBLIC, PRIVATE AND SEMI PRIVATE SPACES AND OTHER MEASURES TO REDUCE THE RISK AND FEAR OF CRIME;
- (vii) PROVIDES A HIGH LEVEL OF ACCESSIBILITY, PARTICULARLY FOR PUBLIC TRANSPORT, CYCLISTS, PEDESTRIANS AND PEOPLE WITH IMPAIRED MOBILITY;
- (viii) HAS REGARD TO ENERGY EFFICIENCY IN DESIGN, LAYOUT, MATERIALS AND TECHNOLOGY.

**3.4.89** This policy establishes a framework to achieve appropriate sensitive new development that promotes creative and imaginative design within the Vale of Glamorgan. In view of the wide variety of architectural styles and contrasting identities of the Vale's towns, villages and open countryside, it would be inappropriate to introduce rigid, over prescriptive design controls for new development within the Plan. However, to further

provide better advice to architects and their clients the Council will prepare guidance and design briefs for specific topics or sites. Supplementary Planning Guidance will be produced in respect of car parking and amenity standards, design guidance for areas such as Barry and for site specific design guidance as in the case of the development at Cogan Hall Farm.

### POLICY ENV 26 - DISABLED ACCESS

ALL NEW DEVELOPMENT (AND WHERE PREDICTABLE, THE CHANGE OF USE OR ALTERATIONS TO BUILDINGS) OPEN TO THE PUBLIC AND BUILDINGS USED FOR EMPLOYMENT AND EDUCATION PURPOSES WILL BE REQUIRED TO PROVIDE SUITABLE ACCESS FOR CUSTOMERS, VISITORS OR EMPLOYEES WITH MOBILITY DIFFICULTIES.

**3.4.90** In an ideal world all people should be able to move freely around towns, cities and villages and feel welcome. However, in practice the design of buildings and spaces around those buildings can create insurmountable obstacles to people with limited mobility. In addition,

unsympathetic design can make people with special mobility needs feel most unwelcome.

**3.4.91** It is important to encourage those persons who design and manage the environment to give equal importance to access and the provision of

facilities for people with limited mobility as they do to the appearance and functioning of buildings and spaces. By doing this the environment can be improved for everyone including people with disabilities, parents with small children and others with limited mobility. Many of the benefits can be achieved with no additional or minimal extra cost, simply by careful thought and imagination. Where additional money is required, most people would agree that the investment is worthwhile financially and socially.

3.4.92 The statutory framework with regard to the provision of access and facilities for persons with disabilities is embodied in Section 76 of the Town and Country Planning Act 1990 which requires Local Planning Authorities when granting planning permission to draw the attention of the applicant to Sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970. The Act requires developers of specified types of building to provide suitable means of access, parking and toilet facilities to meet the needs of people with disabilities, where practicable and reasonable. The types of building to which the Act applies are buildings open to the public (for example shops, restaurants, hotels, places of entertainment, leisure and community buildings), places of employment, education buildings and most types of buildings other than residential ones.

**3.4.93** The "Codes of Practice for Access for the Disabled to Buildings", British Standard Institution code of practice BS 5810: 1979 sets out the minimum standards with which access provision should comply. However, the BSI are

currently reviewing these standards in the light of developments in access design in the last 15 years. Developers will therefore be encouraged to design to higher standards than presently stated in BS 5810.

**3.4.94** In the case of new building development the requirements of Part M of the Building Regulations 1992 will apply. There will be very few instances where it is neither practicable nor reasonable to design to at least the standards of Part M and complementary local standards for development to which Part M is not applicable. The picture is less clear cut in relation to alterations to existing buildings, so if deficiencies are identified in a submitted scheme the onus will be placed on the applicant to demonstrate effectively that access provision is neither practicable or reasonable. In all buildings there is scope for providing induction loops, clear signage and carefully placed sockets, handles, equipment and control panels to benefit users with disabilities.

**3.4.95** There is often perceived to be a conflict between conservation and improving access for people with disabilities, especially in Listed Buildings. Whenever alterations are proposed the opportunity to improve access and facilities for disabled people should be taken. This can often be done while respecting, preserving and enhancing the character of the building. There are many examples of sensitive and imaginative schemes.

**3.4.96** In order to assist developers the Council will produce Supplementary Planning Guidance relating to Access.

### POLICY ENV 27 - PROTECTION OF ENVIRONMENTAL QUALITY

PROPOSALS WHICH HAVE AN UNACCEPTABLE EFFECT ON LOCAL COMMUNITIES OR IMPORTANT NATURAL RESOURCES BY VIRTUE OF AIR, LAND, WATER OR WASTE POLLUTION WILL NOT BE PERMITTED.

**3.4.97** The aim of this policy is to combat the adverse effects of pollution both in terms of the impact on the local environmental quality (human and animal health, damage to buildings and crops, amenity and hazards) and their contribution to global damage. The UK government is committed to reducing existing pollution levels and it is therefore crucial that future developments do not

exacerbate the current situation. The 'precautionary principal' will be adopted to ensure that new developments are environmentally sensitive.

### 3.5 IMPLEMENTATION

**3.5.1** Many of the policies contained within the chapter will be implemented through the Council's Development Control powers. However, in attempting to create and maintain a sustainable and pleasant rural and urban environment, much effort will need to be expended by the Council and other bodies outside the traditional planning powers. The Council will, therefore, seek the widest possible range of co-operation and grant aid from public and private institutions, voluntary bodies and private individuals in order to achieve its objectives for the environment.



# HOUSING



### 4.1 INTRODUCTION

**4.1.1** The Vale of Glamorgan offers a high quality environment providing a choice between urban and rural areas in which to live. In addition to the attractions of the main towns of Barry and Penarth, the charm and character of many of the areas towns and villages, coupled with their proximity to Cardiff contributes to the popularity of the Vale of Glamorgan as a place to live.

4.1.2 The housing policies and proposals put forward below aim to ensure the availability of an adequate range and choice of housing sites throughout the Vale. This includes the provision of all housing types and requirements, including dwellings available to those persons not easily able to compete in the existing, predominately private, market. The Policies for housing in the Vale of Glamorgan have been formulated not only having regard to present and future requirements but also taking account of the scale of development which has taken place over the past twenty to thirty years and the consequent need to protect the environment of the Vale from inappropriate future development.

### LARGE TOWNS

**4.1.3** Historically the Council has attempted to protect and conserve as much as possible of the area's environment and countryside by guiding new housing development to appropriate locations where their environmental impact will be minimised. The Council is committed to make land available for an additional 5800 new dwellings during the Plan period. The majority of this dwelling requirement will be accommodated within and adjoining the existing urban areas of the waterfront strip.

**4.1.4** The Council's strategy of reclamation and redevelopment of existing vacant or derelict land in urban areas is focused upon the proposed comprehensive redevelopment of sites at Barry Waterfront, Penarth Haven and Rhoose Point. These sites will provide for new house building throughout the Plan period. Some housing allocations will however need to be made elsewhere to accommodate demand and to provide for a range and choice of housing sites.

### RURAL VALE

**4.1.5** In the rural Vale the larger settlements of Rhoose, St. Athan, Wenvoe and Ystradowen are identified to accommodate infilling and rounding off within identified settlement boundaries subject to meeting several criteria.

**4.1.6** In recent years Cowbridge and Llantwit Major have accommodated a great deal of new housing development. In view of the existing residential commitments within these towns it is not the intention of the Council to allocate any further land for residential use as it is considered that this would adversely affect their setting and character. Appropriate limited development will however, be permitted within the settlement

boundaries of Cowbridge and Llantwit Major and the other named towns and villages in accordance with Policies HOUS 2 and HOUS 8.

### **NEW SETTLEMENTS**

**4.1.7** The Council is strongly opposed to the concept of new settlements and is of the opinion that such settlements would not relieve the pressure for development around existing towns and villages. New villages in the countryside would require new community and utility services and place new demands on roads, drainage and schools. Consequently, the Council does not intend to depart from its stance towards new settlements during the Plan period (Policy HOUS 4).

### **AFFORDABLE HOUSING**

**4.1.8** This chapter also addresses the issue of affordable housing. In accordance with Planning Guidance (Wales) Technical Advice Note Number 2 'Affordable Housing' (1996), the Council will seek to provide a range of housing types and tenure to cater for all residents of the area. In addition, the Council will seek to achieve the best possible living environment for the residents of the Vale (Policies HOUS 13 and 14).

### HOUSING FOR SENIOR MANAGEMENT

**4.1.9** In respect of housing for senior management, the Council has consistently taken the view that there are sufficient sites already available in the Vale of Glamorgan for this type of housing and that there is no requirement for any special provision. Provision for Housing for Senior Management is not an issue raised by current Government Guidance.

### **GYPSY SITES**

**4.1.10** In line with Government advice embodied in Circular 2/94 and Planning Guidance (Wales) "Planning Policy" (1996), this chapter also considers the need for gypsy sites within the Vale of Glamorgan (Policy HOUS 15).

### AMENITY STANDARDS

**4.1.11** Supplementary Planning Guidance in respect of Amenity Standards has been produced. Policies HOUS 2, 7, 9, 10, 11 and 14 make reference to these standards.

### **RESIDENTIAL LAND AVAILABILITY**

**4.1.12** Part I, Policy 3 requires that land is made available for 5800 dwellings over the period 1996-2011. There were 509 completions during the first year of the Plan period (1/4/96 to 31/3/97), leaving a requirement of 5291 from 1/4/97 to 31/3/2011.

Appendix 4 illustrates the following:

- 1. The total number of units available on sites over 10 units with the benefit of planning consent at 1st April, 1997 = **2873 units**
- The total number of units available on sites without the benefit of planning consent or under 10 units and contained within Policy HOUS 1 = 1363 units
- 3. The total number of units available on sites under 10 units with the benefit of planning consent at 1st April, 1997 = **360 units** (source: Vale of Glamorgan Residential Land Availability Document, April, 1997).

**4.1.13** In addition to the 4596 units, Planning Guidance (Wales) "Planning Policy" (1996) requires that an allowance is made for the contribution that conversions, change of use, small sites and windfall sites will make to the amount of residential land that is available.

**4.1.14** For the purposes of this Plan windfall sites include sites, which at the time of calculating the available residential land supply, do not have the benefit of planning consent and are not allocated in this Plan for residential purposes. This includes sites which may come forward over the Plan period through change of use, conversions (where there is a net gain) and sites to be developed for under and over 10 units.

**4.1.15** A figure of 76 units per annum over the plan period has been used. This figure is derived from the Panel's Report into the South Glamorgan Replacement Structure Plan (February 1996) who recommended that the contribution to the land supply of these types of sites would be 76 units per annum for the Vale of Glamorgan. Over the plan period this will equate to some 1140 additional units.

**4.1.16** The Council will carefully monitor the contribution of these sites to the land supply over the Plan period and will review this figure if necessary.

### SOURCE OF SUPPLY AS AT 1/4/97

Sites over 10 units with planning consent	2873
Sites under 10 units with planning consent	360
Sites without planning consent or under 10 units within Policy HOUS 1	1363
Allowance for future conversions, change of use, and windfalls (76 p/a 1997-2011, 14 years)	1064
Completions 1/4/96 to 31/3/97	507
TOTAL SUPPLY FOR PLAN PERIOD 1996-2011	6167
Demand for 1996-2011	5800
Supply 1996-2011	6167
SURPLUS	367

**4.1.17** The total land available for residential units over the plan period is therefore as shown in the table above.

**4.1.18** Given the proposed allocations and existing commitments, together with the projected contribution for windfall sites, there will be a healthy supply of available land for housing above the forecast requirement. This surplus will allow for flexibility and the possibility of some sites not being fully developed during the Plan period.

### 4.2 NATIONAL PLANNING GUIDANCE

**4.2.1** National Planning Guidance for housing matters is embodied in:

- Planning Guidance (Wales), "Planning Policy" (1996)
- Planning Guidance (Wales) Technical Advice Note (Wales) 1 "Joint Housing Land Availability Studies" (1997)
- Planning Guidance (Wales) Technical Advice Note (Wales) 2 "Planning and Affordable Housing." (1996)

**4.2.2** Planning Guidance (Wales), "Planning Policy" (1996), paragraphs 80-91, states that the Plan should provide for a full range and choice of housing types and ensure that sufficient land will be brought forward for development.

**NUMBER OF** 

**RESIDENTIAL UNITS** 

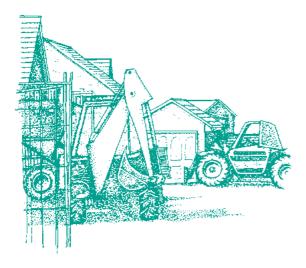
In particular the Plan should use 4.2.3 appropriate vacant land for housing development and take account of the potential in the area for rehabilitation, conversion, clearance and redevelopment of sites. All new housing development should relate and integrate well with existing settlements, with ribbon and fragmented development being avoided, especially where it is likely to result in the unacceptable expansion of travel demand. New building in the countryside away from existing settlements or areas allocated for development by the Plan must be strictly controlled and isolated new dwellings in the countryside will only be permitted where they can be justified in the interests of agriculture or forestry.

**4.2.4** The guidance states that new settlements are unlikely to be appropriate in Wales and should only be proposed where such development would offer significant environmental, social and economic advantages over the further expansion or regeneration of existing settlements (Policy HOUS 4).

**4.2.5** Planning Guidance (Wales) Technical Advice Note (Wales) 1 (TAN 1) "Joint Housing Land Availability Studies" outlines the procedure for the compilation of these studies. Local Planning Authorities should ensure that sufficient land is genuinely available, or will become available to provide a continuous 5 year supply of land for housing.

**4.2.6** The Land Authority for Wales publishes annual studies of housing land availability in co-operation with the Council, Cardiff Bay Development Corporation, The House Builders Federation, Housing For Wales, housing associations and other appropriate bodies. The latest study in respect of the Vale of Glamorgan was published in November 1997 and has a base date of 1st April 1997. The study establishes the number of dwellings likely to be completed within a five year period and indicates that the Vale of Glamorgan has a land supply of 5.5 years.

Planning Guidance (Wales) Technical 4.2.7 Advice Note (Wales) 2 (TAN 2) "Planning and Affordable Housing" recognises that a community's need for affordable housing is a material planning consideration which may be taken into account when formulating development plan policies. The guidance indicates that where there is a need for affordable housing, locally or throughout the area, a local planning authority may seek to negotiate with developers for the inclusion of an element of affordable housing in a scheme where the site is suitable. A policy can be included in the development plan to this effect and, where appropriate, the willingness of a developer to include an element of affordable housing in accordance with this policy will be a



material planning consideration which can be taken into account when considering an application. Where there are particular difficulties in providing an adequate supply of affordable housing to meet local needs in rural areas, TAN 2 indicates that special provisions can be made to release small sites within and adjoining villages which development plans would not otherwise allocate for housing. The TAN further indicates that such sites will, however, be released as exceptions to normal policies for the provision of housing and, as such, they will not be identified in the Plan.

### 4.3 OBJECTIVES

**4.3.1** In order to provide a context for policies relating to housing, the following objectives are put forward:

- To allocate sufficient land for housing in in accordance with the Plan's Strategy in order to accommodate the anticipated housing needs of the Vale.
- To favour residential developments that are well related to public transport, shopping and leisure facilities, and employment opportunities.
- To provide for a range of housing choice including a sufficient proportion of one and two bedroom dwellings for smaller households.
- To secure a range of housing to be provided by the private sector, public sector, and registered social landlords in order to cater for the needs of all residents of the Vale including those not easily able to compete in the existing predominantly private market.
- To prevent urban sprawl and sporadic housing development in the countryside and to maintain the individual character of individual settlements and the Rural Vale of Glamorgan.
- To facilitate the improvement and enhancement of those housing areas lacking in amenities and suffering from a poor physical environment.

### 4.4. POLICIES AND PROPOSALS

### **POLICY HOUS 1 - RESIDENTIAL ALLOCATIONS**

THE FOLLOWING SITES ARE ALLOCATED FOR RESIDENTIAL DEVELOPMENT DURING THE PLAN PERIOD:

- (1) BARRY WATERFRONT
- (2) HARBOUR ROAD, BARRY
- (3) PENCOEDTRE NORTH EAST BARRY
- (4) LAND TO THE R/O DANIEL STREET, BARRY
- (5) CWM BARRI, BARRY
- (6) WINSTON SQUARE, BARRY
- (7) PENARTH HAVEN, PENARTH
- (8) COGAN HALL FARM, PENARTH
- (9) COGAN PILL ROAD, LLANDOUGH
- (10) REDWOOD CLOSE, BOVERTON
- (11) THE COAL YARD, LLANTWIT MAJOR
- (12) COWBRIDGE ROAD AND THE SAW MILL, YSTRADOWEN
- (13) RHOOSE POINT
- (14) MAYFLOWER SITE, RHOOSE
- (15) MARINE DRIVE, OGMORE BY SEA
- (16) ADJACENT ST MICHAELS CHURCH, COLWINSTON
- (17) ST JOHNS WELL, ST. ATHAN
- (18) THE LIMES, COWBRIDGE
- (19) RIVER WALK, COWBRIDGE
- (20) WHITE FARM, BARRY

### SITE 1: BARRY WATERFRONT

**4.4.1** The comprehensive redevelopment of this site was originally granted outline planning consent for residential, commercial, business, retail, leisure and open space uses in July, 1988, by the Secretary of State for Wales. A renewal of the consent was granted in September 1991 and expired in 1994. In October, 1994, the Council resolved to grant outline planning consent for the development of this site subject to the completion of a Section 106 Agreement. This was signed in May 1997. The current site of approximately 77

hectares is owned by Associated British Ports. The proposed redevelopment is a joint venture scheme between Associated British Ports and the Welsh Development Agency. The site includes approximately 25.9 hectares for residential purposes, to provide for a maximum of 1000 units. A range of residential building types and tenure is proposed including a proportion for affordable housing (20%). The Environment Agency have advised that the site will need to be protected to a minimum level of 8.6 metres above Ordnance Datum.

### SITE 2: HARBOUR ROAD, BARRY

**4.4.2** This site is between Harbour Road, Broad Street and the existing railway line in Barry. The proposal involves the redevelopment of a redundant British Rail site and which overlooks Parade Gardens and Barry Old Harbour.

**4.4.3** In August, 1996, the Council resolved to grant planning permission subject to the completion of a Section 106 Agreement for 52 units.

### SITE 3: PENCOEDTRE -NORTH EAST BARRY

4.4.4 The proposed housing site at North East Barry forms part of a comprehensive mixed use development which is the subject of the Draft Pencoedtre-North East Barry Strategy. The overall area comprises a wedge of land of approximately 56 hectares, bounded by the Barry Docks Link Road, Coldbrook Road, Channels Girt, Pencoedtre Road, and Port Road. Currently, it is mainly used for pasture and Forestry Commission woodland with some allotment land and a few houses. The allotment land is effectively in pasture and not currently laid out or used as allotments. The Environment Agency have advised that a Greenfield run off restriction may be required for this site.

4.4.5 The construction of the Barry Docks Link Road has severed the area from the surrounding agricultural land and the remainder of Pencoedtre Wood. This has adversely affected the potential of some of the agricultural land holdings, whilst providing a new and firm boundary for the eastern side of Barry. The Docks Link Road and Port Road, which act as boundaries to the site, offer a direct link to the M4 Motorway via the Peripheral Distributor Road, whilst the construction of the Barry Waterfront to Cardiff Link will provide a high speed road link to south and central Cardiff. The site is also well related to existing public transport routes. The availability of good communications together with a pleasant environment makes the site ideal for a comprehensive development scheme involving the provision of housing, a Special Employment Site, and a business park site identified in Policy EMP 1 and EMP 2. A proposed indicative development strategy is illustrated on the Proposals Map.

**4.4.6** A maximum of 820 houses could be provided on a phased basis on up to 25 hectares

of the site. This will comprise a range of low and medium density dwellings ranging from 25 dwellings per hectare in the more prominent northern part of the site, to around 30-35 dwellings per hectare elsewhere. The Council will require a mix of house types and tenure throughout the site including an element of affordable housing (approximately 60 units). Substantial areas of open space will be provided and a 1.2 hectare site will be reserved for educational purposes. A 3.2 hectare business park, suitable for some 12,077 square metres of high technology and office uses, and light industry (i.e. B1/B8 uses) will also be provided.

**4.4.7** To the north of the site approximately 11.5 hectares will be set aside for a Special Employment Site comprising of some 40,000 square metres of business uses with 6.5 hectares of existing woodland retained in order to provide a mature landscaped setting.

**4.4.8** The residential element of the site has an outline planning consent. A total of 4.86 hectares of public open space will be provided and there will be two equipped play areas of 0.4 hectares. In addition 1.2 hectares will be provided for educational purposes (see Policy COMM 3).

### SITE 4: LAND TO THE REAR OF DANIEL STREET, BARRY

**4.4.9** The site comprises an area of unused/ overgrown former allotment land elevated to the rear of Westbury Close, Daniel Street, Cae Glas and Robins Lane. The site is an irregular shaped parcel of land with a frontage to Westbury Close. The Environment Agency have advised that a Greenfield run off restriction may be required for this site.

**4.4.10** In April 1994, full planning permission was granted for 17 dwellings (including one block of 4 flats). In November 1994, full planning permission was granted for 15 dwellings.

**4.4.11** The site is likely to be developed by a registered social landlord.

### SITE 5: CWM BARRI, BARRY

**4.4.12** The site is off Pontypridd Road, Barry. Outline planning consent was granted on 17th November 1994, for 11.3 hectares of residential

development with 15.8 hectares being transferred to the Council to provide an extension to Porthkerry Country Park (REC 11 (vi)). The site is restricted to a maximum of 24 units per hectare.

**4.4.13** Wimpey (3.3 hectares) and Westbury (2.42 hectares) are currently developing the site for 66 and 74 units respectively. Currently some 5.5 hectares of residential land are available for approximately 130 units. The Environment Agency have advised that a Greenfield run off restriction may be required for this site.

### SITE 6: WINSTON SQUARE, BARRY

**4.4.14** The redevelopment of Winston Square, Barry involves the demolition of 20 shops and 20 maisonettes. These will be replaced by new retail units built and operated by a private consortium and Newydd Housing Association will be providing 46 (estimated) new houses for rent.

### SITE 7: PENARTH HAVEN, PENARTH

**4.4.15** The Penarth Haven comprehensive redevelopment comprises approximately 24 hectares of land consisting of part of the former Penarth Dock and adjoining area. The development, when completed, will incorporate a public house, leisure and community facilities, commercial and marine industry, boat related uses, open space, pedestrian boulevard and a riverside promenade/pier.

**4.4.16** In October 1990, the Council granted outline planning consent for the comprehensive redevelopment of the site.

**4.4.17** The development of the site is currently ongoing and progress to date includes:

- construction of the first phase of Plymouth Park;
- *development of a supermarket at the western end of the site;*
- *detailed permission for a public house and family restaurants;*
- detailed permission for residential development for sites 5 and 6 (128 units) and site 7 (32 units), granted in December, 1996.
  42 units have also been granted on sites 8 and 9 in February 1996.

**4.4.18** Approximately 5.9 hectares will be developed for residential purposes for around 463 flats and houses. The Environment Agency have advised that the site will need to be protected to a minimum level of 8.6 metres above Ordnance Datum.

**4.4.19** A development framework for Penarth Haven was published in April 1993 by Cardiff Bay Development Corporation.

### SITE 8: COGAN HALL FARM, PENARTH

**4.4.20** The total site comprises approximately 37 hectares of land adjoining the western boundary of Lower Penarth and the northern boundary of Cosmeston Lakes Country Park. The Land Authority for Wales owns the majority of this land which is predominantly farm land of grades 3b/3c. A proposed development strategy is shown on the Proposals Map.

**4.4.21** Land west of Lower Penarth was the subject of debate at the East Vale Local Plan Inquiry (January/February 1986). The report of the Inquiry into objections to the Local Plan concluded that:

*there are no special circumstances at present which justify inclusion of this land within the residential boundaries nor within policy H2.* **9** 

The report, however, further stated that

**66** It was conceded by the Council that this could be an area of search in the event of additional land being needed for housing development in the future.

**4.4.22** Apart from the land at Penarth Haven, which has been granted planning permission, this area is considered to be the only remaining site in the Penarth area suitable for future residential development of moderate size.

**4.4.23** It is envisaged that the housing site will occupy approximately 15 hectares of land to the east of Mile End Lane. Some 400 dwellings could be provided on a phased basis. This will comprise a range of housing types, densities and tenures and should include an element of affordable housing. Two areas of informal open space will be provided totalling 3.6 hectares.

**4.4.24** Ownership of land to the west of the allocated housing site and other appropriate sites will be transferred from the Land Authority for Wales to the Council thereby providing extensions to Cosmeston Lakes Country Park. This will form an effective barrier to any further westward development of Penarth.

**4.4.25** In his notice of approval for the South Glamorgan Structure Plan (4th June, 1980) the Secretary of State for Wales commented:

# *It is essential to avoid urban sprawl and the fusion of built up areas of Cardiff, Penarth, Barry and Dinas Powys.*

This view was reaffirmed by the Secretary of State in his notice of approval for the first review of the Structure Plan in 1989. It is considered that the sensitive development of this site and transfer of land as an extension to the Country Park will assist in the long term protection of the strategic open space between Penarth and Dinas Powys. In addition, the site is considered to be well related to existing and future public transport options as well as the existing road network.

**4.4.26** In October 1997, the Council granted outline planning consent for the comprehensive development of this site. A Section 106 Agreement covers the extension of the Country Park, the provision of informal open space and affordable housing. A brief for the development of the site was required as part of the conditional outline planning approval. A document has now been prepared jointly by the Council and the Land Authority for Wales to meet this requirement. The Council will use the Brief in the determination of all subsequent detailed planning applications.

### SITE 9: COGAN PILL ROAD, LLANDOUGH

**4.4.27** This 0.4 hectare site was granted outline planning permission in October 1984 for the construction of 6 "mobility" flats for the elderly and 12 "Category 1" flats for the elderly. This consent has now expired.

### SITE 10: REDWOOD CLOSE, BOVERTON

**4.4.28** This 0.65 hectare site was originally granted planning permission in March 1985 for housing association use. The original permission allowed for 25 sheltered units on the site. The

Environment Agency have advised that a Greenfield run off restriction may be required for this site.

### SITE 11: THE COAL YARD, LLANTWIT MAJOR

**4.4.29** This site comprises a triangular piece of land situated between the Vale of Glamorgan Railway Line and the rear gardens of 3 detached dwellings which front Boverton Road. The site is currently used as a coal yard and has a frontage onto Le Pouliguen Way. The site has the benefit of a detailed planning consent for 10 semi detached dwellings (granted March, 1994).

## SITE 12: COWBRIDGE ROAD AND THE SAW MILL, YSTRADOWEN

**4.4.30** This 4.5 hectare site lies between the existing southern extremity of Ystradowen and north of a dismantled railway line. It is bounded to the west by Cowbridge Road. All of the site has outline planning consent and 3.52 hectares has detailed consent. A maximum of 109 units will be constructed with 12 of these being 'affordable' units. A 0.12 hectare site will be provided for a recreation facility and financial contributions will be made by the developers for children's play facilities and a kickabout area.

### SITE 13: RHOOSE POINT

**4.4.31** The proposed housing site at Rhoose forms part of a comprehensive mixed use redevelopment on land currently in the ownership of Blue Circle Properties Ltd. This is shown on the Proposals Map. In addition to housing, the scheme includes the provision of leisure, retailing and employment uses together with large areas of public open space. Primary access to the site will be achieved to the east of the existing built up area.

**4.4.32** Currently the urban area of Rhoose is separated from the coastline by virtue of the quarrying that has taken place. The overall redevelopment scheme proposed for the area has the dual advantage of bringing derelict land back into use, coupled with an opportunity to integrate the settlement of Rhoose with its coastline. The site is also well located for existing and future public transport opportunities and is well related to the road network. Blue Circle's total landholding comprises some 97 hectares which up to 20 hectares could be used for residential

purposes. It is envisaged that approximately 500 dwellings in 3 distinct physical areas be provided on a phased basis. This will comprise a range of housing types, densities and tenures and should include an element of affordable housing.

**4.4.33** In July 1994, the Council resolved to grant an outline planning consent for the comprehensive development of this site subject to Section 106 Agreements concerning open space provision, site infrastructure etc. This agreement was signed on the 27th March 1996.

**4.4.34** Reclamation of the site has already started and this is envisaged to take at least 2 years, with development not starting until this process has been completed.

#### SITE 14: MAYFLOWER SITE, RHOOSE

**4.4.35** This site is located in the village of Rhoose with a frontage adjacent to the Mayflower Hotel on the northern side of Fontygary Road. The land comprises open field to the rear of a disused crazy golf course, part of which is used as a recreational area for the public house. Detailed planning consent for 22 units on the site was allowed on appeal in January 1996 and a revised consent for 22 units was granted on 10 December 1997.

#### SITE 15: MARINE DRIVE, OGMORE-BY-SEA

**4.4.36** This site was originally granted planning consent in March 1976. Since then a total of 59 units have been completed. There is an undeveloped area at the southern end of the development of approximately 0.6 hectares. In July 1997, a detailed planning application for 6 detached units was approved by the Council.

#### SITE 16: ADJACENT ST. MICHAELS CHURCH, COLWINSTON

**4.4.37** A 0.58 hectare site situated at the western end of Colwinston to the north of the church. The site was originally granted outline planning consent in October 1985, for 10 detached dwellings, receiving detailed planning consent in June 1989. This permission has now expired.

#### SITE 17: ST. JOHNS WELL, ST. ATHAN

**4.4.38** St. Athan is in many ways unique.

Although the village itself is not large (less than 1500 population), its position adjacent to the R.A.F. station creates the effect of a much larger urban concentration in terms of the size of the built-up area and related land uses.

**4.4.39** The proposed housing site comprises 1.49 hectares of agricultural land to the north-west of the village, between existing housing and the perimeter of the R.A.F. camp. The western boundary of the site partly abuts countryside. Planting and landscaping will be required on the boundaries of this site as part of the conditions of any planning approval in order to assist its assimilation into the countryside. The provision of open space will be determined in accordance with Policy REC 3. Hydraulic overloading of the public sewerage system is known to occur in parts of St. Athan, during heavy rainfall and a scheme to alleviate the situation has yet to be formulated. The connection of additional development to an already overloaded system will undoubtedly worsen the flooding and also cause more frequent or premature operation of a storm overflow. It is therefore likely that Welsh Water would object to development proposals on this site until such a time as any necessary improvements have been completed. Any developer should therefore bear this in mind and possibly consider requisitioning Welsh Water to provide foul sewerage facilities for this site. In addition, the Environment Agency have advised that a Greenfield run off restriction may be required for the site.

#### SITE 18: THE LIMES, COWBRIDGE

**4.4.40** This site was originally allocated for housing in the adopted Cowbridge Local Plan. The site comprises 0.12 hectares and offers advantages as a location for small retirement homes. Lying within the Conservation Area, a high standard of design and layout will be required in any development proposal submitted. Welsh Water have indicated that the Cowbridge Sewage Treatment Works is at capacity and that this may cause a problem for the development of the site. In addition, the Environment Agency have advised that a Greenfield run off restriction may be required.

#### SITE 19: RIVER WALK, COWBRIDGE

**4.4.41** The site lies to the south west of the main shopping area in Cowbridge, backing onto the River Thaw. Two parcels of land are available

at this location for a total of six units. The sites are 0.085 hectares and 0.284 hectares in size and are considered suitable for 2 and 4 detached units respectively. Welsh Water have stated that the Cowbridge Sewage Treatment Works is at capacity and this may cause a problem for the development of this site. In addition, the Environment Agency have advised that a Greenfield run off restriction may be required.

### SITE 20: WHITE FARM, BARRY

**4.4.42** The site is allocated for residential and recreational purposes on the Proposals Map. The whole site extends to some 12 hectares.

**4.4.43** The site was originally designated in the Adopted Barry Local Plan (1983) and the Vale of Glamorgan Local Plan, Deposit Draft (as amended)

1995 for informal open space. However, a certificate of appropriate alternative development for residential purposes is granted on the majority of the site in June 1994, subject to a number of conditions, including limitations on the points of access, landscaping details, finished levels and drainage. The Council is seeking to negotiate with the owner, an outcome whereby in exchange for residential use on part of the site, the remainder is enhanced in visual and nature conservation terms and transferred to the Council for retention as public open space. It is not known at this stage what proportion of the site will be for a residential use and no account has been taken of the contribution this site will have to the residential land supply. Glamorgan Gwent Archaeological Trust have indicated that an Archaeological Field Evaluation will be required.

### POLICY HOUS 2 - ADDITIONAL RESIDENTIAL DEVELOPMENT

IN THE FOLLOWING VILLAGES, ADDITIONAL RESIDENTIAL DEVELOPMENT BEYOND THE PLAN'S RESIDENTIAL ALLOCATIONS WILL BE RESTRICTED TO INFILLING ONLY WITHIN THE IDENTIFIED SETTLEMENT BOUNDARIES OF:

ABERTHIN BONVILSTON BROUGHTON COLWINSTON CORNTOWN EAST ABERTHAW EGLWYS BREWIS EWENNY GRAIG PENLLYN LLANBETHERY LLANCARFAN LLYSWORNEY OGMORE BY SEA PENLLYN PETERSTON SUPER ELY ST BRIDES MAJOR ST NICHOLAS TREOES TRERHYNGYLL SIGINGSTONE SOUTHERNDOWN WICK

**PROPOSALS WILL BE PERMITTED IF:** 

- (i) THERE IS NO UNACCEPTABLE EFFECT UPON THE SCALE AND FORM OF THE VILLAGE;
- (ii) THERE IS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;
- (iii) THERE IS NO UNACCEPTABLE EFFECT UPON THE SETTING OF ANY CONSERVATION AREA OR LISTED BUILDING(S);
- (iv) ADEQUATE COMMUNITY AND UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED;
- (v) THE PROVISION OF CAR PARKING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.

HOUSING

**4.4.44** The settlement boundaries for the villages contained in Policy HOUS 2 are illustrated on the Proposals map.

**4.4.45** The Council considers only those villages listed under Policy HOUS 2 have sufficient physical form and capacity to assimilate further infill development without it having a detrimental impact on their existing character and environment. An infill plot is defined as a site enclosed or surrounded by existing development in the sense of the filling of a small gap within an otherwise

built up frontage. All site boundaries should be existing man made or natural physical features. Arbitrary lines drawn for the convenience of plot size do not qualify as such. The fact that an infill site exists, however, does not mean this will automatically receive planning permission. Each proposal, if accepted as infilling, will be assessed against the policy criteria and will need to be considered in the context of the relationship to areas of attractive landscape, high quality townscape and areas of historical, archaeological or ecological importance.

### POLICY HOUS 3 - DWELLINGS IN THE COUNTRYSIDE

THE ERECTION OF DWELLINGS IN THE COUNTRYSIDE AND WITHIN THOSE RURAL VILLAGES NOT IDENTIFIED IN POLICY HOUS 2 WILL NOT BE PERMITTED UNLESS SUCH DEVELOPMENTS CAN BE JUSTIFIED IN THE INTERESTS OF AGRICULTURE OR FORESTRY.

**4.4.46** If the countryside is to remain undeveloped and its attractive appearance protected, new residential development outside those rural settlements referred to in Policy HOUS 2 must be strictly controlled. (See also Policy ENV 1).

**4.4.47** New housing outside villages and towns often creates unacceptable intrusions into the rural landscape. New dwellings in the countryside can also place an unacceptable burden on local services.

4.4.48 Those rural villages not identified in Policy HOUS 2 are considered not to have sufficient physical form or capacity to assimilate new residential development without having a detrimental impact on their existing character and environment. Additional residential development in certain villages will not be permitted in order to protect their character and appearance. Consequently these have been excluded from Policy HOUS 2. Furthermore, the many groups of scattered and loose knit buildings in the Rural Vale cannot be regarded as settlements under the terms of Policy HOUS 2. These are little more than pockets of dwellings and farmsteads lying in isolation in the countryside. Additional dwellings would be inappropriate in these locations unless justified in the interests of agriculture or forestry.

**4.4.49** Wherever possible, dwellings for agricultural and forestry workers should be located within settlements in the locality. However, the Council recognises that in certain circumstances, agricultural dwellings need to be located away from the existing settlements. Proposals for such dwellings will be determined according to the criteria set out in Policy HOUS 5.



### **POLICY HOUS 4 - NEW SETTLEMENTS**

PROPOSALS FOR NEW SETTLEMENTS WILL NOT BE PERMITTED.

**4.4.50** Through the UDP the Council has allocated (together with existing commitments) sufficient land for residential purposes to meet the estimated demand for new dwellings. The demand will be met by the logical expansion of existing settlements e.g. Cogan Hall Farm, Penarth and Pencoedtre, Barry (Policies HOUS 1 (8) and

(3)) and by the regeneration of brownfield sites e.g. Barry Waterfront, Penarth Haven and Rhoose Point (Policies HOUS 1 (1), (7) and (13)). Consequently, there is not considered to be a requirement for new settlements within the Vale during the Plan Period.

### **POLICY HOUS 5 - AGRICULTURAL OR FORESTRY DWELLINGS**

THE DEVELOPMENT OF NEW DWELLINGS IN ASSOCIATION WITH AGRICULTURE OR FORESTRY WILL BE PERMITTED IF:

- (i) A NEED, FUNCTION AND WHERE APPROPRIATE, FINANCIAL NECESSITY IS CLEARLY DEMONSTRATED;
- (ii) THE SCALE, SITING, DESIGN, LANDSCAPING AND EXTERNAL APPEARANCE OF THE PROPOSED NEW DWELLING IS COMPATIBLE WITH ANY EXISTING RELATED STRUCTURES AND THE SURROUNDING LANDSCAPE;
- (iii) AN ACCEPTABLE ACCESS TO THE DWELLING CAN BE PROVIDED.

IF THESE CRITERIA ARE MET A CONDITION WILL BE IMPOSED ON ALL NEW AGRICULTURE/ FORESTRY DWELLINGS LIMITING THE OCCUPATION OF THE DWELLING TO A PERSON SOLELY, OR MAINLY, WORKING, OR LAST WORKING IN THE LOCALITY, IN AGRICULTURE AS DEFINED IN SECTION 336 OF THE TOWN AND COUNTRY PLANNING ACT 1990, OR IN FORESTRY OR A WIDOW OR WIDOWER OF SUCH A PERSON, AND TO ANY RESIDENT DEPENDANTS.

Applications for new agricultural or 4.4.51 forestry dwellings will need to demonstrate that the intention of the applicants to engage in agriculture or forestry is genuine, and will materialise and be capable of being sustained. It should also be shown that no other practical alternative dwellings are available in the locality and the needs of the enterprise in terms of labour and the efficient running of the business render the dwelling essential. Applicants will need to show that the proposed dwelling is likely to be undertaken and be sustainable in the long term. The Council will seek professional advice to assess the viability of existing and proposed agricultural and forestry business activities where required. The history of the landholding will also be taken into consideration

**4.4.52** Where permission is to be granted for a new agricultural or forestry dwelling, occupancy conditions will be imposed on the dwelling itself and may also be imposed on existing dwellings and/or on the business unit which are under the control of the applicant and need, at the time of application, to be used in conjunction with the unit. Planning obligations may also be used, where appropriate, to tie a farmhouse to adjacent farm buildings to prevent them being sold separately without further application to the Council. The size of the proposed dwelling must not be unduly large relative to the needs of the unit or the ability of the enterprise to provide an income to sustain it.

### **POLICY HOUS 6 - AGRICULTURAL OCCUPANCY CONDITIONS**

APPLICATIONS FOR THE REMOVAL OF AGRICULTURAL OCCUPANCY CONDITIONS WILL BE CONSIDERED ON THE BASIS OF REALISTIC ASSESSMENTS OF THE CONTINUING NEED FOR THEIR RETENTION.

**4.4.53** The need for an agricultural dwelling relates to an area as a whole and it is not restricted to a particular holding. Proposals to remove agricultural occupancy conditions should normally include evidence that the dwelling has been offered for sale over a sustained period at a

price to reflect the occupancy condition. Unless a property is advertised for sale at a realistic price it will be difficult to judge whether such a need exists and therefore whether the condition should be discharged.

## POLICY HOUS 7 - REPLACEMENT AND EXTENSION OF DWELLINGS IN THE COUNTRYSIDE

THE REPLACEMENT OR EXTENSION OF DWELLINGS IN THE COUNTRYSIDE WILL BE STRICTLY CONTROLLED. PROPOSALS WILL BE PERMITTED IF:

- (i) THE EXTENDED DWELLING IS NOT DISPROPORTIONATE IN SIZE TO THE ORIGINAL DWELLING;
- (ii) THE SIZE OF THE REPLACEMENT DWELLING DOES NOT EXCEED A 50% INCREASE OVER THE VOLUME OF THE ORIGINAL DWELLING (EXCLUDING OUTBUILDINGS);
- (iii) ADEQUATE UTILITY AND INFRUSTRUCTURE SERVICES EXIST, ARE READILY AVAILABLE OR CAN BE ECONOMICALLY PROVIDED;
- (iv) THE REPLACEMENT DWELLING OR DWELLING AS EXTENDED DOES NOT REQUIRE AN UNACCEPTABLE EXTENSION OF THE EXISTING RESIDENTIAL CURTILAGE;
- (v) IN RESPECT OF REPLACEMENT DWELLINGS, PARKING AND AMENITY SPACE IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (vi) THE SCALE, SITING, DESIGN, MATERIALS, LANDSCAPING AND EXTERNAL APPEARANCE OF THE REPLACEMENT DWELLING OR EXTENSION IS COMPATIBLE WITH ANY EXISTING RELATED STRUCTURES AND THE SURROUNDING LANDSCAPE;
- (vii) IN THE CASE OF REPLACEMENT DWELLINGS FOR DERELICT BUILDINGS, THE RESIDENTIAL USE OF THE BUILDING HAS NOT BEEN ABANDONED.

**4.4.54** Whilst it is intended to limit new development and to restrict isolated new dwellings in the countryside, the Council accepts that it would be unreasonable to reject all proposals relating to existing properties. Owners (or prospective purchasers) of dwellings located outside established settlements may wish to

replace, or extend their properties particularly where the buildings are sub-standard or inadequate for the living requirements of the occupier. The Council wishes to ensure that such proposals are appropriate and that they reflect the character of their rural location both in terms of appearance and scale. **4.4.55** Where the total demolition and replacement of an existing property is proposed, applicants will be required to produce a detailed structural survey of the existing building and evidence will need to be shown of the need to replace/rebuild. If the existing dwelling is derelict, planning permission for a replacement dwelling on the site will not normally be granted except in cases where the dereliction is the result of recent accidental damage (e.g. a fire) to an inhabited property, or where it can be demonstrated that the residential use of the building has not been abandoned.

**4.4.56** In the case of complete rebuilding or renovation, the size of the new dwelling shall be restricted to a maximum of 50% increase over the volume of the original dwelling excluding outbuildings. The exterior design, materials, and scale of the new dwelling shall have due regard

to its own location as well as any neighbouring developments. Proposals for replacement dwellings will only be permitted where it can be demonstrated that the development will be of a scale and character compatible with its local environment.

**4.4.57** Extensions to dwellings in the countryside can also appear incongruous and these will be strictly controlled in terms of their scale, design and appearance to reflect their rural location.

**4.4.58** Where planning permission has been granted for the replacement, or extension of an existing dwelling in the countryside, planning conditions may be imposed restricting permitted development rights in respect of additional extensions and alterations. This is intended to prevent the subsequent erosion of the rural character of the countryside.

# POLICY HOUS 8 - ADDITIONAL RESIDENTIAL DEVELOPMENT

RESIDENTIAL DEVELOPMENT WILL NOT BE PERMITTED WHICH INVOLVES THE EXTENSION OF THE URBAN AREAS OF:

BARRY

COWBRIDGE WITH LLANBLETHIAN DINAS POWYS LLANDOUGH (PENARTH) LLANTWIT MAJOR PENARTH SULLY

AND THE RURAL VILLAGES OF:

RHOOSE ST ATHAN WENVOE YSTRADOWEN

BEYOND THE IDENTIFIED SETTLEMENT BOUNDARIES, UNLESS SUCH DEVELOPMENT CAN BE JUSTIFIED IN THE INTERESTS OF AGRICULTURE OR FORESTRY.

**4.4.59** Settlement boundaries are defined on the Proposals Map.

**4.4.60** In Policy HOUS 1 above, sufficient land is allocated for new residential development to

meet the Vale's requirements to the year 2011. In order to prevent the spread of new development outside the confines of these existing communities, settlement boundaries have been drawn around the existing urban areas of Penarth, Dinas Powys, Sully, Llandough (Penarth), Cowbridge, Llantwit Major and Barry and around the rural villages of Rhoose, St Athan, Wenvoe and Ystradowen. The aim of this policy is to protect the rural areas around and between the existing settlements, to prevent urban sprawl and to avoid the fusion of adjoining settlements. Other countryside protection policies are contained within the Environment chapter. Policies ENV1 and ENV3 are particularly relevant.



# POLICY HOUS 9 - RESIDENTIAL DEVELOPMENT WITHIN SETTLEMENT BOUNDARIES

WITHIN THE RESIDENTIAL SETTLEMENT BOUNDARIES AS DEFINED IN POLICY HOUS 8, PROPOSALS FOR NEW HOUSING WILL BE PERMITTED IF:

- (i) THE SCALE AND FORM OF THE PROPOSED DEVELOPMENT IS IN KEEPING WITH SURROUNDING USES;
- (ii) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE IMPACT ON GOOD QUALITY AGRICULTURAL LAND (GRADES 1,2, AND 3A), ON AREAS OF ATTRACTIVE LANDSCAPE OR HIGH QUALITY TOWNSCAPE OR ON AREAS OF HISTORICAL, ARCHAEOLOGICAL OR ECOLOGICAL IMPORTANCE;
- (iv) OPEN SPACE IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED STANDARDS;
- (v) THE PROVISION OF CAR PARKING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (vi) ADEQUATE COMMUNITY AND UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED.

**4.4.61** The aim of this policy is to stop inappropriate development within urban areas and town cramming. For the purpose of this policy town cramming is defined as insensitive infilling or development which through its cumulative effects will damage the character or amenity of an area.

Whilst infill development may be permitted subject to the above criteria, proposals which result in overdevelopment of existing residential areas and/or the loss of open space within such areas will be resisted. The Council's requirements for the provision of open space are set out in Policy REC 3.

# POLICY HOUS 10 - CONVERSION OF LARGE DWELLINGS

THE CONVERSION OF LARGE DWELLINGS INTO SMALL SELF-CONTAINED DWELLING UNITS WILL BE PERMITTED IF:

- (i) THE SCALE AND FORM OF THE PROPOSED DEVELOPMENT IS IN KEEPING WITH SURROUNDING USES;
- (ii) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;
- (iii) THE PROVISION OF CAR PARKING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.

**4.4.62** Particularly within the larger settlements there are a number of large older houses which may no longer be appropriate for today's needs. This policy favours the renovation of the existing

house stock, subject to certain criteria, thereby helping to reduce the level of under-occupation of dwellings.

# **POLICY HOUS 11 - NURSING HOMES**

PROPOSALS FOR THE ERECTION OF, OR EXTENSION TO, RESIDENTIAL CARE AND NURSING HOMES WITHIN CLASS C2 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987, (AS AMENDED) AND FOR CONVERSION OF PRIVATE RESIDENCES, HOTELS AND GUEST HOUSES AND OTHER BUILDINGS TO SUCH USES WILL ONLY BE PERMITTED IF:

- (i) THERE ARE NO UNACCEPTABLE EFFECTS ON THE AMENITY OR CHARACTER OF THE AREA BY REASON OF TRAFFIC GENERATION OR LOSS OF PRIVACY TO ADJOINING PROPERTIES;
- (ii) THE PROPOSAL DOES NOT CREATE UNACCEPTABLE DANGERS AND NUISANCE CAUSED BY THE VOLUME AND PROXIMITY OF TRAFFIC ON ADJACENT ROADS;
- (iii) THE SCALE, LAYOUT AND APPEARANCE OF THE PROPOSAL REFLECTS THE CHARACTER OF THE LOCALITY;
- (iv) THE DENSITY OF OCCUPATION, THAT IS THE NUMBER OF RESIDENTS, IS COMPATIBLE WITH SURROUNDING LAND USES;
- (v) THE PROPOSAL PROVIDES FOR PEDESTRIAN ACCESS WITHIN THE SITE AND FROM THE STREET;
- (vi) OPEN SPACE IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED STANDARDS;
- (vii) CAR PARKING AND AMENITY SPACE PROVISION IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (viii) ACCESS ARRANGEMENTS ALLOW THE SAFE MANOEUVRING OF CARS, AMBULANCES AND VANS;
- (ix) THE PROPOSAL IS IN CLOSE PROXIMITY TO LOCAL SERVICES SUCH AS SHOPS AND BUS STOPS;
- (x) ADEQUATE COMMUNITY, INFRASTRUCTURE AND UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED.

**4.4.63** Residential institutions in Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) refer to residential accommodation and care for people in need. Care is defined in Article 2 of the Order as

**66** personal care for people in need of such care by reason of old age, disablement, past or present dependence on alcohol or drugs or past and present mental disorder, and Class C2 also includes the personal care of children and medical care and treatment.

# POLICY HOUS 12 - RESIDENTIAL PRIVACY AND SPACE

EXISTING RESIDENTIAL AREAS CHARACTERISED BY HIGH STANDARDS OF PRIVACY AND SPACIOUSNESS WILL BE PROTECTED AGAINST OVER DEVELOPMENT AND INSENSITIVE OR INAPPROPRIATE INFILLING.

**4.4.64** This policy aims to protect existing high quality housing areas from overdevelopment or insensitive or inappropriate infilling. A similar policy was introduced by the Secretary of State

for Wales in his approval of the South Glamorgan Structure Plan Proposals for Alteration No. 1 in 1989. Account should also be taken of the Council's Approved Amenity Standards.

# POLICY HOUS 13 - AFFORDABLE HOUSING

THE COUNCIL WILL WHERE THERE IS A DEMONSTRABLE NEED, SEEK TO NEGOTIATE WITH DEVELOPERS FOR THE INCLUSION OF A REASONABLE ELEMENT OF AFFORDABLE HOUSING IN SUITABLE DEVELOPMENT SCHEMES. CLEAR AND ADEQUATE ARRANGEMENTS SHOULD BE MADE TO ENSURE THAT THE BENEFITS OF SUCH HOUSING ARE SECURED FOR INITIAL AND SUBSEQUENT OCCUPANTS.

**4.4.65** Affordable housing is defined as the range of subsidised housing designed for those whose incomes generally deny them the opportunity to purchase houses on the open market as a result of the local relationship between income and market price. It may include low cost housing for private ownership, affordable rented housing and shared ownership housing.

**4.4.66** The level of affordability will vary over geographical areas and over time according to incomes and the operation of the local housing market.

**4.4.67** The Council's Housing Strategy aims to ensure that as far as resources permit, residents occupy accommodation which is adequate for their needs in terms of size, fitness for occupation and cost. This will be achieved largely through the co-ordination of policies and proposals aimed at providing affordable housing in the Council's Housing Strategy and Operation Programme (HSOP) and the Vale of Glamorgan Unitary Development Plan.

4.4.68 The starting point for the provision of affordable housing will be an assessment of the level and geographical distribution of housing need in the Vale, initially utilising existing information on housing need derived from housing waiting lists, the 1991 Census and other relevant information from the housing associations operating within the Vale. A wider assessment of housing need in the former Borough Council's area was undertaken by consultants in 1994 and the results from this survey assists in forming a more comprehensive means of identifying the level and geographical distribution of housing need. This will take into account house prices and market rents, the size and needs of households and their ability by income to support affordable housing.

**4.4.69** The bulk of affordable housing provision will be made in the urban areas of the Vale and in particular Barry and Penarth. There are a number of ways that affordable housing may be delivered through the Unitary Development Plan particularly in urban areas, including the conversion of under used space over shops and offices into flats, the

conversion of existing buildings into flats and through higher density developments which may make it easier for a developer to provide smaller affordable market units.

**4.4.70** The best way of securing new affordable housing units will be through the inclusion of a mix and balance of house types and sizes in large new housing developments to cater for a range of housing needs. Eighty units of social housing have previously been secured as part of the development brief produced by Cardiff Bay Development Corporation for the comprehensive redevelopment of Penarth Dock.

The comprehensive redevelopment of Barry Waterfront, the developments at North East Barry, Cogan Hall Farm, Penarth, and the Cowbridge Road/Sawmill Site, Ystradowen will also offer opportunities for the provision of affordable housing. The proximity of these sites to existing and proposed services such as shops and public transport offers particular locational advantages. The Council will continue to work closely with Associated British Ports, the Welsh Development Agency, Tai Cymru, and registered social landlords to ensure that the number of affordable housing units is maximised in the Barry Waterfront redevelopment scheme.

# POLICY HOUS 14 - AFFORDABLE HOUSING IN THE RURAL VALE

IF IT CAN BE DEMONSTRATED THAT IN THE RURAL VALE THERE IS AN IDENTIFIED LOCAL NEED FOR AFFORDABLE HOUSING, THE DEVELOPMENT OF A LIMITED NUMBER OF ADDITIONAL SITES WILL BE PERMITTED IF:

- (i) THE SITE IS WITHIN OR ADJOINING AN EXISTING SETTLEMENT BOUNDARY;
- (ii) THE SITE IS COMMENSURATE IN SCALE, DESIGN AND LOCATION WITH THE IDENTIFIED NEED;
- (iii) CLEAR AND ADEQUATE ARRANGEMENTS ARE MADE TO ENSURE THAT THE BENEFITS OF SUCH HOUSING ARE SECURED FOR INITIAL AND SUBSEQUENT OCCUPANTS;
- (iv) THE SCALE AND FORM OF THE PROPOSED DEVELOPMENT IS IN KEEPING WITH SURROUNDING USES;
- (v) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;
- (vi) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE IMPACT ON GOOD QUALITY AGRICULTURAL LAND (GRADES 1, 2 OR 3a), ON AREAS OF ATTRACTIVE LANDSCAPE OR HIGH QUALITY TOWNSCAPE OR ON AREAS OF HISTORICAL, ARCHAEOLOGICAL, ECOLOGICAL, GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE;
- (vii) OPEN SPACE IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED STANDARDS;
- (viii) THE PROVISION OF CAR PARKING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (ix) ADEQUATE SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED.

FOR THE PURPOSE OF THIS POLICY THE RURAL VALE IS DEFINED AS BEYOND THE SETTLEMENTS OF BARRY, PENARTH, LLANDOUGH (PENARTH), DINAS POWYS AND SULLY.

**4.4.71** Planning Guidance (Wales) "Planning Policy" (May 1996) states that in rural areas, special provision for affordable housing may be considered to help ensure the viability of the local community. The release of any small housing sites to meet local housing needs as an exception to the policies for general housing provision and must be fully justified in terms of meeting an identified local need for such housing. Sites which are proposed must also meet all the other criteria against which normal housing developments would be judged.

**4.4.72** The terms "affordable housing" or "affordable homes" are used in the Technical Advice Note (Wales) 2 "Planning and Affordable Housing" to encompass both low cost market and subsidised housing (irrespective of tenure, exclusive or shared ownership, or financial arrangements) that will be available to people who cannot afford to occupy houses generally available on the open market.

**4.4.73** The Technical Advice Note (TAN) goes on to say that the Government's wish to encourage diversity of housing tenure, advocated if the 1995 Housing White Paper, applies equally to affordable housing delivered through the planning system.

**4.4.74** In respect of rural exception sites the TAN states that these can provide "a small but important additional source of affordable housing in rural areas to meet the needs of local people". Such sites will be released as an exception to normal plan policies, should be located within or adjoining existing villages, and should be regarded as additional to the provision of housing for general demand. The TAN goes on to state that it is not envisaged that the scale of provision of affordable housing on land which would not normally receive planning permission for housing will be large or such as to unbalance the pattern of settlements in the community.

**4.4.75** The above policy sets out criteria against which rural exceptions proposals will be judged. The Council is to undertake a rural needs housing survey during 1998/9. Pending its publication applicants will need to establish that there is an identified local need for affordable housing in the area.

# POLICY HOUS 15 - GYPSY CARAVANS

PROPOSALS FOR THE USE OF LAND FOR THE SITING OF RESIDENTIAL CARAVANS OCCUPIED BY GYPSIES WILL ONLY BE PERMITTED WHERE:

- (i) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE AMENITY OR CHARACTER OF NEARBY AREAS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF TRAFFIC CONGESTION OR PARKING PROBLEMS;
- (ii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE INTERESTS OF AGRICULTURE, CONSERVATION AREAS OF ECOLOGICAL, GEOLOGICAL, GEOMORPHOLOGICAL AND WILDLIFE IMPORTANCE OR LANDSCAPE PROTECTION;
- (iii) THE PROPOSAL HAS A SAFE VEHICULAR ACCESS;
- (iv) SATISFACTORY LANDSCAPING IS PROVIDED;
- (v) ADEQUATE COMMUNITY AND UTILITY SERVICES EXIST AND ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED;
- (vi) THE SITE IS SUITABLE FOR SMALL SCALE RESIDENTIAL, EMPLOYMENT AND RECREATIONAL USES.

**4.4.76** Gypsies are defined in Section 17 of the 1968 Caravan Sites Act as *"persons of nomadic habit of life, whatever their race or origin".* However, this definition was further developed by the Secretary of State in 1977, during a review of gypsy policy, to add the following criteria:

- *i)* A pattern of residing in or resorting to a particular area
- *ii)* A requirement for a pitch or caravan.

The policy applies to gypsies in this sense.

**4.4.77** The Circular advises that proposals for gypsy sites should continue to be determined in relation to land use factors and should be consistent with agricultural, archaeological, countryside and environment objectives. Gypsy sites are therefore inappropriate in the countryside and in areas of high landscape value for example.

**4.4.78** The Welsh Office bi-annual survey on the number of gypsies present within the Vale of Glamorgan on a particular day in January and July each year and it gives some indication of the demand for gypsy sites within the Vale. Over recent years the survey figures show that there were few gypsies present within the Vale. It is not considered therefore that there is sufficient demand for the allocation of sites within the Vale. Should there be any applications for such sites they will be assessed against the criteria contained within the above policy.

**4.4.79** Circular 78/91 "Travelling Showpeople" states that development plans should consider the needs of travelling showpeople and make a realistic assessment of the amount of accommodation required. It is considered that there is no tradition of a pressure for sites of this nature within the Vale of Glamorgan.

# 4.5 IMPLEMENTATION

**4.5.1** Many of the policies contained within this chapter will be implemented through the Council's development control powers. The majority of the sites allocated in Policy HOUS 1 will be developed by the private housing market, although the Council will seek to ensure that affordable housing is provided within the larger sites by the involvement of appropriate housing associations. The Council's Housing Strategy and Operational Plan is also an important vehicle in determining housing policy in the Vale.



# **ECONOMIC DEVELOPMENT** & TOURISM



# 5.1 INTRODUCTION

## ECONOMIC DEVELOPMENT

**5.1.1** The Council's Economic Development Strategy aims to strengthen the local economy through a range of measures including; undertaking urban regeneration initiatives, developing tourism, enhancing town centres, promoting the Vale of Glamorgan as a location for investment, providing information and advice on sites and premises, and where appropriate offering financial assistance to training and businesses.

**5.1.2** The Plan aims to provide the land-use policy base to support the aims of this Strategy and also incorporates the justification for Policies 4, 5 and 6 in Part One of the Unitary Development Plan. It provides detailed policies for the development and use of land for employment purposes, and to facilitate the growth of the local economy.

## Large Towns

**5.1.3** Barry with a resident population of 46,980, is a key employment area for the Vale. Historically built on port-related activities it later developed a strong manufacturing base, which was eroded considerably during the 1970's and early in the 1980's. By the end of the last decade however, new investment in manufacturing industries had arrived. Companies such as Dow Corning, Dow Chemicals, European Vinyls Corporation, International Speciality Chemicals, Zeon Chemicals and Cabot Carbon have helped to strengthen Barry's important and now growing chemical industry.

**5.1.4** Barry Docks is still a significant asset to the town currently handling approximately 400,000 tonnes of cargo a year with projected growth of a further 300,000 tonnes a year by the year 2005.

5.1.5 Barry shares many of the problems of dereliction, lack of investment and unemployment of the South Wales Valleys. In response, partnerships have been formed between the Council, the Welsh Development Agency (WDA) and Associated British Ports (ABP) to implement a concerted plan of action for the regeneration of brownfield sites. As Barry serves a much wider area in terms of its economy and employment potential, this represents a substantial benefit for the Vale of Glamorgan as a whole. Central to Barry's regeneration is the Joint Initiative between the WDA and Associated British Ports to redevelop approximately 77 hectares of land around the No.1 Dock area known as 'The Waterfront, Barry'. Proposals include up to 1,000 houses, business development, retailing and leisure facilities.

**5.1.6** The town serves as the administrative centre for the Vale of Glamorgan Council having its main offices in the town, in the Civic Centre and in the Dock Offices. Barry has the largest traditional shopping centre in the Vale of Glamorgan but has suffered from a lack of private investment, the effects of economic recession and out-of-town competition in recent years. Tourism is also a key industry in Barry.

**5.1.7** Penarth is the second largest town in the Vale with a population of 20,930. Its Victorian Esplanade and Pier is popular with tourists and complements the facilities at Barry. Penarth has a successful town centre and small industrial areas but along with Dinas Powys, it is a dormitory settlement with many residents working in Barry or Cardiff. The nearby Llandough Hospital is a major employer. A small part of Penarth falls within the remit of the Cardiff Bay Development Corporation. A mixed development of housing, retail and convenience facilities is already well established.

#### Rural Vale

**5.1.8** The remaining parts of the area are predominantly rural in nature, with attractive countryside and coastal locations contributing to the Vale's important assets. West of Barry is Rhoose, home of Cardiff International Airport which has recently witnessed substantial investment from its new owners. British Airways Maintenance Cardiff (BAMC) has invested in a major maintenance plant and a new business park is being developed alongside. Other major employers in the Rural Vale include Robert Bosch at Miskin manufacturing automotive alternators.

**5.1.9** The Aberthaw power station and the Blue Circle cement works are important to the local economy as is the RAF base at St. Athan. Llantwit Major and Cowbridge provide shopping facilities for those in the western Vale and attract significant numbers of tourists. At Llandow there are two major employment sites with land available for small and medium sized business at Llandow Trading Estate and the Vale Business Park.

**5.1.10** The rural areas of the Vale are important in providing a strong agricultural base together with a quality environment which is a key part of the area's attraction. The Plan recognises the structural changes which are taking place in the agricultural industry and seeks to accommodate these so that both socially and economically the Rural Vale remains viable.

# TOURISM

**5.1.11** Tourism is one of the United Kingdom's most important growth industries and, in terms of world trade, a fast growing market. Currently it generates 5-6% of the country's G.D.P., accounts for 7% of employment and is the fourth largest source of export revenue (source: "A new Approach to Tourism", ADC Paper, 1996).

**5.1.12** Tourism is defined by the Tourism Society as:

**66** ... the temporary movement of people to destinations outside the places where they normally live and work and their activities during their stay at these destinations; it includes movement for all purposes as well as day visits or excursions.

Tourists include those persons on holiday, visiting friends or relatives (VFR) or on business, and can include people visiting an area for other reasons such as studying. They tend to be categorised into "Domestic Tourists" (i.e. tourists who travel within the borders of their United Kingdom) and "Overseas" or "Internationals Tourists" (i.e. tourists who travel from abroad to the United Kingdom).

A well-managed tourism industry can 5.1.13 bring many benefits to an area. It can strengthen the local economy, through visitors generating new income, create new jobs, enable a local economy to diversify, and also attract inward investment. The environment can also benefit with tourism developments leading to the regeneration of derelict urban areas, restoring redundant historic buildings and sites, and assisting the upgrading of country and coastal walks. It can also provide social and cultural benefits, improving the image of an area and raising local civic pride. The local community can also benefit from improved infrastructure and amenities such as the upgrading of transport infrastructure, and improved sports and leisure facilities.

**5.1.14** In the Vale of Glamorgan tourism plays an important role within the local economy. The industry accounts for 3,418 jobs, some 9.23% of the total working population. This compares to 8.34% of the working population in Wales (Census of Employment, 1993). In 1994 a

Tourism and Economic Activity Model (STEAM) was used to assess the importance of tourism to the economy of the former Vale of Glamorgan Borough. The Model revealed that tourism expenditure in the Vale in 1994 amounted to some £110.1 million.

5.1.15 As a tourist destination the Vale of Glamorgan offers a diversity of visitor experiences. These include the main visitor destination of Barry Island. The Island has been established as a traditional seaside resort since the Victorian era, and is dominated by the funfair, Whitmore Bay bathing beach, a new Steam Railway Centre and numerous smaller attractions, amusement arcades and cafes. Further east is the Victorian seaside town of Penarth with its elegant Pier, Esplanade, extensive landscaped gardens, marina and on the edge of the town, Cosmeston Medieval Village and Country Park. The Rural Vale's appeal to visitors is its diverse countryside, woodland and farmland areas, dotted with numerous small villages. To the south is the dramatic coastline with extensive views of the Bristol Channel, punctuated by isolated, tranquil pebble beaches, 11 miles of which is Heritage Coastline. Within the rural Vale sit the two historic towns of Cowbridge and Llantwit Major, where visitor appeal includes their Conservation Areas and numerous historic buildings, with Cowbridge also providing an attractive shopping destination with its boutiques, arts and crafts shops and restaurants.

**5.1.16** The Council recognises that the tourist industry must be well managed, particularly in terms of protecting the environment; itself a tourist asset, which can easily be damaged by poorly controlled tourism and recreational activities. At the same time the interests of the local community must be balanced with the economic benefits of a growing tourism industry. The "Environment" Chapter of the Plan recognises the potential problems and contains policies to protect and enhance the Vale's natural environment.

# 5.2 NATIONAL PLANNING GUIDANCE

**5.2.1** National planning guidance in respect of economic development is embodied in:

• Planning Guidance (Wales) 'Planning Policy' (1996); • Welsh Rural White Paper -'A Working Countryside for Wales' (1996).

**5.2.2** Planning Guidance (Wales) "Planning Policy" (1996), paragraphs 158, 159, 163, 164 and 187, state that local planning authorities preparing development plans should have regard to the allocation of land for employment and local economic development.

5.2.3 In particular it states the Plan should aim to provide for development within or adjacent to established local centres, to make available spent land which is readily capable of development (and well served by infrastructure), and to ensure that there is a variety of sites available to meet differing needs. It also states that development plans should identify new industrial and commercial development locations which meet or have the potential to meet the Government's planning policies for transport, and to promote underused and vacant land and premises, especially those adjacent to existing or disused, but safeguarded, railways and docks. Emphasis is placed on encouraging economic development which is compatible with the Government's environmental and transport objectives; and achieves a balance between employment and population.

**5.2.4** With regard to rural areas the guidance suggests that a variety of employment opportunities be promoted and that the development plan should benefit the rural economy and maintain or enhance the environment'.

**5.2.5** Welsh Rural White Paper - "A Working Countryside for Wales" (1996) outlines the Government's proposals for the development of the rural economy and states that several factors need to be considered in the siting and location of development in the countryside:

*Large developments should be located in those settlements where they minimise the demand for new infrastructure and travel.* **)** 

(P71, Sustainable Development), and

**66** The Government's aim is to promote sustainable development and to respect the diversity of rural Wales.

(P87, Planning)

**5.2.6** National Planning Guidance for tourism is included in:

- Planning Guidance (Wales) "Planning Policy" (1996);
- Technical Advice Note (Wales) 13, Tourism.

**5.2.7** Planning Guidance (Wales) "Planning Policy" (1996) states that the Government is committed to the encouragement of tourism and the improvement in tourist facilities, providing geographical and seasonal spread and encouraging the development of non-traditional destinations whilst safeguarding the environment and the interests of local communities.

**5.2.8** The Technical Advice Note (Wales) 13 for "Tourism" provides more detailed guidance and has been considered in the formulation of the policies in this section. The TAN deals specifically with issues relating to hotels, caravan parks and seasonal and holiday occupancy conditions.

#### Wales Tourist Board - "Tourism 2000 Strategy"

**5.2.9** The Wales Tourist Board sets out the national framework for the development and promotion of tourism within Wales. In 1994 the Board published the "Tourism 2000" Strategy which aims to secure high quality sustainable tourism development which protects the natural and built environment. The aims of the strategy are achieved through the WTB working in partnership with statutory agencies, local authorities, the private sector and other bodies. The vision of the Board for the year 2000 is set out in the document in terms of targets and priorities for the tourism industry.



# 5.3 OBJECTIVES

**5.3.1** The Council is committed to supporting the local economy and local economic development and tourism through a range of measures including the provision of choice and range of sites. The policies will assist the Council to:

- strengthen the local economy;
- widen job opportunities for local residents by improving access to employment, and training;
- improve the economic infrastructure of the Vale;
- set out strategic policies for development, conservation and transportation that will enable the local economy to grow in a sustainable framework;
- *improve the urban fabric and to enhance the physical and natural environment of the Vale;*
- create the conditions for a thriving tourism industry whilst safeguarding and enhancing the environment and interests of the local community;
- promote tourism to a level compatible with the Vale's capacity to cater for such activity, maximised through good visitor management and only permitting sensitive developments;
- encourage new investment in tourism in both facilities and accommodation and to encourage improvement in the standard of provision;
- ensure that new investment in tourism does not conflict with the environmental policies of the Plan.

# 5.4 POLICIES & PROPOSALS

**5.4.1** The Council's policies for economic development strive to meet the aims and objectives outlined in the Planning Guidance (Wales) "Planning Policy" (1996) and the Rural White Paper, with regeneration of brownfield sites for employment use, restricting development to sites already in existence and implementing design controls to complement the aesthetic character of the Vale of Glamorgan.

**5.4.2** Policy EMP 1 allocates land for employment on both new and established sites. Where other established employment sites have been omitted it is because no land is available at the time of publication.

# POLICY EMP 1 - LAND FOR EMPLOYMENT USES

THE FOLLOWING LAND IS ALLOCATED FOR EMPLOYMENT USES:

Site No.	Site Name	Use Classes	Land (Ha) Available
(1)	ATLANTIC TRADING ESTATE	B1, B2 & B8	12.0 (*1)
(2)	BARRY BUSINESS PARK,	B1 & B8	0.8
(3)	BARRY CHEMICAL COMPLEX	B1, B2, B8	3.5
(4)	BARRY DOCKS	B1, B2, B8	7.0
(5)	CARDIFF INTERNATIONAL AIRPORT BUSINESS PARK	B1, B2, B8	58.9
(6)	HAYES LANE	B1, B8	1.4
(7)	HAYES ROAD, BARRY	B1	5.3
(8)	HAYES WOOD	B1, B8	4.2
(9)	LLANDOUGH TRADING ESTATE	B1, B2 & B8	0.9
(10)	LLANDOW TRADING ESTATE	B1, B2 & B8	7.3
(11)	MARLEY TILE CO. SITE, ST. MARY HILL	B1, B2 & 88	2.7
(12)	PALMERSTON TRADING ESTATE	B1, B8	2.1
(13)	PENCOEDTRE BUSINESS PARK	B1, B8	3.2
(14)	RHOOSE QUARRY	B1, B2, B8	2.9
(15)	SULLY MOORS ROAD, BARRY	B1, B2 (PART), B8	5.0
(16)	THE WATERFRONT, BARRY	B1, B8	11.0 (*2)
(17)	TY-VERLON INDUSTRIAL ESTATE	B1, B2 & B8	0.5
(18)	WEST POINT INDUSTRIAL ESTATE & Llandough Sidings, penarth RD	B1, B2 & B8	3.2
(19)	VALE BUSINESS PARK	B1,B2,B8	14.8
(20)	VALE GATE AND HTV, CULVERHOUSE CROSS	B1	7.4
(21)	LAND TO THE NORTH OF RHOOSE	B1, B8	6.3

#### TOTAL

(\*1) This is an estimate of land available after redevelopment of Atlantic Trading Estate.

(\*2) Proposals for this redevelopment do not specify how much land will be available for commercial/employment uses, the current estimate is that 11 hectares is proposed for mixed use development.

160.4

5.4.3 The employment land allocation is based on sites already with planning permission together with an assessment of employment opportunities available both in the Vale of Glamorgan and in neighbouring areas, an analysis of the workforce in the Vale of Glamorgan and its patterns of movement, and forecasts of the economic prospects for the area. Sufficient land has been earmarked to allow existing companies to grow and to allow the Council to compete for inward investment. The amount of land identified also reflects a desire to provide local employment opportunities for a higher proportion of Vale residents and thus reduce outward commuting. It provides the scope, too, for reducing the unacceptably high levels of unemployment that prevail in parts of the Vale of Glamorgan.

**5.4.4** Suitable uses for available employment land within specific sites are shown in the Policy:

- B1 refers to Light Industry/Offices (Business Use);
- B2 is General Industry;
- *B8 is Warehousing and Distribution.*

It is important that this policy is read in conjunction with other policies in this Plan, and in particular Policy EMP 2 & 3.

5.4.5 The Council recognises the important role of small businesses in the local economy and is supportive of proposals for smaller industrial units (50-150 sq.m.), on identified sites. Whilst sites are identified for particular uses, it should be noted that this reflects suitability in planning or land use terms, it does not imply the availability of all services. Similarly, some of the sites will require raised ground levels and may be restricted in terms of surface water drainage and any business or industrial development must include measures to ensure that any rivers, other inland waters and underground water resources will be safeguarded. This policy should be read in conjunction with ENV 6.

### SITE 1: ATLANTIC TRADING ESTATE

**5.4.6** The site is a former Ministry of Defence depot, located to the south of the No. 2 Dock in Barry. The southern part of the Estate has been purchased by the Vale of Glamorgan Council and is subject to a major programme of redevelopment

to improve access, enhance the environment and upgrade services on the site. The site is an under used resource and its redevelopment will release additional land for employment use. The northern part of the Estate has recently been acquired by ABP. The Proposal Map identifies the boundary of Atlantic Trading Estate within which land is available. It is recommended that further development of this site is subject to further consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD.

#### SITE 2: BARRY BUSINESS PARK, BARRY

**5.4.7** This 0.8 hectare site is located at the junction of Cardiff Road and Sully Moors Road, Barry. Planning permission has been granted for B1 use, but the site has not yet been developed. Potential uses include B1 and B8 development.

#### SITE 3: BARRY CHEMICAL COMPLEX

5.4.8 The Chemical Complex is a grouping of various chemical industries on a relatively large flat site to the east of the No. 2 Dock in Barry. The Chemical Complex is home to a number of firms including: Dow Corning, BP Chemicals, Dow Chemicals, European Vinyls Corporation, Zeon Chemicals and Cabot Carbon. The south east of the site is occupied by the Vale Enterprise Centre, a collection of workshops housing a number of small businesses. Activities are expanding with Dow Corning implementing the Genesis project, and Van Ommeren Terminals developing a new storage facility at the Windmill site adjacent Hayes Road. While the site has been identified for B1, B2 uses, proposals for the suitable expansion of existing industrial uses on the site will be considered on merit by the Council, subject to environmental safeguards. It is recommended that further development of this site is subject to consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD.

#### SITE 4: BARRY DOCKS

**5.4.9** This is the largest area of industrial land in the Vale and is owned by Associated British Ports. A large proportion of the land is leased for business use, including operational port facilities.

The 7 hectares of land available for employment use is located adjacent to the No. 2 Dock Bypass, adjacent to The Waterfront, Barry comprehensive redevelopment area and the Barry Chemical Complex. Although not shown for development, within the Associated British Ports Estate an area to the east of Wimbourne Road is occupied by the remains of the original tidal meanders of the Cadoxton River and should be left undisturbed. The area is now reed swamp, supporting a large stand of common reed and a rich variety of flora and fauna. This policy designation should be read in conjunction with Policy ENV 14. It is recommended that further development of this site is subject to consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD.

#### SITE 5: CARDIFF INTERNATIONAL AIRPORT BUSINESS PARK

**5.4.10** Cardiff International Airport Business Park is a 58.9 hectare greenfield site immediately adjacent the eastern boundary of Cardiff International Airport, on land primarily owned by the Council. Development has already taken place to the north of the Business Park in the form of the British Airways Maintenance Cardiff (BAMC) facility which services Boeing 747 aircraft.



#### SITE 6: HAYES LANE

**5.4.11** This privately owned plot of land of some 1.4 hectare overlooks Hayes Lane and is adjacent to Atlantic Trading Estate. The land is occupied by an existing industrial operation but could form part of a more comprehensive redevelopment of the Atlantic Trading Estate. Access to the site will be improved with construction of a link road between Hayes Wood (Site 9) and Atlantic Trading Estate (Site 1). It is recommended that further development of this site is subject to consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD.

#### SITE 7: HAYES ROAD, BARRY

**5.4.12** This site is located to the south of Hayes Road and north of the coastal SSSI . Formerly part of a Ministry of Defence storage depot it has since been cleared, although the Ministry of Defence Property Services Agency still owns the site. Of a total area of 7.3 hectares, 2 hectares is required to provide a buffer zone at the coastal fringe, reducing developable land to 5.3 hectare. Development is restricted to B1 uses, recognising the particular value of this location in fulfilling a need for high quality B1 sites.

#### SITE 8: HAYES WOOD

**5.4.13** A former sports ground now owned by the WDA, Hayes Wood has permission for B1 and B8 uses and lies adjacent to a residential area on Hayes Road. It also borders Atlantic Trading Estate (Site 1). The WDA has serviced the site and will make plots available to encourage start-up businesses. B2 uses are not acceptable, and a buffer will be required between industrial development and the adjoining houses. It is recommended that further development of this site is subject to consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD.

#### SITE 9: LLANDOUGH TRADING ESTATE

**5.4.14** The site is located north of the town of Penarth, on the eastern boundary of the Vale, and is a largely developed established estate with a range of business and warehousing uses, covering two areas of land running either side of Penarth Road. The site available which was formerly in retail use comprising 0.9 hectare of land available adjacent to the roundabout access to the West Point Industrial Estate along Penarth Road. It is recommended that further development of this site is subject to consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD.

#### SITE 10: LLANDOW TRADING ESTATE

**5.4.15** Llandow Trading Estate is at the southern end of a former airfield and includes a significant amount of low-grade general industry. Although shown primarily as non-agricultural land on the Agricultural Land Classification maps, parts of the



former airfield are successfully used for farming purpose, notably grazing and cereal production. 7.3 hectares of land is available to the north west of the site. Acceptable uses include B1, B2 and B8, although there may be constraints on certain developments on environmental grounds. Restrictions will be imposed following consultation with the Environment Agency in respect of pollution control and storage of materials as a large part of the site is known to drain to a carboniferous limestone aquifer from which ground-water is abstracted.

#### SITE 11: MARLEY TILE CO. SITE, ST. MARY HILL

**5.4.16** 3.5 hectare of land is located within the site of a former tile manufacturer within countryside, north west of Cowbridge. A distribution warehouse remains within the site with an area to the north providing a storage yard, both are used by an established roofing-tile company. Environmental safeguards are paramount and expansion beyond the boundary of the site will not be permitted.

#### SITE 12: PALMERSTON TRADING ESTATE

**5.4.17** The land available is within an established industrial estate off Palmerston Road, Barry. The estate serves as a very important supply of workspace within the urban area. It encompasses the Council's 'Palmerston Workshops' (incorporating 19 workshops and 4 studio units) and the 'Palmers Vale' Business Centre (which includes workshops of various sizes). Vacant development land amounts to 2.1 hectares split into two plots of land. The Estate's location adjoining residential properties restricts suitable uses and excludes general industry.

### SITE 13: PENCOEDTRE BUSINESS PARK

**5.4.18** This site has 3.2 hectares available for business/warehousing development (B1, B8) and is to the south of the Pencoedtre Special Employment Site (see Policy EMP2). The site adjoins an area of ancient woodland (largely owned by the Forestry Commission). Both sites require archaeological investigation prior to development. See also Policy HOUS 1 (3).

#### SITE 14: RHOOSE QUARRY

**5.4.19** The designation of 2.9 hectares of land at Rhoose for employment purposes was granted outline planning consent in March 1996. The land for employment uses is adjacent the main railway line in the north east corner of the site. See also Policy HOUS 1 (13).

## SITE 15: SULLY MOORS ROAD, BARRY

**5.4.20** The site is a low-lying greenfield site on the eastern edge of Barry, opposite the Chemical Complex. A number of businesses operate from Sully Moors Road, but an area of land (5.0 hectares currently used for grazing) is available for industrial development. While B1 and B8 uses would be suitable for the whole site, B2 will be restricted to the northern part of the site, in view of the relative proximity of housing.

## SITE 16: THE WATERFRONT, BARRY

**5.4.21** The Waterfront is located around the No. 1 Dock and covers an area of some 77 hectares, including 11 hectares for employment. The implementation of this scheme, is the Council's priority for economic regeneration. It is recommended that further development of this site is subject to further consultation with the

Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD. See also Policy HOUS 1 (1).

#### SITE 17: TY-VERLON INDUSTRIAL ESTATE, BARRY

**5.4.22** This site covers the established Ty-Verlon Industrial Estate, Priority Enterprise Park and the former Plaracon Tyres site which has been the focus of recent development. One plot is available for development within Priority Enterprise Park. Potential uses are B1, B2 and B8 classes.

#### SITE 18: WEST POINT INDUSTRIAL ESTATE AND LLANDOUGH SIDINGS, PENARTH ROAD

**5.4.23** Llandough Sidings adjoins the West Point Industrial Estate which is a largely developed industrial estate off Penarth Road, situated on the west bank of the River Ely. The land available is between the River Ely and the railway, accessed via the West Point Industrial Estate. Any development at Llandough Sidings will require screening due to its proximity to the proposed residential development on the opposite bank of the river. It is recommended that further development of this site is subject to consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD.

#### SITE 19: VALE BUSINESS PARK

**5.4.24** This employment site was formerly known as Llandow Industrial Estate and is located on the site of the former Llandow airfield, between Llantwit Major and Cowbridge. The site is accessed from the B4270 and supports a wide range of industrial and business activities. The Vale Business Park has been the focus of a considerable amount of recent investment. On the periphery of the former airfield large hangars are used chiefly for storage purposes, although one is used for furniture retailing. For the purpose of the policies relating to business and industrial development in this area, the hangars are considered as part of the existing estate.

**5.4.25** A total of 14.8 hectares, split into five plots, are available for development. Full planning permission for development of the largest plot to the south of the site will not be

permitted until a new roundabout is constructed off the B4270.

**5.4.26** A large part of these sites is known to affect the carboniferous limestone aquifer from which ground-water is abstracted. Environmental safeguards will be required by the Environment Agency in respect of pollution control and storage of materials.

#### SITE 20: VALE GATE AND HTV, CULVERHOUSE CROSS

**5.4.27** These sites are located at the Culverhouse Cross Interchange on the border of the Vale of Glamorgan and Cardiff. Culverhouse Cross is dominated by several large retail developments that have been allowed on appeal. Vale Gate is a part developed business and retail park adjacent to the Copthorne Hotel. A phase of the business park has been developed for offices, but recent approvals on appeal have meant that much of the site developed as a retail park. A second phase of offices on the business park has yet to be developed, leaving 0.5 hectares for B1 use.

**5.4.28** For the purposes of this Plan the site is considered with the HTV site. The 6.9 hectare site is located to the south of Vale Gate and has also been identified to meet the expansion of the media industry. Consent for the site will be subject to the expansion of the HTV site for media industry only, and to the prior implementation and improvement to the local highway network at the Brooklands Terrace roundabout and Culverhouse Cross Interchange. Consent will not be forthcoming until the local highway network has been upgraded. The site requires high quality design and substantial landscaping.

#### SITE 21: LAND TO THE NORTH OF RHOOSE, OFF RHOOSE ROAD

**5.4.29** A 6.3 hectare site immediately adjacent to the built up area of Rhoose. The location of the site adjoining residential properties will require careful attention to design, landscaping and other amenity issues. The site is considered particularly suitable for employment for airport related uses.

# **POLICY EMP 2 - SPECIAL EMPLOYMENT SITES**

THE FOLLOWING SITES WHICH HAVE GOOD ACCESS TO THE M4 MOTORWAY ARE ALLOCATED FOR SPECIAL EMPLOYMENT PURPOSES:

Site No.	Site Name	Use Classes	Land (Ha) Available
(1)	PENCOEDTRE SPECIAL EMPLOYMENT SITE	B1	11.5
(2)	LAND TO THE SOUTH EAST OF M4 JUNCTION 34 (BOSCH, MISKIN)	B1, B2 & B8	54.3
TOTAL			65.8

**5.4.30** It is important to achieve a balance between the provision of such sites and the protection of the environment. In view of on-going pressure for the development of motorway related sites in particular, the Council reaffirms the policy of its predecessor promoting the protection of such countryside from development, except the land identified in this Policy. Any business or industrial development must include measures to ensure that any rivers, other inland waters and underground water resources will be safeguarded. This policy should be read in conjunction with ENV 6.

#### SITE 1: PENCOEDTRE SPECIAL EMPLOYMENT SITE

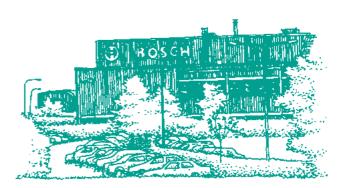
**5.4.31** The Pencoedtre Special Employment Site is located to the north east of Barry at the junction of the Barry Docks Link Road and Port Road, with approximately 11.5 hectares of land available. It is well placed to benefit from good access to the M4 Motorway and the Peripheral Distributor Road encircling Cardiff. The Special Employment Site by virtue of its location and quality of environment will be suited to high quality business B1 uses.

**5.4.32** The sensitive location of the site requires care to be taken in designing the development. Some 6.5 hectares of surrounding woodland site needs to be retained, along with substantial screening along its boundaries. Considerable investment is required in transportation and infrastructure and a comprehensive approach to

the overall development is essential. Greenfield drainage restrictions may apply to this site and further consultation with the Environment Agency and the local authority is recommended.

#### SITE 2: LAND TO THE SOUTH EAST OF M4 JUNCTION 34 (BOSCH, MISKIN)

**5.4.33** This site is located to the south east of junction 34 of the M4 at Miskin is developed by the Robert Bosch alternator plant. The development occupies 11.7 hectares of a total site area of 66 hectares allowed under a permission granted for use classes B1, B2 and B8 of development. The site is considered to have high archaeological potential and the Council will seek to protect areas of nature conservation interest and features of landscape value within any future development proposals for the site. Greenfield drainage restrictions may apply to this site and consultation with the Environment Agency and the local authority is recommended.



# POLICY EMP 3 - NEW BUSINESS & INDUSTRIAL DEVELOPMENT

PROPOSALS FOR NEW BUSINESS AND INDUSTRIAL DEVELOPMENT AND THE EXTENSION, CONVERSION AND REPLACEMENT OF EXISTING PREMISES FOR SUCH PURPOSES, WILL BE PERMITTED IF:

- (i) THE PROPOSAL DOES NOT LIE WITHIN THE COUNTRYSIDE EXCEPT FOR THOSE PROPOSALS ACCEPTABLE UNDER THE TERMS OF ENV 7 (RURAL BUILDINGS);
- (ii) THE PROPOSAL MINIMISES THE LOSS OF GOOD QUALITY AGRICULTURAL LAND (GRADES 1, 2 AND 3A) AND DOES NOT HAVE AN UNACCEPTABLE IMPACT ON AREAS OF ATTRACTIVE LANDSCAPE AND HIGH QUALITY TOWNSCAPE OR ON AREAS OF HISTORICAL, ARCHAEOLOGICAL OR ECOLOGICAL IMPORTANCE;
- (iii) THE SIZE AND RELATIONSHIP OF ANY NEW BUILDING AND / OR ALTERATION OR EXTENSION IS NOT DISPROPORTIONATE TO ITS SITE AND ITS SETTING;
- (iv) ACCESS AND PARKING ARRANGEMENTS ARE IN ACCORDANCE WITH THE COUNCIL'S APPROVED STANDARDS;
- (v) ADEQUATE LANDSCAPING IS PROVIDED;
- (vi) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE IMPACT UPON THE AMENITY AND CHARACTER OF THE LOCAL ENVIRONMENT BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;
- (vii) ADEQUATE UTILITY AND INFRASTRUCURE SERVICES EXIST OR ARE REASONABLY ACCESSIBLE OR CAPABLE OF BEING READILY AND ECONOMICALLY PROVIDED.

**5.4.34** Whilst it is recognised that there is a need to encourage investment in industrial and commercial development in appropriate locations, it is important to ensure that industrial and commercial development is of a high standard of design and that proposals pay proper regard to the character and appearance of their surroundings. All new industrial or other business development will be located on land identified in Policy EMP 1 & EMP 2 or on sites currently used, or last used, for such purposes, other than where in breach of planning control. An exception to this policy can be made in respect of the use of rural buildings for appropriate small scale industries.

**5.4.35** An aim of this policy is to prevent sporadic development in the countryside whilst at the same time allowing appropriate tourist related, service or "craft" industries and workshops to be established in the rural area. Strict control over the conversion of rural buildings will be imposed, particularly if the structure is of historic or architectural importance.

**5.4.36** Parking facilities should be provided in accordance with the Council's approved parking guidelines, see Policy TRAN 9.

# POLICY EMP 4 - GENERAL INDUSTRY

DEVELOPMENT WILL BE PERMITTED FOR B2 USE\* (GENERAL INDUSTRY) WHERE:

- (i) IT WILL NOT CAUSE DETRIMENT TO EXISTING BUSINESS/ INDUSTRIAL/ WAREHOUSING USES;
- (ii) IT WILL NOT CAUSE DETRIMENT TO THE AMENITIES OF NEARBY RESIDENTIAL AREAS;
- (iii) THE SCALE AND FORM OF THE PROPOSED DEVELOPMENT DOES NOT UNACCEPTABLY AFFECT SURROUNDING USES.

\*B2 use as defined by Town and Country Planning Use Classes Order 1987 (as amended)

**5.4.37** Some sites identified in Policies EMP 1 & EMP 2 are suitable, in general terms, for B2 uses. Care must be taken, nevertheless, to ensure that neighbouring uses are not adversely affected.

# POLICY EMP 5 - PROTECTION OF LAND FOR EMPLOYMENT USES

ON EXISTING EMPLOYMENT SITES AND SITES IDENTIFIED IN POLICY EMP 1 AND EMP 2 DEVELOPMENT OF USES THAT ARE NOT CONTAINED IN CLASSES B1, B2 AND B8 OF THE TOWN & COUNTRY PLANNING USE CLASSES ORDER 1987 (AS AMENDED) WILL NOT BE PERMITTED.

**5.4.38** This policy is aimed at preventing the establishment of other uses, particularly retailing on land available for employment uses. Proposals for non business use on sites as identified in Policy EMP 1 & EMP 2 will not be permitted.

In view of the vulnerability of employment sites to change to other uses applicants will be requested to enter into appropriate legal agreements to safeguard such sites from uses other than those originally specified.



# POLICY EMP 6 - DEVELOPMENTS INVOLVING HAZARDOUS SUBSTANCES

DEVELOPMENTS INVOLVING HAZARDOUS SUBSTANCES WILL BE PERMITTED IF THE PROPOSAL:

- (i) DOES NOT PRESENT ADDITIONAL RISK TO THE HEALTH OR SAFETY OF USERS OF THE SITE AND DOES NOT UNACCEPTABLY POLLUTE AIR, WATER OR LAND;
- (ii) DOES NOT ADVERSELY AFFECT THE USE OF ADJOINING LAND BY VIRTUE OF THE RISK AND IMPACT OF POTENTIAL POLLUTION;
- (iii) DOES NOT UNACCEPTABLY AFFECT THE QUALITY OR QUANTITY OF WATER RESOURCES (BOTH SURFACE AND GROUNDWATER);
- (iv) DOES NOT HAVE AN UNACCEPTABLE EFFECT UPON THE AMENITY AND CHARACTER OF THE NEIGHBOURING LAND OR THE ENVIRONMENT BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;
- (v) DOES NOT UNACCEPTABLY CONFLICT WITH THE INTERESTS OF AGRICULTURE, NATURE CONSERVATION, AREAS OF ECOLOGICAL WILDLIFE OR ARCHAEOLOGICAL IMPORTANCE OR FEATURES OF GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE OR LANDSCAPE PROTECTION POLICIES;
- (vi) PROVIDES ARRANGEMENTS FOR THE AFTER TREATMENT AND FUTURE USE OF THE SITE WHICH ARE TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY.

**5.4.39** There are a number of hazardous installations and pipelines located within the Vale of Glamorgan. These sites and pipelines are designated as notifiable installations by the Health and Safety Executive, by virtue of the quantities of hazardous substance stored, used or in the case of pipelines transported. Whilst risks attached to such sites and lines are usually very small, it is important that these uses are separated from other land uses which might be incompatible from a safety viewpoint. The Environment Agency's groundwater protection policy is applicable in

respect of such uses. Under the Planning (Hazardous Substances) Regulations 1992, control can be exerted over some uses, even in instances where planning permission is not required. Through its development control function the Council will maintain a close working relationship with the Environment Agency and others, in order to ensure that new developments do not have an unacceptable affect on the environment. This policy should be read in conjunction with ENV 27.

# POLICY EMP 7 - DEVELOPMENT ADJACENT TO HAZARDOUS INDUSTRIAL USES

DEVELOPMENT WILL NOT BE PERMITTED ADJACENT TO INDUSTRIAL OR OTHER ESTABLISHMENTS WHICH IS LIKELY TO CAUSE UNACCEPTABLE POLLUTION OR HAZARDS TO USERS OF THE DEVELOPMENT.

**5.4.40** Whilst notifiable installations are subject to stringent controls by legislation, it is considered prudent to control the kinds of development

permitted in the vicinity of these installations. For this reason, the Council has been advised by the Health and Safety Executive and the Environment Agency of consultation zones for each of these installations. In determining whether or not to grant consent for a proposed development within these zones the Council will take account of the advice it receives from the Health and Safety Executive and the Environment Agency about the risks to the proposed development from the notifiable installation. Other installations and pipelines require similar consideration where pollution or hazards may arise.

**5.4.41** This policy will ensure that not only are the risks to users minimised, but that the continued operation of notifiable installations is not unduly jeopardised.

# POLICY EMP 8 - AGRICULTURAL SERVICE INDUSTRIES

THE ESTABLISHMENT OR EXPANSION OF ADDITIONAL AGRICULTURAL SERVICE INDUSTRY IN THE COUNTRYSIDE WILL NOT BE PERMITTED. WHERE THIS TYPE OF INDUSTRY ALREADY EXISTS ITS INTENSIFICATION TO GENERAL INDUSTRIAL USE (1987 USE CLASSES ORDER - B2 USE) WILL NOT BE PERMITTED.

**5.4.42** Many agricultural service enterprises arise from operations originally ancillary to the main farm unit. The repair, servicing or hiring of farm plant or machinery, for instance, can initially operate satisfactorily, as a small-scale extension to the main agriculture enterprise. However, with the ever-increasing scale of mechanisation in all aspects of farm work, such developments expand rapidly and become difficult to control.

**5.4.43** New and expanded operations will not be allowed to despoil the countryside. In this respect

it should be practicable for such uses to locate in nearby industrial locations and to serve the rural area form these bases.

**5.4.44** Possible exceptions to the general presumption against new developments of this type will involve very small-scale activities such as blacksmiths, tanners or saddlers which provide a valuable service to the rural communities as well as farm holdings.

# POLICY EMP 9 - AGRICULTURAL ENTERPRISE AND ASSOCIATED DEVELOPMENT

PROPOSALS FOR DEVELOPMENT ON AGRICULTURAL LAND WILL BE PERMITTED IF THE PROPOSAL:

- (i) IS ESSENTIAL AND SUSTAINABLE FOR THE PURPOSES OF AGRICULTURE WITHIN THE AGRICULTURAL UNIT;
- (ii) IS DESIGNED SPECIFICALLY FOR AGRICULTURAL PURPOSES;
- (iii) IS COMPATIBLE WITH THE SURROUNDING LANDSCAPE, ADJACENT LAND USES, AND ANY EXISTING RELATED STRUCTURES IN TERMS OF THE SCALE, SITING, DESIGN, AND EXTERNAL APPEARANCE OF ANY NEW BUILDING OR EXTENSION TO EXISTING BUILDINGS;
- (iv) DOES NOT HAVE AN UNACCEPTABLE IMPACT ON AREAS OF ECOLOGICAL, WILDLIFE, GEOLOGICAL AND GEOMORPHOLOGICAL OR LANDSCAPE IMPORTANCE.

**5.4.45** Planning Guidance (Wales): Planning Policy highlights the fact that an efficient and flexible agricultural industry is essential. It also

states that local planning authorities should adopt a positive approach towards meeting the needs of the agricultural industry, especially for developments

necessary to comply with new environmental, hygiene or welfare legislation.

**5.4.46** The Council recognises the role of agricultural industry in the rural areas of the Vale of Glamorgan and the contribution agriculture makes to the local economy. In 1993 a total of 1008 persons were engaged in work in 471 agricultural holdings in the Vale of Glamorgan (Digest of Welsh Local Area Statistics 1997: Welsh Office). Agriculture is also central to many of the attractive definitive landscape characteristics of the rural Vale.

**5.4.47** The Council is keen to ensure the maintenance of existing, and development of, viable agricultural enterprises. However, it will also be necessary to ensure that development associated with new or existing agricultural enterprises does not have an unacceptable effect on the surrounding environment, existing buildings, or the best quality agricultural land.

**5.4.48** A recent trend in farming has seen the selling off or subdivisions of larger traditional

farm holdings into small units. Owners often wish to try farming on a small scale. 'Hobby farmers', as they have become known, will often apply for agricultural buildings on these small parcels of land. However applications for the construction of agricultural buildings will not be approved on some small parcels of land, particularly where agricultural activity is limited.

**5.4.49** Therefore the Council will require the applicant to show that the proposed development is essential for the purposes of established agricultural activity on the site and is not just based on personal preferences or circumstances. Such proposals put increased pressure for built development in the countryside and unless such development is totally justified for agricultural or forestry activities, proposals will not be permitted.

**5.4.50** It should be noted that proposals for agricultural enterprise and associated development will also be assessed according to Policies ENV 1, ENV 2, ENV 7, ENV 25, HOUS 5, EMP 8 and MIN 6.

# POLICY EMP 10 - NON-CONFORMING BUSINESS AND INDUSTRIAL USES

PART OF THE ATLANTIC TRADING ESTATE IS ALLOCATED FOR SUITABLE NON-CONFORMING BUSINESS AND INDUSTRIAL USES.

**5.4.51** This policy relates to the particular part of this site identified on the Proposals Map. It identifies sites for "sui generis" businesses, that is those not identified in the business and industrial use classes B1, B2 and B8, and which would not normally be appropriate on other business sites. In this respect, this Policy does not relate to any primary retail based industry. The fact that this site

is identified for this type of use in no way means it should not be subject to environmental safeguards including the provision of suitable landscapes.

**5.4.52** The fact that part of the site is identified under this policy does not mean that B1, B2 and B8 uses are not acceptable.

## POLICY EMP 11 - RAF ST ATHAN

FURTHER APPROPRIATE DEVELOPMENTS IN RESPECT OF RAF ACTIVITY WITHIN THE RAF ST. ATHAN BASE WILL BE FAVOURED PROVIDED THERE IS NO UNACCEPTABLE IMPACT ON LOCAL AMENITY.

**5.4.53** The RAF Base at St. Athan provides an important source of employment for the local economy. Appropriate expansion, within the

boundaries shown on the Proposal Map, will be supported, subject to environmental considerations.

# POLICY EMP 12 - COWBRIDGE CATTLE MARKET

LAND IS RESERVED FOR THE RELOCATION OF COWBRIDGE CATTLE MARKET AT RUTHIN ROAD, ST. MARY HILL.

**5.4.54** The Cowbridge Cattle Market may require a larger and better located site during the Plan period. This 4.1 hectare site to the west of the Marley Tile Company site (Policy EMP 1(11)) on the Ruthin Road has better access to the local and national road and is located away from residential areas.

**5.4.55** This allocation is exclusively for the relocation of Cowbridge Cattle Market, planning applications for any other uses will not be favourably considered.

#### HOTELS

**5.4.56** At present there is not a statutory definition of what constitutes a hotel. However, the European Community defines it as:

66 Any establishment that is commercially operated under the name of hotel, boarding house, inn, tavern, motel or other equivalent designation and offers accommodation for at least 10 paying guests. **9** 

(EEC 1986)

This definition will be used for the purposes of the Unitary Development Plan.





**5.4.57** TAN 13 gives guidance on hotels and replaces the former PPG21. The guidance refers to the many historic buildings that are used as hotels. It states that carefully designed additions can be achieved without adversely affecting the historic fabric or character and enable a historic building to be maintained in a viable use. It is also pointed out that the conversation of redundant or obsolete buildings such as warehouses, railway stations or agricultural buildings can also lend themselves well to adaptation and modernisation as motels and hotels, therefore bringing back into economic beneficial use neglected buildings and sites.

**5.4.58** The guidance emphasises that large scale building in small scale settings, buildings which break prominently into the skyline, and those which by their design, materials, illumination or building line are out of sympathy with neighbouring historic settings will normally be unacceptable. However, moderate sized extensions to existing hotels, including an increase in bedroom accommodation, is recognised as helping the future viability of a hotel or motel business, whilst also satisfying tourism need. But such extensions must not involve any disproportionate increase in scale.

# POLICY TOUR 1 - NEW HOTELS IN THE COUNTRYSIDE

PROPOSALS FOR NEW HOTELS IN THE COUNTRYSIDE (THAT IS, THAT AREA OF LAND LYING BEYOND DESIGNATED SETTLEMENT BOUNDARIES) WILL NOT BE PERMITTED. PROPOSALS FOR HOTELS WHICH INVOLVE THE CONVERSION OR EXTENSION OF EXISTING BUILDINGS IN THE COUNTRYSIDE WILL BE PERMITTED IF:

- (i) THE SCALE OF THE PROPOSAL OR ANY PROPOSED EXTENSION IS IN KEEPING WITH SURROUNDING USES;
- (ii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE, LANDSCAPE OR ARCHAEOLOGICAL IMPORTANCE;
- (iii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE AMENITY AND THE CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;
- (iv) THE PROPOSALS MEET HIGH STANDARDS OF LAYOUT, LANDSCAPING AND DESIGN AND HAS SAFE VEHICULAR ACCESS;
- (v) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE REASONABLY ACCESSIBLE, OR CAN BE READILY AND ECONOMICALLY PROVIDED;
- (vi) SUITABLE ACCESS IS PROVIDED FOR DISABLED PERSONS AND THOSE WITH IMPAIRED MOVEMENT;
- (vii) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.

## POLICY TOUR 2 - NEW HOTELS IN URBAN AREAS

PROPOSALS FOR NEW HOTELS WITHIN URBAN AREAS WILL BE STRICTLY CONTROLLED.

ANY PROPOSALS FOR NEW HOTELS IN URBAN AREAS AND EXTENSIONS TO EXISTING ACCOMMODATION WILL BE PERMITTED IF:

- (i) THE SCALE OF THE PROPOSAL OR ANY PROPOSED EXTENSION IS IN KEEPING WITH SURROUNDING USES;
- (ii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE AMENITY AND THE CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;
- (iii) THE PROPOSAL MEETS HIGH STANDARDS OF LAYOUT, LANDSCAPING AND DESIGN AND HAS SAFE VEHICULAR ACCESS;
- (iv) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE REASONABLY ACCESSIBLE, OR CAN BE READILY AND ECONOMICALLY PROVIDED;
- (v) SUITABLE ACCESS IS PROVIDED FOR DISABLED PERSONS AND THOSE WITH IMPAIRED MOVEMENT;
- (vi) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.

**5.4.59** The Council recognises that there is a limited need in some market segments for additional hotel accommodation in the Vale of Glamorgan. In line with the Council's strategic tourism objectives, proposals in appropriate locations that fulfil the above criteria will be favoured, taking into account the level of existing provision and extant planning permissions. Both policies will assist in preventing market

uncertainty and in turn improve the range and quality of hotel accommodation.

#### OTHER SERVICED ACCOMMODATION

**5.4.60** Other serviced accommodation includes the conversion of existing buildings to guest houses and bed and breakfast accommodation.

# POLICY TOUR 3 - CONVERSION OF BUILDINGS TO GUEST HOUSES AND BED AND BREAKFAST ACCOMMODATION WITHIN SETTLEMENT BOUNDARIES

PROPOSALS FOR THE CONVERSION OF EXISTING BUILDINGS WITHIN SETTLEMENT BOUNDARIES TO GUEST HOUSES AND BED AND BREAKFAST ACCOMMODATION WILL BE PERMITTED IF:

- (i) THE SCALE OF THE PROPOSAL OR ANY PROPOSED EXTENSION IS IN KEEPING WITH SURROUNDING USES;
- (ii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE, LANDSCAPE OR ARCHAEOLOGICAL IMPORTANCE;
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT UPON THE AMENITY AND CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;
- (iv) THE PROPOSAL MEETS HIGH STANDARDS OF LAYOUT, LANDSCAPING AND DESIGN AND HAS SAFE VEHICULAR ACCESS;
- (v) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE REASONABLY ACCESSIBLE, OR CAN BE READILY AND ECONOMICALLY PROVIDED;
- (vi) SUITABLE ACCESS IS PROVIDED FOR DISABLED PERSONS AND THOSE WITH IMPAIRED MOVEMENT;
- (vii) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.

**5.4.61** Whilst the Council supports the expansion of good quality tourist facilities such as guest houses and bed and breakfast accommodation in the Vale, it considers these are best located in existing towns and villages. However, in accordance with TAN 13, the conversion of redundant or obsolete buildings in the countryside for tourism uses can have a beneficial effect by conserving and bringing into beneficial use neglected buildings, or rural buildings without any future economic use.

**5.4.62** The TAN 13 points out that the planning system can respond to changes in tourism demand without compromising policies to safeguard the Countryside. Where the criteria to Policy ENV 7 on rural building conversions can be met, it may be appropriate for the local planning authority to grant permission for rural conversions to tourist accommodation with a condition specifying its use as holiday accommodation only.

# POLICY TOUR 4 - CARAVAN, CHALET AND TENT SITES

FURTHER DEVELOPMENT OR EXPANSION OF STATIC AND TOURING CARAVAN SITES, CHALET AND TENT SITES IN THE COASTAL ZONE WILL NOT BE PERMITTED.

PROPOSALS FOR ADDITIONAL SITES OUTSIDE THE BOUNDARY OF THE GLAMORGAN HERITAGE COAST AND OTHER PARTS OF THE COASTAL ZONE WILL BE PERMITTED IF:

- (i) THE SCALE OF THE PROPOSAL OR ANY PROPOSED EXTENSION IS IN KEEPING WITH SURROUNDING USES;
- (ii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE, LANDSCAPE OR ARCHAEOLOGICAL IMPORTANCE;
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT UPON THE AMENITY AND CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;
- (iv) THE PROPOSAL MEETS HIGH STANDARDS OF LAYOUT, LANDSCAPING AND DESIGN AND HAS SAFE VEHICULAR ACCESS;
- (v) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE REASONABLY ACCESSIBLE, OR CAN BE READILY AND ECONOMICALLY PROVIDED;
- (vi) SUITABLE ACCESS IS PROVIDED FOR DISABLED PERSONS AND THOSE WITH IMPAIRED MOVEMENT;
- (vii) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.

IN THE CASE OF STATIC SITES ALL CARAVANS AND CHALETS MUST BE FINISHED IN SUITABLE COUNTRYSIDE COLOURS TO BE AGREED WITH THE LOCAL PLANNING AUTHORITY PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. (THE BRITISH STANDARDS INSTITUTION DOCUMENT, REFERENCE PP6491 1980, SETS OUT THE PREFERRED RANGE OF BODY AND TRIM COLOURS FOR PERMANENT RESIDENTIAL AND HOLIDAY CARAVANS.)

**5.4.63** In Britain as a whole, 13 million people take holidays in caravans. The Vale of Glamorgan has always been popular for caravan, chalet and tenting holidays. TAN 13 gives advice on holiday and touring caravans. It states that development plans need to ensure that there are adequate facilities and choice of sites for the

touring and static caravanner. TAN 13 states that new sites should be effectively screened and should not be allowed immediately by the sea, but set back a short distance away from the coast.

# POLICY TOUR 5 - NON-RESIDENTIAL TOURIST ATTRACTIONS

PROPOSALS FOR NON-RESIDENTIAL TOURIST ATTRACTIONS WITHIN THE PLAN AREA WILL BE PERMITTED IF:

- (i) THE SCALE OF THE PROPOSAL OR ANY PROPOSED EXTENSION IS IN KEEPING WITH SURROUNDING USES;
- (ii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE, LANDSCAPE OR ARCHAEOLOGICAL IMPORTANCE;
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT UPON THE AMENITY AND CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;
- (iv) THE PROPOSAL MEETS HIGH STANDARDS OF LAYOUT, LANDSCAPING AND DESIGN AND HAS SAFE VEHICULAR ACCESS;
- (v) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE REASONABLY ACCESSIBLE, OR CAN BE READILY AND ECONOMICALLY PROVIDED;
- (vi) SUITABLE ACCESS IS PROVIDED FOR DISABLED PERSONS AND THOSE WITH IMPAIRED MOVEMENT;
- (vii) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.

**5.4.64** Proposals for tourist attractions are often likely to seek locations within the countryside. This policy will ensure that tourist attractions which are considered appropriate will be related and in keeping with the surrounding countryside. Elsewhere it is important that any proposals for new tourist attractions are compatible with neighbouring land uses.

#### **BARRY ISLAND**

**5.4.65** Barry Island has been a popular resort for day trippers and holidaymakers for many years and remains the main tourist destination in the Vale. The majority of the Island's activities are centred around the extensive sandy beach at Whitmore Bay. Overlooking the Bay are the Promenade Gardens and Barry Island Pleasure Park containing over 50 different rides and attractions. Souvenir shops, restaurants and arcades complement the scene. The Council places great importance on the ongoing environmental improvement programme for Barry Island which aims to further enhance its

tourist potential. This is reflected in the refurbishment of Barry Island Station Buildings for a new Steam Railway Heritage Centre, enhancements to the promenade and a new traffic management scheme with high quality street furniture and landscaping.

**5.4.66** The proposed redevelopment of Barry Waterfront will also provide opportunities for tourism related developments adjoining Barry Island. The Council is particularly keen to encourage stronger linkages between Barry Island, Barry Waterfront and the town centre, and to attract new tourist attractions and accommodation in this area that widens the market and extends the seasonal spread of activities.

#### PENARTH

**5.4.67** The Council recognises the special character of the seafront at Penarth and is committed to an ongoing programme of renovation to the pier, a Grade II Listed Building.

# 5.5 IMPLEMENTATION

**5.5.1** Achievement of the aspirations for economic development in the Vale of Glamorgan will require a combined effort by public and private bodies alike. A prime mover in respect of development will be the private sector, but through investment in infrastructure and the environment, public agencies have an important role to play. In this respect, the availability of resources, and in particular, grant assistance is crucial.

**5.5.2** The Vale of Glamorgan Council is committed to creating the right environment for investment and will seek partnerships with the private sector, the Welsh Office, the Welsh Development Agency, the South Glamorgan Training and Enterprise Council, the Wales Tourist Board, the European Commission, and other relevant agencies.

**5.5.3** As Barry serves a much wider area in terms of its economy and employment potential, Barry Action's programme for the regeneration of the town is of particular importance, as is the Joint Initiative between the Welsh Development Agency and Associated British Ports.

**5.5.4** Barry Action, the Council's partnership between the Council and the WDA has a broader remit. It is concerned with the economic and physical regeneration of Barry as a whole, including the town centre, Barry Island, the Docks, and also including development of the Business Park at Cardiff International Airport.

**5.5.5** Through its development control function the Council can influence the type and location of tourist facilities. The Council is also aware of the importance of the tourist industry as a valuable source of employment and income. Through advice and direct financial assistance (in conjunction with other relevant agencies) the Council will assist appropriate tourist related development proposals. To provide a strategic supporting service to the tourist industry, the Council has a specialist Tourism unit which works closely with development control and planning policy.



# **TRANSPORTATION**



# 6.1 INTRODUCTION

**6.1.1** Transportation issues are fundamental to many areas of planning policy in the Vale of Glamorgan. A sound range of strategic and local transport policies provides the means not only to cater for movement within and between existing developments (by a range of modes) but also to act as a catalyst for development in appropriate locations.

**6.1.2** A good transport network serves a number of different functions for a wide range of different users simultaneously. It is a vital component of a healthy economy in providing for the efficient movement of goods and people, and is important in ensuring continued access for Vale residents to employment opportunities. At the same time the network must also provide a means for journeys for a range of different everyday purposes, between many origins and destinations, and by a range of modes.

**6.1.3** Transport in the Vale of Glamorgan is dominated by several key issues:

• Increasing the market accessibility of Barry as a location for development, and the need to facilitate movement to employment opportunities;

- Strategic peak period commuter movements between the Vale and Cardiff;
- The importance of serving Cardiff International Airport and associated developments;
- The development of facilities for travel by means other than the private car; and
- Maintenance of accessibility.

There are essentially three main corridors 6.1.4 of movement in the Vale of Glamorgan each with distinct characteristics. A corridor along the Waterfront strip links Llantwit Major, Barry and Penarth to Cardiff. Movement along this corridor is largely car based, however it is this corridor which offers the most opportunities to develop public transport facilities, with the proposal to reintroduce passenger services on the Vale of Glamorgan Line and improved bus links with Cardiff. A second corridor covers the northern Vale of Glamorgan, roughly centred on the A48 and incorporating the Rural Vale. This corridor is typical of many rural areas with the private car being an important feature. Remoteness from employment and services, together with limited opportunities for alternative forms of transport has led to a relatively high rate of car ownership. However there remains an important role for public transport in this corridor to ensure accessibility for residents to employment and services. The third corridor consists of journeys between the Waterfront Strip and Culverhouse Cross and the M4 motorway to the north. Again movement in this corridor is largely car based.

**6.1.5** The Vale of Glamorgan is affected by the major national transport trends such as the high level of reliance on the private car, the growth in the number and average length of trips, decreasing public transport patronage, and associated environmental impacts.

**6.1.6** Although the private car has been liberating in terms of providing travel opportunities and independence, the greater use of cars has created a more mobile population. This has led to pressure for a more dispersed pattern of development and a corresponding growth in the number and length of trips, and associated environmental problems.

**6.1.7** At the same time there has been a marked decline in public transport patronage which must be addressed through the provision of better facilities and increased opportunities for individuals to travel by public transport.

**6.1.8** Therefore the role of this Plan is to provide a planning policy framework to address the combined effects of both local/regional transport issues and national trends.

**6.1.9** However it is important to note that these policies are related to transportation matters associated with land use and the actual development of land. Transport policies in this UDP represent only one part of the package of measures which will be necessary for tackling major transport issues.

**6.1.10** A basic requirement for the long term development of the transportation network in the Vale of Glamorgan is that a range of equally convenient, safe and comfortable modes should be available. Individuals should have the option to choose and select the most appropriate modes to conduct their journey or integrate two or more different modes to reach their destinations.

# 6.2 NATIONAL PLANNING GUIDANCE

**6.2.1** Planning Guidance (Wales) "Planning Policy" (1996) sets out the Government's land-use planning policies as they apply in Wales. Transport and infrastructure accounts for a significant section of this guidance, with the stated aim being to:

- promote the efficient and safe movement of people and goods;
- protect the environment through reducing the growth in the length and number of motorised journeys; encouraging alternative means of travel which have less environmental impact; reducing reliance on the private car;

seeking to ensure the most effective use of the transport network and targeting resources to best effect.

6.2.2 The importance of the relationship between transport and land-use is highlighted, as is reducing the need to travel. The need to recognise the increasing economic role of Cardiff International Airport is also addressed. With regard to public transport the Guidance notes that alternatives to the private car should be promoted in order to achieve environmental goals and assist in the relief of congestion. Various measures are included such as reservation of road space for the provision of facilities for bus users and the potential for reopening rail lines. The Guidance states that the likely availability and use of public transport is a very important ingredient in determining locational policies designed to reduce the need to travel by car. However the importance of including any firm proposals for both major and minor improvements to the road network is also considered, and the need to ensure that proposed routes are safeguarded. The Guidance also states that routes for roads should make the best use of existing land forms and other landscape features to reduce noise and visual effects, subject to safety and other environmental considerations.

**6.2.3** The strong interaction between transport and land use planning has also been recognised by central Government in the joint DoT and DoE "PPG13 - A Guide To Better Practice". This document notes that the provision of new transport infrastructure can influence the pattern of development and conversely new development can influence the demand for travel. However it also points out that the scope for influencing travel demand patterns solely through land use planning is limited.

**6.2.4** Cycling has also been developing an increasing profile with the publication of the Government's National Cycling Strategy DOT 1996. This strategy aims to promote the role of cycling, to restore cycling as a comfortable and convenient transport choice, to double cycle use by 2002 and to double levels of use again by 2012.

# 6.3 **OBJECTIVES**

**6.3.1** The Council's transportation policy objectives for the UDP are:

• To ensure that a balance is maintained between the need to facilitate the development

of the local economy, environmental concerns and social considerations, in order to create a safe, efficient and equitable transport network for the Vale of Glamorgan;

- To maintain and improve access to employment and services;
- To ensure that developments are accessible by means of travel other than by private car;
- To encourage greater use of public transport, cycling and walking;

# 6.4 POLICIES AND PROPOSALS

- To safeguard road lines and routes/sites of approved transport schemes;
- To improve the safety and convenience of all means of transport;
- To ensure that adequate parking facilities are provided in accordance with the Council's approved parking guidelines.

# **POLICY TRAN 1 - STRATEGIC HIGHWAYS**

LAND WILL BE PROTECTED AND PROVISION MADE FOR THE DEVELOPMENT OF THE STRATEGIC HIGHWAY NETWORK, INCLUDING:

- (i) THE AIRPORT ACCESS ROAD
- (ii) THE BARRY WATERFRONT TO CARDIFF LINK

**6.4.1** The provision of a strategic highway network is vital to the efficient movement of people and goods throughout the Vale of Glamorgan. There continues to be an important role for the development of strategic road schemes linking important employment sites with the national road network.

6.4.2 Planning Guidance (Wales) "Planning Policy" (1996) refers to the need to consider the increasing economic role of Cardiff International Airport. The importance of establishing a high quality road link to the Airport from the M4 and Cardiff is seen as a unique strategic objective. In providing a high quality fast link, the Airport Access Road will serve new development at the Airport, Barry Waterfront, and Pencoedtre. It will relieve the congested major interchange at Culverhouse Cross, remove through traffic, improve environmental and road safety problems at the existing residential areas of Wenvoe and North Barry, and relieve the existing road network to the benefit of public transport, cyclists and pedestrians. The Council remains keen to encourage improved public transport links, both bus and rail, to Cardiff International Airport, as outlined in the text accompanying Policy TRAN 3. **6.4.3** The purpose of the Barry Waterfront to Cardiff link Road is twofold: firstly to provide a dual carriageway link between the major development of Barry Docks and the trunk road motorway network via the A4231 and also to Cardiff and Cardiff Bay via the A4055; and secondly to alleviate traffic congestion and improve road safety on the A4055 through Dinas Powys.

**6.4.4** These major road schemes will significantly improve the "market accessibility" of Barry and the Waterfront Strip. It is envisaged that with the construction of both of these schemes the potential for Barry to grow as a location for economic activity will be improved. Both these road schemes serve to facilitate development of the Barry Waterfront.

**6.4.5** It is also envisaged that the development of these strategic highways will also provide opportunities for public transport, cycling and walking improvements where strategic traffic flows have been reduced and road space is released. This will in turn serve to discourage the return of through traffic.

## **POLICY TRAN 2 - LOCAL HIGHWAYS**

LAND WILL BE PROTECTED AND PROVISION MADE FOR THE CONSTRUCTION OF LOCAL HIGHWAY SCHEMES INCLUDING:

- (i) LYSWORNEY BYPASS
- (ii) GILESTON OLD MILL
- (iii) BOVERTON RELIEF ROAD

**6.4.6** These three schemes are necessary to alleviate existing environmental problems and for safety improvements as described in Part One Policy No.7.

**6.4.7** The Llysworney Bypass scheme is important to relieve environmental and safety problems caused by a significant number of heavy lorry movements through the village. At present the lorries use the B4270 which runs through the village of Llysworney, as it provides a major access route to the A48 for businesses located on the industrial estates at Llandow.

**6.4.8** Movement along the B4265 was significantly improved by the construction of the Rhoose and Llantwit Major Bypasses. However there remains one section of this road, between Aberthaw and St. Athan, where a sharp bend in the road creates a potential safety problem. The Gileston Old Mill scheme aims to improve both the horizontal and vertical alignments of the highway at this section.

**6.4.9** The road link into Boverton from the Llantwit Major By-Pass includes a narrow sharp corner which is ill-suited to the amount of traffic using the road. The Boverton Relief Road aims to provide a new more direct route allowing traffic to avoid this section of highway, thereby reducing environmental problems and the risk of accident.

**6.4.10** To further address environmental and safety concerns, the Council will seek to implement a number of smaller scale highway improvements during the Plan period. Many of these schemes will be on-line improvements on existing highway, however some may require small areas of land. The exact details of any land necessary for these improvements will become apparent at the design stage.

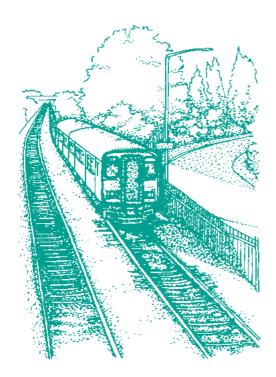
#### **POLICY TRAN 3 - RAIL DEVELOPMENT**

THE DEVELOPMENT OF RAIL FACILITIES WILL INCLUDE:

- (i) THE PROVISION OF A NEW RAIL STATION TO SERVE BARRY WATERFRONT;
- (ii) THE REOPENING OF THE VALE OF GLAMORGAN RAILWAY LINE TO PASSENGER SERVICES.

**6.4.11** Along with bus improvements rail development is central to the provision of a public transport system to serve the Vale of Glamorgan throughout the Plan period. The increasing focus on the need to provide individuals with a range of modes for their journeys, and problems of growth in length and number of trips, means that travel by rail must be encouraged.

**6.4.12** It is important to ensure that the regeneration of Barry Waterfront incorporates opportunities for residents to travel by a range of modes. In order to provide this range the provision of a new rail station is vital. This new station would provide access to the Waterfront area by rail, and also provide improved access to Barry central area by rail.



6.4.13 The Vale of Glamorgan line connects Barry with Bridgend, and is currently used for freight services and for occasional diverted passenger services. At present scheduled passenger services are not available west of Barry. The Council aims to achieve the reintroduction of passenger services on this line, including the development of through services via Bridgend. This scheme would provide residents of Llantwit Major and Rhoose with rail services, and would also provide an opportunity to introduce a service to Cardiff International Airport. The Council is also keen to develop existing rail facilities, through the Vale Rail Corridor Improvements project. This scheme aims to promote rail travel along this corridor through the development of projects such as improvements to passenger facilities, passenger information and park and ride, on both the Barry and Penarth lines.

# **POLICY TRAN 4 - INTERCHANGE AT RAIL STATIONS**

PROPOSALS FOR NEW RAIL STATIONS SHOULD INCLUDE ADEQUATE FACILITIES FOR INTERCHANGE BETWEEN RAIL AND OTHER MODES, INCLUDING CAR, BUS AND/OR CYCLING. PROPOSALS FOR DEVELOPMENT OF FACILITIES FOR INTERCHANGE BETWEEN RAIL AND CAR, BUS OR CYCLING AT EXISTING RAIL STATIONS WILL BE FAVOURED.

**6.4.14** The role of park and ride in the Vale of Glamorgan is important and new stations should where possible incorporate this facility. To encourage greater use of park and rides, new and existing facilities should incorporate adequate security measures. It will also be necessary to ensure that suitable dropping off points are provided.

**6.4.15** The development of public transport improvements associated with existing and proposed rail facilities will be important as the

role of public transport increases and as seamless interchange between different public transport modes becomes crucial. Provision of bus facilities adjacent to rail stations will ensure that an increased number of journey options can be served by public transport.

**6.4.16** Facilities for cyclists at new rail stations will also provide a means of interchange between modes and further reduce the need to use the private car.

# **POLICY TRAN 5 - REDUNDANT RAIL ROUTES & FACILITIES**

REDUNDANT RAIL ROUTES AND FACILITIES WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD INHIBIT FUTURE TRANSPORT USE.

**6.4.17** This policy will ensure that disused rail lines which are no longer necessary to meet existing requirements are safeguarded for future

use, including public transport, cycling or pedestrian uses. It is important to avoid the severance of disused transport routes by small scale, piecemeal development. Redundant rail lines can provide particularly useful opportunities to introduce cycling and pedestrian facilities, as the routes in the Vale of Glamorgan are typically characterised by level surfaces and attractive surroundings. The suitability of former rail lines for cycling and pedestrian uses is clearly illustrated by the success of work carried out by Sustrans.

# POLICY TRAN 6 - RAIL FREIGHT

THE DEVELOPMENT OF FACILITIES FOR THE MOVEMENT OF FREIGHT BY RAIL WILL BE FAVOURED WHERE APPROPRIATE.

**6.4.18** The majority of freight is transported by road over both long and relatively short distances. The transport of freight by rail is often thought to be most suited to bulk movements over long distance, although these have declined with traditional heavy industry. However rail can provide an attractive option when interchange with road freight is included, and play a crucial part in reducing the number of long range trips by road.

This policy therefore aims to maintain existing facilities for freight transport by rail, and to encourage any opportunities for the transfer of freight movement from road to rail where appropriate. The policy also acts in conjunction with other policies to encourage developments which would attract a significant level of freight movement to locate where access to existing or potential rail freight facilities is available.

# **POLICY TRAN 7 - CARDIFF INTERNATIONAL AIRPORT**

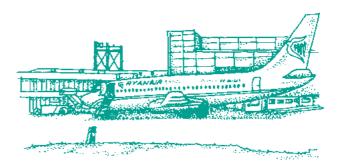
THE CONTINUED USE AND DEVELOPMENT OF CARDIFF INTERNATIONAL AIRPORT TO CATER FOR ALL TYPES OF AIR TRAFFIC WILL BE FAVOURED.

**6.4.19** Cardiff International Airport is an important strategic transport facility for South Wales, dealing with domestic and international passenger and freight movements. In recent years the airport has enjoyed increases in patronage, and has widened its range of destinations. The development strategy for the Airport aims to develop facilities to cater for up to 3.6 million passengers per annum.

**6.4.20** This level of passenger traffic and the need to serve business development at the Airport will require significant improvements to both private and public transport access. It is intended that the development of the Airport Access Road, included in Policy TRAN 1, will cater for the increased demand for private transport access to the Airport in providing a high quality fast link from Cardiff and the M4. It is also envisaged that the development of rail improvements on the Vale of Glamorgan Line will incorporate a link to the airport by shuttle bus from Rhoose, as described in the text supporting Policy TRAN 3. Any

improvements to the existing scheduled bus services to the Airport will also be favoured.

**6.4.21** It should also be noted that proposals for development within the safeguarding zones surrounding Cardiff International Airport and RAF St. Athan may have implications for aviation safety. Therefore the Civil Aviation Authority and the Ministry of Defence will be consulted where appropriate.



# **POLICY TRAN 8 - CYCLING DEVELOPMENT**

FACILITIES FOR CYCLISTS WILL BE DEVELOPED INCLUDING:

- (i) SAFE AND CONVENIENT LINKS BETWEEN THE VALE OF GLAMORGAN AND CARDIFF;
- (ii) LINKS WITH THE NATIONAL CYCLE NETWORK;
- (iii) CYCLE PARKING FACILITIES;
- (iv) A NETWORK OF ROUTES IN THE RURAL VALE.

**6.4.22** The National Cycling Strategy encourages local authorities, the private sector and voluntary groups to work towards a change in attitudes to cycling, and develop cycle infrastructure.

**6.4.23** The Council has approved the Vale of Glamorgan Cycling Strategy which seeks to develop cycling both as a form of transport in its own right and also for leisure and recreational purposes. Currently only 1.3% of all non-walking trips in the Vale of Glamorgan are made by bicycle, and 56% of all non-walking trips are less than five miles (a distance which could easily be covered by bicycle).

**6.4.24** The main aims of the Council's Strategy are the same as those in the National Cycling Strategy, basically to double the number of cycle trips in the Vale of Glamorgan by 2002 and quadruple the number by 2012. Provision for cyclists will involve the development of a cycle route network, provision of cycle parking, general promotion of cycling and development of a safe routes to school project. It is recognised that the targets represent a significant challenge, and it is important to realise that achieving these targets and the implementation of many of the measures in the Strategy will be reliant upon attaining suitable funding.

To develop any opportunities for "added 6.4.25 value" for cyclists, the Council has adopted a cycle audit procedure of highway and traffic management schemes to encourage use of cycle friendly infrastructure. The needs of cyclists are also addressed in Policy ENV 25 which states that developments should have a high level of accessibility for cyclists. In implementing ENV 25, developers are recommended to use the reference documents such as "Cycle Friendly Infrastructure: Guidelines for Planning and Design" (Cyclists Touring Club 1996), and "The National Cycle Network: Guidelines and Practical Details" (Sustrans/ Ove Arup & Partners 1997). The development of links with the National Cycle Network and an integrated network will involve liaison with adjoining local authorities and other bodies. There also remains an important role for employers to encourage cycling, both for journeys to work and for use within work, and participate in schemes such as the Cyclists Touring Club's Cycle Friendly Employer Award.

**6.4.26** Cycling developments are also included as part of Policy REC 12, which states that the Council will establish a number of recreation routes, some of which will incorporate cycling facilities.

## **POLICY TRAN 9 - PARKING**

THE PROVISION OF PARKING FACILITIES WILL BE IN ACCORDANCE WITH THE APPROVED PARKING GUIDELINES, AND WILL BE RELATED TO: THE TYPE OF LAND USE, ITS DENSITY AND LOCATION; EXISTING AND POTENTIAL PUBLIC TRANSPORT FACILITIES; AND THE CAPACITY OF HIGHWAY NETWORK.

**6.4.27** Approved parking guidelines set out the requirements for parking facilities for different types of land use and development. Examples of

how current guidelines are applied are included in Appendix 6 of the Plan. The guidelines have two basic aims: to assist developers, designers and builders in the preparation of and submission of planning applications; and to achieve a common approach to the provision of vehicle parking facilities associated with new development and change of use. There is scope for flexibility in the implementation of these guidelines when local considerations are taken into account. **6.4.28** This policy embraces the flexible approach to parking requirements. It aims to provide scope for reduced parking facilities in locations well served by public transport. There may also be other circumstances when relaxed parking requirements may be appropriate, for example, a housing association development where there is clear evidence of low car ownership levels.

#### **POLICY TRAN 10 - ROAD FREIGHT**

IN ORDER TO REDUCE THE UNACCEPTABLE ENVIRONMENTAL EFFECTS OF HEAVY GOODS VEHICLES:

- (i) DEVELOPMENTS WHICH GENERATE HGV MOVEMENTS WHICH WOULD UNACCEPTABLY AFFECT THE AMENITY AND CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, OR PARKING PROBLEMS WILL NOT BE PERMITTED;
- (ii) SUFFICIENT OPERATIONAL PARKING WITHIN THE CURTILAGE OF HGV OPERATING CENTRES WILL BE REQUIRED;
- (iii) TRAFFIC MANAGEMENT MEASURES WILL BE USED WHERE APPROPRIATE.

**6.4.29** Many roads in the Vale of Glamorgan are not suited to modern heavy goods vehicles for reasons such as narrow carriageway and poor alignment. HGV's can also contribute to disruption due to air pollution and problems of noise and vibration. HGV's can cause more local problems, for example, parking on the road can create obstructions and traffic hazards, especially in residential areas where parking occurs overnight. The main distributor roads, including the improvements contained in this Plan, are the routes best capable of accommodating HGV movements.

**6.4.30** This policy is designed to ensure that developments which generate large numbers of HGV movements, should not create unacceptable environmental effects, and must incorporate adequate parking facilities. If necessary, traffic management measures will be used to resolve persistent HGV problems. The Council will attempt to ensure that, via the development control process, business premises incorporate both operational and non-operational traffic within the curtilage of their sites according to the adopted parking guidelines. The prohibition of on-street parking will also be considered where appropriate.

#### **POLICY TRAN 11 - PORT FACILITIES**

THE CONTINUED USE AND CONSOLIDATION OF PORT FACILITIES FOR FREIGHT DISTRIBUTION WILL BE FAVOURED.

**6.4.31** The consolidation of port facilities in Barry has led to the release of land for redevelopment. However it is important to encourage the continued retention of a port facility at Barry. The transport of freight by sea provides a practical means, and often the only realistic option, for moving large quantities of

oil, construction and other bulk materials over long distances. The presence of coastal port facilities serves to reduce the need to transport these goods over long distance by road and allows the distribution of such goods over smaller distances from the port.

## 6.5 IMPLEMENTATION

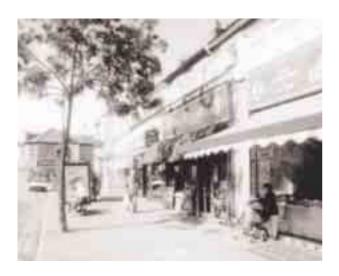
6.5.1 The transportation policies in this chapter will be initially implemented by the Council, as the local highway authority, through its Transport Grant Submissions. The implementation of the schemes proposed under several policies will therefore be subject to the availability of finance. However the Council, as the local planning authority, can also act to influence transportation matters within the Vale of Glamorgan by guiding development to appropriate locations and ensuring that developments are served by appropriate transport facilities. Developers will be requested to submit a traffic impact assessment with planning applications for major development where the proposal is likely to have a significant effect on the surrounding highway network. These statements should include an assessment of the future effects of the development on capacity, safety and congestion levels on the highway in terms of traffic generation and also ensure that the development incorporates adequate public transport facilities to meet the generated demand and encourage public transport use. The statement should clearly identify the transport needs of the proposal and set out measures to accommodate the generated demand for travel by a range of modes including cycling and walking.

6.5.2 Under section 106 of the Town and Country Planning Act 1990 (as substituted by section 12 of the Planning and Compensation Act 1991) the Council can seek to enter into planning obligations with developers regarding the use or development of land or buildings. Welsh Office Circular 13/97 "Planning Obligations" allows the Council to seek contributions towards any necessary improvements to the transport network arising as a direct result of the development proposal. The Circular states that in some circumstances on sites proposed for major development inadequately served by modes other than the private car, to improve accessibility, the provision of contributions may be appropriate towards for example, new/ improved rail/bus stations or facilities, park and ride schemes, improved bus services/shelters and other capital items, widened access, turning spaces, and improved measures for cyclists/pedestrians. PPG13 (Wales) Highway Considerations in Development Control (Appendix D) highlights the role contributions can play specifically in relation to parking for example, where it is not possible or desirable to provide all non-operational car parking on site. In general planning obligations should be necessary, relevant to planning, directly related to the development, must be fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects.





# **RETAILING**



## 7.1 INTRODUCTION

Retailing is a major industry of great 7.1.1 significance to national and local economies. The 1980's were a growth period for retailing as private sector investment responded to changes in social, economic and demographic forces to produce a large increase in shopping facilities. The pattern of retailing also altered dramatically. The number of working women has increased which has implications for local shopping facilities. Communications have also improved and personal mobility increased, with rising levels of car ownership. Consumer perceptions and habits have also inevitably changed. The local shops and district or town shopping areas no longer automatically attract local expenditure as 'bulk purchasing' and 'one stop' shopping have developed.

**7.1.2** The main changes reflected in the local shopping environment have been:

- The expansion of Cardiff as a regional shopping centre for comparison goods.
- The development of large convenience stores in edge of town locations.

- The closure of small convenience goods stores within towns.
- The growth of out-of-town retail warehousing.
- The development of an out of town retail centre at Culverhouse Cross through a succession of appeal decisions.

**7.1.3** Within the Vale, district centres such as Barry and Penarth have been affected by new competition, and local comparison expenditure has leaked to Culverhouse Cross, Cardiff City Centre and other locations. The Council needs to ensure that the requirements of all sections of the community are met within this changing retail pattern as not everyone has access to new shopping developments, particularly those in out-of-centre locations.

**7.1.4** The investment in existing town centres has also suffered in the face of significant out-of-town retail development and the attractions of Cardiff City Centre. The improvement of the shopping environment of existing district centres, to make them more attractive to shoppers, is considered essential to maintain their important economic and social role.

#### **EXISTING RETAIL HIERARCHY**

**7.1.5** The Local Retail hierarchy for the Vale of Glamorgan is defined as follows:

- 1. Major Town Shopping Centre (over 15,000m<sup>2</sup> of retail floor space)
  - Barry Town Centre
- 2. Established District Centres (over 3500m<sup>2</sup> but less than15,000m<sup>2</sup> of retail floor space)
  - Penarth District Centre

- Cowbridge District Centre
- Llantwit Major District Centre
- High Street/Broad Street, Barry
- Upper Holton Road

#### 3. Edge of Centre Developments

(within easy walking distance of a centre not more than 200 - 300 metres from existing town centre)

• Kwik Save, Thompson Street, Barry

#### 4. Local Centres

(with more than 10 retail outlets but of less than  $3500 \text{ m}^2$ )

- Main Street, Cadoxton, Barry
- Vere Street, Cadoxton, Barry
- Park Crescent, Barry
- Station Approach, Penarth
- Dinas Powys Village
- St. Athan
- Barry Road, near Cadoxton, Barry
- Cornerswell Road, Penarth
- Rhoose
- Cardiff Road, Dinas Powys

#### 5. Neighbourhood Centres

(Between 3 and 10 units)

- Castle Court/The Parade, Dinas Powys
- Boverton
- Cwm Talwg Centre, Barry
- Gibbonsdown Centre, Barry
- Dochdwy Road, Llandough
- Camms Corner, Dinas Powys
- Tennyson Road, Penarth
- Bron-y-Mor, Barry
- Pill Street, Penarth
- Park Road, Barry
- Crawshay Drive, Llantwit Major
- Font-y-Gary

#### 6. Out of Centre Developments

(in a location clearly separate from a town centre, but not necessarily outside the urban area.)

- Safeway, Cadoxton
- Tesco, Penarth Marina
- Tesco, Highlight Park, Barry
- Kwik Save, Penarth Road

#### 7. Out of Town Developments

(on a greenfield site or on land not clearly within the current urban boundary)

- Culverhouse Cross
- A Place for Homes, Llandow

In addition there are a number of scattered convenience stores (including village stores, corner shops and kiosks.)

**7.1.6** The Council has, since 1996, produced a detailed Retail Floorspace Survey on an annual basis which provides information on the types of shops at each location, their floorspace and details of all vacant units. The survey also incorporates vitality measures.

**7.1.7** The established district centres provide for a significant amount of the population's convenience and durable goods needs. They also contain a choice of service units, banks, post offices and entertainment outlets in addition to their basic retailing facilities. Traditionally they are a focus for community life in the area.

**7.1.8** Local and neighbourhood centres also have a social function as many of their stores open until late at night. However, many of the larger centres also perform the lower order functions for their immediate catchment population.

**7.1.9** Superimposed to a limited degree on this traditional hierarchy are edge of centre, out of centre and out of town facilities:- car/caravan sales, garden centres, DIY (carpet, furniture and electrical retail warehouses) and food superstores. Within the Vale four large food stores have been constructed - two on the edge of Barry (Tesco, Highlight Park, 1928m<sup>2</sup> net and Safeway, Palmerston Road, 2439m<sup>2</sup> net) and the Tesco stores at Penarth Dock, 2897m<sup>2</sup> net and Culverhouse Cross 4465m<sup>2</sup> net.

**7.1.10** The Culverhouse Cross interchange near Wenvoe has been an area of considerable and continued pressure for retail development. In the early 1990's a 7109m<sup>2</sup> net Marks and Spencer Store opened next to the Tesco's food superstore. A retail development of 6186m<sup>2</sup> net (7 units) more recently opened on the Vale Gate Business Park opposite. Planning consent was recently granted on appeal on land opposite Brooklands Terrace for two schemes incorporating retail and business uses. As these developments are only between five and seven miles from three of the main town/district shopping centres of the Vale,

the growing retail floorspace in this locality is viewed with considerable concern by the Council. A major retail complex with the possible benefits of accessibility and comfort for the mobile sections of the public, competing with nearby centres at a time of retail recession is seen as a major challenge to the Council's retail objectives.

**7.1.11** It is the Council's intention that retail proposals included within the Barry Waterfront development, by Associated British Ports, make an important contribution to urban regeneration and strengthen the retail role of Barry. Retail land values are typically higher than most other appropriate land use values and, therefore, are significant elements in urban regeneration programmes. By raising land values a justification is provided in financial terms for the expensive infrastructure investment that is often necessary to "kick-start" such schemes.

**7.1.12** In May 1997, the Council granted an outline planning consent for the comprehensive redevelopment of 77 hectares of Barry No. 1 Dock. The retail element of this development was conditioned to accommodate no more than 11,148m<sup>2</sup> gross of retail warehousing with a restriction on the amount of convenience goods floorspace. Control of the scale and type of retailing is a vital factor in encouraging urban regeneration and contributing to the future prosperity of Barry town centre. The ready availability of a retail site for development within the town will assist in competing with pressures from out-of-town development and in widening the range of shopping facilities in Barry.

#### **FUTURE RETAILING NEEDS**

7.1.13 Retail expenditure calculations are notoriously difficult exercises with even small variations in assumptions as to trends providing a wide range of forecasts. A joint exercise was undertaken to assess the future level of retail expenditure in the former South Glamorgan area involving the former Cardiff City Council, Vale of Glamorgan Borough Council, South Glamorgan County Council and Cardiff Bay Development Corporation. This suggests that the projected future growth in expenditure on comparison goods will be insufficient to satisfy planned or proposed additional floorspace without taking trade from established centres or unless additional expenditure over that estimated is attracted to the former County area.

**7.1.14** In a projected situation of low-growth, it is important that existing district shopping centres are afforded a degree of protection in order to enable them to survive in an increasingly competitive retail market. At the same time it should be accepted that the retail environment will continue to be subject to change. Consequently, it will be necessary to ensure that the existing shopping hierarchy continues to meet the needs of the local population.

**7.1.15** Issues such as the future of stores below 2000m<sup>2</sup> net retail floorspace in the food retailing hierarchy will need monitoring as will the capacity of district centres to accommodate large, new non-food floorspace.

7.1.16 There is a requirement to make the existing shopping centres more attractive. A great deal of money has already been invested, especially in Barry. Private investment has seen the modernisation of existing floorspace at Safeway, Palmerston Road, and parts of Holton Road, e.g. the Dan Evans Department Store. Publicly funded environmental improvements, including partial pedestrianisation, have been undertaken in Holton Road by the former Borough and County councils. Furthermore, Commercial Renewal Areas have been established in five shopping areas of Barry including the district centres of Holton Road and Broad Street/High Street, and the town centre of Penarth. Town Centre Managers have been appointed by the Council in Barry and Penarth to co-ordinate improvements and to help realise retail potential.

**7.1.17** In 1988 retail consultants were employed by the former Borough Council, South Glamorgan County Council and the Welsh Development Agency to look at the future of Barry Town Centre. They recommended a strategy to stem the leak of consumer expenditure to Cardiff.

**7.1.18** This leakage was estimated to be as high as 35 percent of local expenditure. If the leakage could be reduced, and attractive development secured, the Consultants suggested that as much as 12,541m<sup>2</sup> gross of additional retail floorspace could be accommodated in or adjoining the town centre by 1996 (from a 1986 base).

**7.1.19** In 1994, a further retail study confirmed that retention of comparison goods expenditure within Barry is poor with significant outflows to Cardiff and, increasingly, to Culverhouse Cross. The study concluded that there was a demand for

representation by convenience goods discount retailers in the town centre and for up to 3716m<sup>2</sup> of new comparison good floorspace as part of a town centre redevelopment scheme. The study also concludes that retail warehousing on No. 1 Dock, selling a complementary range of goods to the Centre, would not significantly affect the vitality, attractiveness and viability of Barry.

**7.1.20** In view of recent developments, there would appear to be no need for additional large scale retail development in the Vale outside Barry. However, since commercial competition as such is not a land use planning consideration, all such future retail proposals will need to be assessed in the light of their effect on the existing retail hierarchy, the vitality, attractiveness and viability of existing shopping centres, and their impact on the urban regeneration policies of the Council.

## 7.2 NATIONAL PLANNING GUIDANCE

**7.2.1** Retailing policy is embodied in Planning Guidance, (Wales) "Planning Policy" (1996) and Planning Guidance (Wales), Technical Advice Note (Wales) 4, "Retailing and Town Centres" (1996).

**7.2.2** Planning Guidance, (Wales), "Planning Policy" (1996) states that Development Plans should provide a clear strategy for retail development and should provide sites for different retailing developments which minimise the need to travel. Alternative uses on sites allocated for retailing developments will not be allowed.

7.2.3 The Guidance promotes a "sequential test" to finding sites for retail development. The preferred location for new retail development will be in town and district centres. If no suitable town/ district centre sites are available then developers should look for edge of town and local centre sites. As a last resort out of centre and out of town sites can be used for new retail development. However, any such sites should be in locations that are accessible by a choice of transport modes. The proposed retail development must also not undermine the vitality, attractiveness and viability of town and district centres. Planning Guidance (Wales) Technical Advice Note (Wales) 4 "Retailing and Town Centres" (1996) provides advice on what information will be useful to local planning authorities in assessing the vitality, attractiveness and viability of town centres.

## 7.3 **OBJECTIVES**

7.3.1 The Vale can never be self contained in retailing terms because expenditure flows across administrative boundaries as people seek to satisfy their shopping needs. An inadequate local provision of retail facilities can create an inefficient retail system with restricted choice and high costs for residents and an outflow of retail expenditure to surrounding centres. An over provision of facilities however, could seriously affect the vitality, attractiveness and viability of established shopping centres as a whole both in qualitative and quantitative terms. This could lead to a reduction in the range and number of shops and lead to a general physical deterioration in existing centres.

**7.3.2** The Council, whilst recognising changes in the retail industry, has to balance the needs for different forms of retailing when assessing future retail provision in the Councils area. It is considered that the following objectives are appropriate as a context for policies to guide the future pattern of shopping provision in the Vale:

- To maintain the existing hierarchy of town/ district shopping centres and the role of the town centres.
- To protect and enhance the vitality, attractiveness and viability of existing town/ district shopping centres.
- To encourage the provision of an adequate range of shops to satisfy the needs of the local population.
- To control the development of large new stores and retail warehouse outside existing and proposed district shopping centres.
- To assist the existing town/district shopping centres to compete with new out-of-town retail facilities.
- To recognise and support the role of retailing in the regeneration of urban areas.
- To maximise the opportunity for shoppers and other town centre users to use means of transport other than the car.

#### POLICY SHOP 1 - THE SHOPPING ENVIRONMENT OF DISTRICT CENTRES

WITHIN DISTRICT CENTRES PRIORITY WILL BE GIVEN TO MAINTAINING AND ENHANCING THE SHOPPING ENVIRONMENT BY THE IMPLEMENTATION, WHERE APPROPRIATE, OF SCHEMES OF TRAFFIC MANAGEMENT, ENVIRONMENTAL ENHANCEMENT AND FACADE IMPROVEMENTS.

**7.4.1** Improvements to the efficiency of shopping centres also need to be complemented by improvements to the general environment in order to make the centres safer, and more attractive places in which to shop, work and invest. The reduction of conflicts between traffic and shopper can be achieved by traffic management schemes as has already occurred in Holton Road, Barry.

7.4.2 The appearance and condition of buildings are important considerations in upgrading the retail environment. The Council can provide financial assistance in the six Commercial Renewal Areas (CRAs) in Barry and Penarth. CRA grants can cover 50% of the cost of eligible works to improve the external appearance of properties. Supplementary Planning Guidance on shopfront design will be produced to provide a framework for the improvement and alteration of existing building and the development of new buildings to ensure that proposals make a positive contribution to the street scene and relate well to adjoining properties. The Guidance will be applicable to all the shopping centres of the Vale. Policy ENV 25 outlines the criteria against which development proposals will be judged.

**7.4.3** The co-operation of tenants and owners of properties is a vital ingredient in maintaining and enhancing the shopping environment. To assist in the generation and co-ordination of initiatives in Barry and Penarth, Town Centre Managers have been appointed with the overall responsibility for improving the attractions of Barry and Penarth as places to shop.

**7.4.4** In the other district centres of the Vale, in addition to the development criteria of Policy ENV 25 the Council will liaise with appropriate authorities to ensure a continued improvement in the shopping scene. The introduction of landscape features and

street furniture with a cohesive theme can assist in improving the environment along with traffic management schemes.

**7.4.5** The old town of Llantwit Major is of great historical value but its shopping environment is poor due to narrow pavements and vehicular conflict. The Boverton Road shopping frontage, whilst having wider pavements, is unattractive considering it is the major retail centre of the town and the eastern gateway to the historic core. The retail area of Boverton could also benefit from small scale environmental improvements. Proposals for environmental improvements will be prepared in an effort to upgrade the shopping environments.

**7.4.6** The Council can also serve notices under Section 215 of the Town and Country Planning Act 1990 (as amended) to require the proper maintenance of land and buildings where the amenity of the area is adversely affect. Section 79 of the Building Act 1984 provides powers to control the appearance of ruinous and dilapidated buildings or neglected sites. These measures can also be used to improve the quality of the environment in the shopping centres of the Vale.



#### POLICY SHOP 2 - NEW AND IMPROVED SHOPPING FACILITIES

NEW AND IMPROVED RETAILING FACILITIES WITHIN AND ADJOINING ESTABLISHED TOWN/DISTRICT SHOPPING CENTRES, AND IN THE AREA OF COMPREHENSIVE REDEVELOPMENT AT BARRY WATERFRONT, WILL BE PERMITTED IF THE PROPOSAL:

- (i) HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;
- (ii) PROVIDES A HIGH STANDARD OF DESIGN AND MATERIALS;
- (iii) PROVIDES CAR PARKING AND SERVICING FACILITIES IN ACCORDANCE WITH THE COUNCIL'S APPROVED STANDARDS;
- (iv) ENSURES THAT ADEQUATE UTILITY SERVICES EXIST OR CAN BE READILY AND ECONOMICALLY PROVIDED;
- (v) PROVIDES FOR ACCESS BY DISABLED PERSONS.

**7.4.7** The six established town/district centres of the Vale are important economic and social elements with considerable investment having been made in their infrastructure. The maintenance of the vitality, attractiveness and viability of these centres, and their environmental improvement are important aims of the Plan. In guiding new retail developments to existing shopping centres, it is necessary to indicate criteria against which proposals will be evaluated.

**7.4.8** It is the intention of the Council to encourage and guide retail development into district centres or Barry Waterfront and to consolidate retail activity in district centres within defined primary shopping cores (see Policy SHOP 5). The location of proposals within such core areas can assist in the development of more compact and attractive shopping centres. In such locations developments are accessible to all sections of the community and can help to renew and enhance the physical fabric of the centre.

7.4.9 The impact of retail proposals on the character of historic towns like Cowbridge and Llantwit Major as well as within Conservation Areas, will obviously be a major consideration in evaluating proposals. The scale and design of proposals will be strictly controlled to protect the local environment. In all shopping centres, however, a high standard of design and materials will be sought for new developments. Such controls are intended to contribute to improving the appearance of the Vale's shopping centres. In Barry and Penarth, the main shopping centres have been designated as Commercial Renewal Areas with grant aid available to assist in improving the external appearance of properties.

**7.4.10** New developments should be accessible to all groups within the community including those with mobility difficulties. Most of the existing district shopping centres of the Vale are physically incapable of absorbing any major retail expansion with the exception of Barry Town Centre. It is therefore the intention of the Council to accommodate the majority of future retail needs of the Vale within Barry Town Centre or in those parts of Barry Waterfront close to the town centre (see Policy SHOP 4).

#### **POLICY SHOP 3 - RETAIL DEVELOPMENT**

THE FOLLOWING SITES ARE ALLOCATED FOR RETAIL DEVELOPMENT:

- (i) THE FORMER TOWN HALL SITE, BARRY;
- (ii) 59-71 (ODDS) HOLTON ROAD, BARRY;
- (iii) 1-7 (ODDS) THOMPSON STREET, BARRY;
- (iv) PART OF THE COMPREHENSIVE REDEVELOPMENT OF BARRY WATERFRONT.

**7.4.11** Sites (i) to (iii) are illustrated in Appendix 7. In addition, all allocations are marked on the Proposal Map.

**7.4.12** The retention of an increasing share of future local retail expenditure within Barry could facilitate a modernisation of existing and new floorspace. The allocated sites are intended to absorb any future demand for retail floorspace that may be generated.

**7.4.13** Site (i) is 1.2 hectares in total. It represents a major retail opportunity within the Town Centre. Development of the Town Hall site will complement the existing shopping centre. Detailed planning consent was granted for the comprehensive redevelopment of this site in July, 1996. The proposals include a new supermarket, several new retail outlets and a new library.

**7.4.14** Site (ii) consists of one single ownership block plus the site of the former Victoria Public House. The block 59 - 71 Holton Road is centrally located in the main retail area. It is in need of redevelopment to provide modern efficient retail

floorspace. Upper floors could be used for office or residential use (see Policy SHOP 11). The site offers a major redevelopment opportunity.

**7.4.15** Site (iii) is a strategically important site at an entrance to the shopping centre but is in need of refurbishment to complement the recent improvements undertaken at the corner properties on Holton Road. Suitable uses could be retailing at ground floor level with offices and/or residential above.

**7.4.16** Site (iv) In May 1997, the Council granted an outline planning consent for the comprehensive redevelopment of 77 hectares of Barry No. 1 Dock (1022m<sup>2</sup>). The retail element was conditioned to accommodate no more than 11,148m<sup>2</sup> gross of retail warehousing with a restriction on the amount of convenience goods floorspace (929m<sup>2</sup>). The development of this brownfield site is intended to be complementary to the role of the town centre. SHOP 4 provides a list of criteria against which proposals for retail warehouseing in Barry Waterfront will be assessed.



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#### POLICY SHOP 4 - RETAIL WAREHOUSING IN BARRY WATERFRONT

PROPOSALS FOR THE PROVISION OF RETAIL WAREHOUSING WITHIN THE COMPREHENSIVE REDEVELOPMENT OF BARRY WATERFRONT WILL BE PERMITTED IF THE PROPOSAL:

- (i) IS LOCATED IN THE AREA OF LAND EAST OF THE PROPOSED GLADSTONE LINK ROAD AND SOUTH OF THE RAILWAY LINE;
- (ii) WILL NOT HAVE AN UNACCEPTABLE EFFECT, ON THE VITALITY, VIABILITY AND ATTRACTIVENESS OF BARRY TOWN CENTRE;
- (iii) WILL NOT HAVE AN UNACCEPTABLE EFFECT ON TRAFFIC FLOWS, TRAFFIC PATTERNS, ENERGY USE AND VEHICLE EMISSIONS;
- (iv) PROVIDES CAR PARKING AND SERVICING FACILITIES IN ACCORDANCE WITH THE APPROVED COUNCIL GUIDELINES;
- (v) PROVIDES ADEQUATE UTILITY SERVICES THAT CAN BE READILY AND ECONOMICALLY PROVIDED;
- (vi) INCORPORATES A HIGH STANDARD OF DESIGN.

**7.4.17** The proposed provision of retail warehousing in Barry Waterfront, can play an important role in bringing about the beneficial re-use of a reclaimed 'brownfield' site within an urban area which will result in positive environmental gain and new local employment opportunities. Retailing can be of vital significance in raising land values in an urban regeneration scheme and in justifying public and private

sector investment in infrastructure required to "kick start" such schemes. Suitably located and controlled, the provision of retail warehousing within Barry Waterfront would make a significant contribution to the overall strategy of economic revival for Barry Town. Its development will be complementary to the role of the town centre rather than in direct competition.

#### POLICY SHOP 5 - GROUND FLOOR USES IN PRIMARY SHOPPING AREAS

AT GROUND FLOOR LEVEL IN THE PRIMARY SHOPPING AREAS OF THE TOWN/DISTRICT SHOPPING CENTRES, USES OTHER THAN THOSE WHICH FALL WITHIN CLASS A1 OF THE USE CLASSES ORDER 1987 (AS AMENDED) WILL ONLY BE PERMITTED WHERE THE PROPOSAL:

- (i) WOULD NOT, BY VIRTUE OF ITS NATURE, DESIGN AND SCALE CREATE AN UNACCEPTABLE EFFECT ON THE CHARACTER OF THE PRIMARY SHOPPING FRONTAGE;
- (ii) WOULD NOT DOMINATE THE PRIMARY SHOPPING AREAS IN A WAY WHICH WOULD UNDERMINE THE RETAIL FUNCTION;
- (iii) WOULD NOT CREATE A DEAD WINDOW FRONTAGE;
- (iv) WOULD NOT GIVE RISE TO NEW, OR EXACERBATE EXISTING, LOCAL PROBLEMS RESULTING FROM TRAFFIC GENERATION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS;
- (v) INCORPORATES A HIGH STANDARD OF DESIGN.

**7.4.18** The primary shopping areas are defined at Appendix 7 in Barry, Penarth, Cowbridge and Llantwit Major.

**7.4.19** The vitality, attractiveness and viability of existing shopping centres can be weakened by the establishment of non-retail uses within their prime shopping frontage. These are at the commercial heart of the centres and are defined by more or less continuous retail or retail related ground floor uses, comprising properties with the highest commercial rental values.

**7.4.20** The extent of these primary shopping frontages within District Centres is defined on the proposals map. Non-retail uses include financial and professional offices (Class A2), food and drink outlets (Class A3), offices (Class B1) and

amusement arcades. Each of these uses contribute to the wide range of services expected by the public within centres. A proliferation of such uses can result in a less attractive shopping environment. In addition, uses such as cafes, restaurants, snack bars, whilst providing important facilities, can give rise to environmental nuisance such as litter and smells. Financial and professional offices can often operate effectively above ground floor level in town centres and so contribute to bringing vacant floorspace back into beneficial use (see Policy SHOP 11).

**7.4.21** Outside the primary shopping frontages it is appropriate to allow a wider mix of uses. In these locations the Council will treat proposals on their merits having regard to scale, design, amenity and transportation considerations.

#### POLICY SHOP 6 - ABOVE GROUND FLOOR LEVEL IN PRIMARY SHOPPING AREAS

ABOVE GROUND FLOOR LEVEL WITHIN THE PRIMARY SHOPPING AREAS OF EACH OF THE DISTRICT SHOPPING CENTRES, DEVELOPMENTS WITHIN USE CLASSES A2 AND A3 AS DEFINED BY THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987 (AS AMENDED) WILL BE PERMITTED IF THE PROPOSAL:

- (i) PROVIDES ACCESS AND PARKING ARRANGEMENTS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (ii) INCORPORATES A HIGH STANDARD OF DESIGN;
- (iii) WOULD NOT GIVE RISE TO NEW, OR EXACERBATE EXISTING, LOCAL PROBLEMS RESULTING FROM TRAFFIC GENERATION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS;
- (iv) DOES NOT CREATE AN UNACCEPTABLE EFFECT ON THE AMENITIES OF ADJOINING OCCUPIERS OR THE GENERAL PUBLIC.

**7.4.22** The primary shopping areas are defined at Appendix 7 in Barry, Penarth, Cowbridge and Llantwit Major.

**7.4.23** Businesses such as offices, professional services, restaurants, cafes, wine bars etc., are ancillary to the main retailing function of the primary shopping areas but should not normally be allowed to displace them. They could however, with the exception of hot food takeaways within core shopping areas, be considered above ground

floor level in the core areas or on the fringe of such areas. Some uses such as restaurants can been seen as complementary to retailing in that they carry out much of their business in the evening and therefore often do not compete for car parking space. There is ample scope to accommodate or even relocate such uses in order to strengthen the efficiency of the primary retail frontages.

**7.4.24** Policy SHOP 11 also favours residential use in Holton Road above commercial premises.

In the area of Holton Road between Greenwood Street and St. Mary's Avenue the Council intends to apply Council planning standards flexibility to assist in bringing upper floors into beneficial use.

**7.4.25** As residential areas are in close proximity to most of the Vale's shopping centres, amenity considerations are important. Adequate provision for the extraction of fumes and to control noise will be essential.

**7.4.26** The improvement of the general appearance of its shopping areas is an important objective of the Council, and proposals within such areas will need to be well designed.

**7.4.27** The emphasis of Council policy is to strengthen the retail core of the shopping centres, so the possibility exists of shops in fringe shopping areas becoming vacant. This has already occurred in areas such as Glebe Street, Penarth. The Council will support proposals to convert vacant shop units outside primary shopping areas to beneficial uses provided that there are no overriding planning objections and that they are well designed.

#### POLICY SHOP 7 - A2 AND A3 USES IN BARRY

DEVELOPMENTS WITHIN USE CLASSES A2 AND A3 AS DEFINED BY THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987 (AS AMENDED) WILL BE PERMITTED ON THE EAST SIDE OF THOMPSON STREET, BARRY BETWEEN NOS. 9 AND 25, AND IN HOLTON ROAD, BARRY WEST OF THOMPSON STREET IF THE PROPOSAL:

- (i) PROVIDES PARKING AND SERVICING IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (ii) HAS NO UNACCEPTABLE EFFECT ON THE AMENITIES OF ADJOINING OCCUPIERS AND THE GENERAL PUBLIC;
- (iii) WOULD NOT GIVE RISE TO NEW, OR EXACERBATE EXISTING, LOCAL PROBLEMS RESULTING FROM TRAFFIC GENERATION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS;
- (iv) INCORPORATES A HIGH STANDARD OF DESIGN.

**7.4.28** The shopping areas adjoining Barry's major retail core are potentially important gateways to the Town Centre though are themselves secondary in retail terms. However, the proximity of the Civic Offices and Magistrates Court makes these sites suitable for office uses and such proposals, where suitable, will be encouraged. Similarly, food outlets would complement such office uses, widen the appeal of the centre and not compete for prime retail space.



#### POLICY SHOP 8 - TYNEWYDD ROAD, BARRY

PROPOSALS FOR THE CONVERSION OF PROPERTIES TO COMMERCIAL USE IN TYNEWYDD ROAD, BARRY, WILL ONLY BE PERMITTED SOUTH OF NO. 29 ON THE WEST SIDE OF THE ROAD.

**7.4.29** In order to strengthen the retail core in Barry Town Centre and to safeguard the environment of Tynewydd Road it is necessary to prevent further commercial development in Tynewydd Road. The west side of Tynewydd Road up to No. 29 has been converted from residential

use to commercial uses, with one exception. No extension north of No. 29 will be allowed. As only one conversion has taken place on the east side, the residential character is intact. No further conversion will be permitted there.

#### **POLICY SHOP 9 - PROTECTION OF RETAIL USES**

THE RETENTION OF CLASS A1 USES, AS DEFINED BY THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987 (AS AMENDED), IN LOCAL AND NEIGHBOURHOOD CENTRES WILL BE FAVOURED.

**7.4.30** Local and neighbourhood centres are defined on page 112. Such shopping facilities are considered to be important in serving the local population. Such retail uses should therefore be protected from the intrusion of offices and other non-retail users.

#### **POLICY SHOP 10 - NEW TAKEAWAY OUTLETS**

NEW TAKEAWAY FOOD OUTLETS (CLASS A3 OF THE USE CLASSES ORDER 1987 (AS AMENDED)) WILL BE PERMITTED IF THE PROPOSAL:

- (i) DOES NOT HAVE AN UNACCEPTABLE EFFECT ON RESIDENTIAL AMENITIES BY VIRTUE OF GIVING RISE TO NEW OR EXACERBATE EXISTING LOCAL PROBLEMS RESULTING FROM TRAFFIC GENERATION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS;
- (ii) PROVIDES CAR PARKING AND SERVICING FACILITIES IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (iii) DOES NOT HAVE AN UNACCEPTABLE EFFECT ON ANY CONSERVATION AREA OR LISTED BUILDING.

**7.4.31** There is clearly a need for hot food outlets and restaurants, and town and district centres are often the most suitable locations. However, in view of the close proximity of residential areas to the retail centres of many of the Vale's shopping areas, disturbance may occur especially arising from the activities at hot food take away outlets.

A high turnover of customers often occurs at unsocial hours. Where appropriate a suitable restriction of business hours will be imposed for new take-away outlets. Where proposals fail to satisfactorily meet the above criteria, permission will be refused. Proposals for other A3 uses will be considered on their individual merits.

#### POLICY SHOP 11 - UPPER FLOORS IN TOWN AND DISTRICT SHOPPING CENTRES

WITHIN TOWN AND DISTRICT SHOPPING CENTRES PROPOSALS FOR THE BENEFICIAL USE OF VACANT UPPER FLOORS OF COMMERCIAL PREMISES WILL BE PERMITTED IF THE PROPOSAL:

- (i) HAS NO UNACCEPTABLE EFFECT ON NEIGHBOURING AMENITIES;
- (ii) PROVIDES PARKING AND SERVICING IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (iii) INCORPORATES A HIGH STANDARD OF DESIGN.

IN RESPECT OF THE RESIDENTIAL USE OF UPPER FLOORS IN DISTRICT SHOPPING CENTRES THE COUNCIL WILL ADOPT A FLEXIBLE APPROACH IN ASSESSING THE NEED FOR AMENITY SPACE AND PARKING SPACES.

**7.4.32** Policy SHOP 5 indicated a presumption in favour of Class A2 and A3 use above ground level within primary shopping areas. Within Barry Town Centre this could bring into use under used or vacant space which is less attractive to retailers. General activity within the shopping area can be increased over the day and evening period by having uses such as offices, restaurants and also residential flats above ground floor level, provided that issues such as fume extraction, access, noise and car parking can be resolved. The use of the upper floors of premises will also encourage the improved maintenance of properties to the benefit of the external environment.

**7.4.33** There may be difficulties, however, in meeting the guidelines currently used by the Council for the provision of amenity space and parking spaces. Rear gardens can be almost totally taken up by the commercial user at ground floor level. However, to encourage appropriate uses above ground level the Council will, after consideration of the nature of the use proposed,

adopt a flexible approach in its assessment of the need for amenity and parking space for proposals above ground floor level in Holton Road within the area from St. Mary's Avenue to Greenwood Street. Consideration will include the proposed use of the property, the number of units proposed per property, the type and mix of accommodation proposed and its tenure. The scope for on site parking provision, and the availability of on street and public car parking facilities will also be considered. The Council has produced Supplementary Planning Guidance in respect of amenity standards. The potential to use appropriate legal agreements to influence occupancy may also be a relevant consideration.



#### POLICY SHOP 12 - NEW RETAIL DEVELOPMENT OUTSIDE DISTRICT SHOPPING CENTRES

PROPOSALS FOR NEW RETAIL DEVELOPMENT OUTSIDE EXISTING TOWN AND DISTRICT SHOPPING CENTRES WILL BE PERMITTED IF:

- (i) THE PROPOSAL EITHER SINGULARLY OR CUMULATIVELY WITH OTHER EXISTING OR APPROVED DEVELOPMENTS WILL NOT UNDERMINE THE VITALITY, ATTRACTIVENESS AND VIABILITY OF THE TOWN AND DISTRICT SHOPPING CENTRES OR THE RETAIL DEVELOPMENTS PROPOSED IN POLICY SHOP 3;
- (ii) THERE ARE NO SUITABLE TOWN, DISTRICT OR EDGE OF CENTRE SITES AND IN THE CASE OF OUT OF TOWN PROPOSALS, THERE ARE NO SUITABLE TOWN, DISTRICT, EDGE OF CENTRE OR OUT OF CENTRE SITES ('THE SEQUENTIAL TEST');
- (iii) THE PROPOSAL WILL NOT HAVE AN UNACCEPTABLE EFFECT ON THE ACHIEVEMENT OF AN ACCEPTABLE SUPPLY OF BUSINESS/INDUSTRIAL LAND AS IDENTIFIED IN POLICIES EMP 1 AND 2;
- (iv) THE PROPOSAL IS WELL LOCATED TO PUBLIC TRANSPORT, THE NEEDS OF THE NON-CAR TRAVELLER AND THE MAIN ROAD NETWORK;
- (v) THE HIGHWAY NETWORK IS CAPABLE OF ACCOMMODATING THE TRAFFIC GENERATED BY THE PROPOSAL WITHOUT AN UNACCEPTABLE ADVERSE EFFECT ON TRAFFIC FLOWS AND PATTERNS, SAFETY, ENERGY USE OR OTHER EMISSIONS;
- (vi) CAR PARKING AND SERVICING FACILITIES ARE IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (vii) ADEQUATE UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN READILY AND ECONOMICALLY BE PROVIDED;
- (viii) THE PROPOSAL DOES NOT RESULT IN THE LOSS OF GRADES 1, 2 OR 3A AGRICULTURAL LAND OR HAS AN UNACCEPTABLE EFFECT ON AREAS OF ECOLOGICAL, GEOLOGICAL, GEOMORPHOLOGICAL, WILDLIFE IMPORTANCE OR LANDSCAPE PROTECTION.

**7.4.34** The Council's retail strategy seeks to protect and develop the existing retail centres of the Vale and to use the high land values, that appropriate retail developments can create, to support urban regeneration initiatives.

**7.4.35** This policy provides developers with certainty as to how any development proposals outside town centres will be addressed and is in line with the Government's "sequential" test for new retail development, as stated in paragraphs 173 - 186 of Planning Guidance (Wales) "Planning Policy" (1996). Developers should first look for suitable town centre sites where sites or buildings for conversion are available, then edge of town centre sites, and finally out of town of town sites in locations that are accessible by a choice of means

of transport. Terminology for retail locations and types of centre is listed on pages 111 and 112.

**7.4.36** The policy criteria also seek to achieve sustainable developments which respect the need for environmental controls over development.

**7.4.37** Retail proposals on employment land in the Vale will not be supported. In order to meet the employment objectives of the Council it is important that the supply of such land is protected (see Policy EMP 5).

**7.4.38** Through its development control function the Council can influence the location and nature of commercial properties within the Vale for the general benefit of shoppers.

## 7.5 IMPLEMENTATION

7.5.1 Through the provision of grant aid for external improvements for eligible properties within designated Commercial Renewal Areas, the Council is improving the shopping environment for the benefit of shoppers and retailers. Town Centre Forums have been established for Barry, Llantwit Major, Cowbridge and Penarth, which will help to co-ordinate proposals for improvement. Town Centre Managers have been appointed for Barry and Penarth with responsibility for bringing together the different agencies involved in providing services in order to improve the attractiveness and economic well-being of the centres. This initiative also provides expertise to assist the other main shopping centres in the Vale.



# **SPORT & RECREATION**



## 8.1 INTRODUCTION

**8.1.1** Recreation activities can be broadly divided into formal and informal recreation using both outdoor and indoor facilities. Formal recreation, such as team games, requires the use of specific facilities and locations, whilst informal recreation, such as enjoyment of the countryside, may be satisfied on a casual basis without either specialist facilities or skills.

**8.1.2** The provision of adequate and appropriate recreational facilities is of great importance in improving the quality of life of the Vale's residents and assisting the potential for tourism in the area. Recreation facilities, therefore, have a social and economic function.

**8.1.3** The Council will continue to be a major provider of leisure facilities but its future role may be constrained by increasing financial restrictions and a need to make public services more cost effective.

**8.1.4** There is considerable demand for development within the Vale and existing recreation sites may come under pressure for development. In considering the pressures for

development the Council will need to ensure that sufficient land and other resources are allocated in the UDP for organised sport and informal recreation. The Council in the consideration of development proposals will take full account of community needs for recreation space, having regard to current levels of provision and deficiencies. The visual contribution of open space to the conservation of the natural and built heritage of an area, in addition to its amenity value, will also be taken into account.

## 8.2 NATIONAL PLANNING GUIDANCE

**8.2.1** National planning guidance in respect of sport and recreation is contained in paragraphs 198 - 201 of Planning Guidance (Wales) "Planning Policy" (1996) and supplemented by Draft Technical Advice Note 22 (TAN(W) 22.)

**8.2.2** Planning Guidance (Wales) "Planning Policy" (1996) states that sport and recreation opportunities should, wherever possible, be available for everyone, including elderly people and those with disabilities. The planning system should ensure that adequate land and water resources are allocated for both organised sport and for recreation, taking full account of the need for recreational space, and current levels of provision and deficiencies and the impact on the location.

**8.2.3** The guidance goes on to state that open spaces with significant recreational or amenity value should be protected from development, particularly in urban areas. All playing fields should also be protected except where facilities can best be retained and enhanced through the redevelopment of a small part of the site; alternative provision of equivalent community benefit is made available; or there is an excess of such provision in the area.

## 8.3 RECREATIONAL OBJECTIVES

**8.3.1** In order to provide a context for policies and proposals relating to recreation, the following objectives are put forward:

- To seek to identify the existing deficiencies in recreational facilities to meet existing and anticipated demand throughout the Vale.
- To provide or encourage where appropriate the provision in accessible locations of new sport and recreational opportunities for local residents.
- To protect existing areas of open space and playing fields from inappropriate development.

- To promote the wider use by the community of all existing and future recreational facilities both public and private.
- To ensure that new housing development is adequately provided with recreation and leisure facilities appropriate to the scale of development.
- To improve opportunities for access and enjoyment of the countryside to a level compatible with the local ecological and landscape capacity of the area and the interests of those who live and derive their livelihood from the land.

## 8.4 POLICIES AND PROPOSALS

#### POLICY REC 1 - PROTECTION OF EXISTING RECREATIONAL FACILITIES

DEVELOPMENT INVOLVING THE LOSS OF EXISTING RECREATION FACILITIES, WHETHER IN PUBLIC OR PRIVATE OWNERSHIP, WILL BE PERMITTED WHERE ALTERNATIVE PROVISION OF EQUIVALENT COMMUNITY BENEFIT IS MADE AVAILABLE; OR THERE IS AN EXCESS OF SUCH PROVISION IN THE

EA AND WHERE THE FACILITIES ARE NOT OF IMPORTANCE TO THE CHARACTER OF A CONSERVATION

IEA OR NEIGHBOURHOOD.

**8.4.1** Proposals involving the loss of recreational facilities will rarely be acceptable. This advice is echoed in Planning Guidance (Wales) "Planning Policy" (1996). Circumstances



may exist, however, where a recreational facility is redundant or requires relocation. In such circumstances, where replacement facilities can be provided and there is no reduction in the quality of provision, the Council may consider relaxing its policy against development. Proposed replacement playing fields, however, must be suitable for such use in terms of levels and drainage particularly in areas where flat land is at a premium and must be easily accessible to the general public. Attention will also be paid to the existing and potential ecological and visual value of open space, especially the setting which it provides for adjoining development. The availability of open space in the locality will also be a consideration.

#### POLICY REC 2 - JOINT PROVISION AND DUAL USE OF FACILITIES

THE COUNCIL WILL FAVOUR PROPOSALS WHICH RESULT IN WIDER USE BY THE COMMUNITY OF EXISTING RECREATIONAL FACILITIES IN ORDER TO MEET THE RECREATIONAL NEEDS OF THE PLAN AREA.

**8.4.2** Currently, the Council's resources are limited. Some recreation facilities are not open to use by the general public, or are not used to their full capacity. Joint provision and management of facilities can be mutually beneficial. Likewise links with other Council's facilities and "Cross Border" usage can be beneficial in reducing deficiencies in some areas. It has been estimated by the Sports Council for Wales that, in Wales a full programme of community use of sports halls would reduce unsatisfied demand from 42% to 2%.

**8.4.3** Policy REC 2 seeks to encourage the principles of joint provision and dual use of facilities both private and public. Education facilities in particular could make a significant contribution to meeting existing deficiencies in

playing field and sports hall demand. Dual use of facilities has the advantages of avoiding duplication of expenditure and maximising the use of scarce resources.

**8.4.4** The Council recognises the difficulties that dual use of facilities produces in terms of over use and management. The benefits of such an approach however, are significant enough to justify the pursuit of the objective of dual use of existing and future facilities. In many rural settlements local demand for amenity space, kickabout areas or indoor facilities can only be met by the use of the village school. Similarly the planned dual use of new recreation areas can benefit many of the older urban primary schools which do not possess their own playing fields.

## POLICY REC 3 - PROVISION OF OPEN SPACE WITHIN NEW RESIDENTIAL DEVELOPMENTS

WITHIN RESIDENTIAL DEVELOPMENTS OPEN SPACE AT A STANDARD OF 2.43 HECTARES PER 1000 PROJECTED POPULATION WILL BE SOUGHT IN ACCORDANCE WITH THE COUNCIL'S APPROVED MINIMUM STANDARDS FOR OUTDOOR PLAYING SPACE. SUCH OPEN SPACE WILL BE SOUGHT IN ACCORDANCE WITH THE FOLLOWING GUIDELINES:

- CHILDREN'S PLAYING SPACE 0.6 0.8 HECTARES PER 1000 PROJECTED POPULATION
- OUTDOOR SPORT 1.6 1.8 HECTARES PER 1000 PROJECTED POPULATION

IN ASSESSING THE REQUIREMENTS OF INDIVIDUAL DEVELOPMENTS REGARD WILL BE HAD TO THE EXTENT AND NATURE OF LOCAL NEEDS AND THE OPPORTUNITIES TO SATISFY THAT NEED IN THE LOCALITY.

**8.4.5** Recreation facilities can also be provided by the private sector. Developers will be encouraged to make appropriate provision in new housing developments to satisfy the demands of that development. The above standards are based on the National Playing Fields Association standards which have been adopted by the Council.

**8.4.6** Precise requirements for each site will need to be agreed with the Council as local factors may require amendment to these standards, for example the location and quality of existing provision, and the anticipated population profiles of the new development.

**8.4.7** In certain circumstances where application of the Council's standards is impractical (e.g. the site is too small to provide a meaningful area of open space) or where existing open space provision is deficient in quality in the immediate locality, the Council may be prepared to negotiate alternative arrangements i.e. off site contribution payments. In all cases the Council will be guided by the evidence of need and the opportunities available to satisfy that need in the locality.

**8.4.8** In all negotiations with developers the Council will satisfy itself that the open space

benefits sought are reasonably related to the development and that the need for them arises from the development.

**8.4.9** Open space layout of developments, including amenity open space (which can provide for passive recreational needs), should be designed in such a way as to exploit site topography, create open views and avoid incidental areas of open space. The location of proposed open spaces should also relate to existing open spaces and footpath links.

#### POLICY REC 4 - PROVISION FOR THE DISABLED AND ELDERLY

RECREATION PROPOSALS WHICH INCLUDE PROVISION FOR THE NEEDS OF THE DISABLED AND ELDERLY WILL BE FAVOURED.

**8.4.10** The needs of minority groups must not be overlooked. Such groups include those with disabilities, the elderly and those without access to private transport. Adaptation of existing facilities and the careful location and design of new facilities can assist in making them more available

to all sections of the community and is in accordance with the requirements of the Disability Discrimination Act 1995. The need for special play provision for children with disabilities is also recognised by the Council.

#### POLICY REC 5 - NEW PLAYING FIELD PROVISION

LAND IS ALLOCATED IN THE FOLLOWING LOCATIONS FOR THE PROVISION OF PLAYING FIELDS:

- DINAS POWYS: (i) Caerleon Road (1.3 Hectares)
- SULLY: (ii) Glebelands (8.5 Hectares)
- WENVOE: (iii) Extension to Station Road (1.5 Hectares)
- RHOOSE: (iv) Rhoose Point Redevelopment (One playing pitch exact hectarage has yet to be agreed)

**8.4.11** Playing fields is the generic term for the space required for a number of organised recreation activities such as football, rugby, cricket etc. In considering the existing provision of playing fields within the Vale, the analysis follows the practice of the NPFA by including private facilities and educational facilities which are available to the public by "practice and policy". Unfortunately, public access to educational facilities the voluntary, industrial and commercial sectors, can

vary considerably. Private facilities have been included in the assessment of provision. Educational facilities have been excluded, however, from the following analysis because in the Vale they have not normally been readily available for public use. Table 1 opposite indicates existing and future requirements for playing fields in the Vale using the NPFA's minimum standard of 1.62 hectares per 1000 population for outdoor sport which has been adopted by the Council.

#### Table 1: Playing Field Requirements By Sector

LOCATION	POPULATION	HECTARES		
		NPFA Standard	Existing actively used provision*	Deficit
Barry	46, 810	75.8	34.8 (2.0)	41.0
East Vale	36, 640	59.4	39.5 (9.0)	19.9
Cowbridge	6, 080	9.8	4.6 (1.6)	5.2
Llantwit Major	10, 040	16.3	10.6 (0)	5.7
Rural Vale	19, 630	31.8	19.3 (2.8)	12.5

\* Aggregate of both public and private (private in brackets)

**8.4.12** The existing large shortfall of playing field provision is clearly illustrated in Table 1, with existing provision needing to be significantly increased to meet the NPFA standards for outdoor sport. The urban areas of the Vale are in most urgent need of additional provision if the Council's adopted standards are to be met. Suitable land is, however, in short supply in these areas and can be expensive to provide. Synthetic sports pitches can help to relieve pressure on traditional surfaces.

Floodlighting of facilities can also increase the effective use of existing resources. The above analysis, however, reinforces the need to protect existing playing fields and justifies where possible, the dual use of educational playing fields.

**8.4.13** Policy REC 5 in allocating land for playing fields will go some way towards reducing the deficit, although an under provision will remain in many areas.

#### POLICY REC 6 - CHILDREN'S PLAY FACILITIES

CHILDREN'S PLAY FACILITIES WILL BE PROVIDED IN THE FOLLOWING IDENTIFIED AREAS OF NEED:

BARRY, PENARTH, BONVILSTON, COWBRIDGE, LLANDOW, ST. NICHOLAS, ST. MARY CHURCH, WICK, SOUTHERNDOWN, AND ST. BRIDES MAJOR;

AND IN NEW DEVELOPMENTS AT A STANDARD OF 0.2 - 0.3 HECTARES PER 1000 POPULATION.

**8.4.14** Children are less mobile than adults and often require supervision. They therefore require a range of facilities nearer to home including play spaces for younger children and kickabout areas for older children.

**8.4.15** In the past the NPFA recommended that play spaces be provided at distances not more than 400 metres from the dwellings they serve with smaller play spaces provided nearer home for children of pre - school age. "Walking time" rather than distance is now prescribed by the NPFA as the best gauge of access to facilities. Five minutes walking time is estimated to

correspond to 400 metres along a pedestrian route and fifteen minutes to 1000 metres. The Council's adopted open space standards so far as they relate to the provision of children's play areas is 0.6 -0.8 hectares per 1000 population, and the Council would ideally wish to achieve this. However, the existing deficiencies in the pattern of provision of children's play equipment cannot always be remedied by the provision of new facilities because of the absence of suitable available land. The above policy, however, aims to assist in improving deficiencies in the existing pattern of play provision. **8.4.16** The provision of play spaces within the above named settlements will help to satisfy a current deficiency in the provision of play areas and meet expected future demand over the period of the Plan. Where there is a requirement for children's play areas within new developments, developers will be required to provide the facilities for such areas by entering into appropriate legal agreements with the Council.



#### POLICY REC 7 - SPORT AND LEISURE FACILITIES

PROPOSALS FOR NEW SPORT AND LEISURE FACILITIES OUTSIDE EXISTING TOWN AND DISTRICT CENTRES WILL BE PERMITTED IF:

- (i) THE PROPOSAL EITHER SINGULARLY OR CUMULATIVELY WITH OTHER EXISTING OR APPROVED DEVELOPMENTS DOES NOT UNDERMINE THE VITALITY, VIABILITY AND ATTRACTIVENESS OF TOWN OR DISTRICT CENTRES OR PROPOSED DEVELOPMENTS AT BARRY WATERFRONT;
- (ii) THERE ARE NO SUITABLE TOWN, DISTRICT OR EDGE OF CENTRE SITES AND IN THE CASE OF OUT OF TOWN/DISTRICT PROPOSALS, THERE ARE NO SUITABLE TOWN, DISTRICT, EDGE OF CENTRE OR OUT OF CENTRE SITES (THE SEQUENTIAL TEST);
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE ACHIEVEMENT OF AN ACCEPTABLE SUPPLY OF BUSINESS/INDUSTRIAL LAND AS IDENTIFIED IN POLICIES EMP 1 AND 2;
- (iv) THE PROPOSAL IS WELL LOCATED TO PUBLIC TRANSPORT, THE NEEDS OF THE NON CAR TRAVELLER AND THE MAIN ROAD NETWORK;
- (v) THE HIGHWAY NETWORK IS CAPABLE OF ACCOMMODATING THE TRAFFIC GENERATED BY THE PROPOSAL WITHOUT AN UNACCEPTABLE EFFECT ON TRAFFIC FLOWS AND PATTERNS, FETY, ENERGY USE OR OTHER EMISSIONS;
  - (vi) THE PROPOSAL MEETS THE COUNCIL'S APPROVED PARKING GUIDELINES;
  - (vii) ADEQUATE UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED;
  - (viii) THE PROPOSAL DOES NOT RESULT IN THE LOSS OF GRADES 1,2 OR 3A AGRICULTURAL LAND OR HAVE AN UNACCEPTABLE EFFECT ON AREAS OF ECOLOGICAL OR WILDLIFE IMPORTANCE OR LANDSCAPE PROTECTION.

**8.4.17** Most sport and leisure facilities are best located at Barry, Penarth, Llantwit Major and Cowbridge. Located here such developments are close to the population which they serve thereby reducing the need to travel.

**8.4.18** The Barry Waterfront redevelopment will also provide opportunities for leisure and sport developments during the plan period. There are also leisure and sport opportunities within the redevelopment of Cardiff Bay which immediately adjoins the Council's area and is close to the areas of Dinas Powys and Penarth.

8.4.19 It is also recognised that there are some recreational activities that are appropriate and in harmony with the countryside and the Council will seek to balance and reconcile the conflicting demands made on these areas. Account will need to be taken of the nature of any activity proposed, the ability of the land to sustain the proposal in the long term and the management techniques used to control it. Substantial buildings however, can intrude into the countryside and lead to the concentration of non-sustainable activities. such as increasing the amount of car borne trips. Policy ENV 1 governs development in the countryside. Policies ENV 4 and 5 deal with development proposals which fall within the Glamorgan Heritage Coast and the Coastal Zone.

**8.4.20** In applying the sequential approach, developers will need to be flexible about the scale, format, design of the development and the amount of car parking and these must be appropriate to local circumstances. Rather than propose developments with a mixture of large scale sport and leisure uses and a large amount of car parking which can only be accommodated in 'out of centre' or 'out of towns' location, developers must demonstrate why they could not develop elements of the larger scheme on sites in more central locations i.e. town or district centres, with less 'on site' car parking.

**8.4.21** In terms of the impact on vitality, viability and attractiveness of town and district centres, proposals will be especially considered in terms of their impact on the evening economy.

#### POLICY REC 8 - GOLF COURSES AND GOLF DRIVING RANGES

PROPOSALS FOR GOLF COURSES AND GOLF DRIVING RANGES WILL BE PERMITTED IF:

- (i) THE PROPOSAL RESPECTS THE INDIGENOUS LANDSCAPE PATTERN;
- (ii) THE PROPOSAL DOES NOT ADVERSELY AFFECT THE QUALITY OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1, 2, AND 3A)
- (iii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE ECOLOGICAL, GEOLOGICAL AND GEOMORPHOLOGICAL VALUE OF THE AREA;
- (iv) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE CHARACTER OR AMENITY OF NEIGHBOURING AREAS;
- (v) THE TRAFFIC GENERATED BY THE PROPOSED USE CAN BE ACCOMMODATED BY THE ADJOINING ROAD NETWORK IN BOTH PHYSICAL AND ENVIRONMENTAL TERMS;
- (vi) BUILDING DEVELOPMENT IS RESTRICTED TO THOSE FACILITIES ESSENTIAL TO SERVE THE GOLF COURSE, NAMELY, CLUBHOUSE INCLUDING CHANGING ROOMS, OFFICES, REFRESHMENT FACILITIES AND ASSOCIATED MAINTENANCE BUILDINGS. THE SCALE AND DESIGN OF SUCH FACILITIES SHALL PAY REGARD TO THE LOCATION OF THE SITE AND IT WILL BE NECESSARY TO ENSURE THAT ADEQUATE SERVICES CAN BE PROVIDED WITHOUT DETRIMENT TO THE ENVIRONMENT;
- (vii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON PUBLIC RIGHTS OF WAY AND SHALL, WHEREVER POSSIBLE, PROVIDE OPPORTUNITIES FOR ENHANCING PUBLIC ACCESS.

PROPOSALS FOR THE ILLUMINATION OF GOLF FACILITIES WILL BE PERMITTED WHERE THERE IS NO UNACCEPTABLE EFFECT UPON THE ENVIRONMENTAL CHARACTER OF THE SITE, ECOLOGY AND RESIDENTIAL AMENITY. **8.4.22** The Sports Council for Wales have indicated that a further 1.1 18 hole golf courses are required in the Vale of Glamorgan to meet demand which is generally concentrated in the Barry area. Proposals for new and enlarged golf facilities, must be able to be successfully integrated with the character of the countryside. For this reason topographic alterations should be minimised and substantial buildings will be unacceptable, as they would appear as intrusive features in the landscape. Such development would undermine local and national objectives of maintaining the appearance of the countryside for its own sake. Golf courses often require extensive remodelling of the landform and the provision of additional planting as well as the loss of existing indigenous hedgerows and trees. Applications for golf facilities must therefore demonstrate that the proposals can harmonise with the locality. The Council will require extensive details to be submitted with each application. Applications should include full details of the following items:

- *a) course layout and topographical and landscape analysis;*
- *b) siting and size of all buildings and car parking;*
- *c) a management plan in terms of landscape proposals both short term and long term;*
- d) an ecological impact statement;
- e) access details;
- *f)* service provision, including water supply.

**8.4.23** In appropriate cases, the Council will also require applications to be accompanied by an archaeological impact statement or formal environmental assessment.

**8.4.24** The use of potable water supplies for irrigating golf courses is wasteful and can lead to adverse effects on supplies. Other than the provision of purely domestic supplies to buildings, all irrigation water will be required to come from private extraction, not the public distribution system. Developers will be required to demonstrate that the proposed use of private water supplies will not adversely impact upon existing areas of conservation interests dependant upon either surface waters or ground water resources. Appropriate conditions will be imposed on any planning consent or through a legal agreement.

**8.4.25** In assessing applications for golf related development, regard will be had to the Supplementary Planning Guidance produced by the Council on Golf Related Development. The Council will also make use of legal agreements to secure its objectives. If necessary, planning conditions will be used to restrict the period of implementation of any permissions granted, in order to control uncertainty in the uptake of permissions.

#### **POLICY REC 9 - NEW GOLF RELATED DEVELOPMENTS**

NEW GOLF RELATED DEVELOPMENTS WILL NOT BE PERMITTED WITHIN THE HERITAGE COAST OR WHERE THEY HAVE AN UNACCEPTABLE EFFECT ON SITES OF SPECIAL SCIENTIFIC INTEREST, DESIGNATED NATURE CONSERVATION SITES, DESIGNATED CONSERVATION AREAS AND/OR LISTED BUILDINGS.

**8.4.26** The particular physical and landscape requirements of golf proposals will generally be alien to the special characteristics of the Heritage Coast and SSSI's within the Vale. Consequently, it is considered that such development cannot be successfully integrated into such areas. The above policy is intended to reinforce the general protection given to the Heritage Coast by the environmental policies of the Plan. (See also Policy ENV 4.)

**8.4.27** The plateau type landscape of the Heritage Coast, in addition to making development intrusive in a sensitive landscape, is not easily accessed.

**8.4.28** The policy does not, however, preclude small SSSI's from being combined into a golf course proposal, e.g. where it can be demonstrated that added protection can be obtained for the SSSI from a secluded location within a golf course. (See also Policies ENV 12, 13 and 14.)

#### POLICY REC 10 - DEVELOPMENT OF ALLOTMENT LAND

THE DEVELOPMENT OF LAND USED FOR ALLOTMENTS WILL BE PERMITTED IF SUITABLE AND ACCESSIBLE REPLACEMENT SITES ARE PROVIDED BY THE DEVELOPER.

**8.4.29** There is no evidence of excess demand within the Vale which would suggest a need for additional allotment spaces. Indeed waiting lists have fallen in recent years. The allotments at Boverton Court, Llantwit Major may eventually need relocation because of road improvements. Elsewhere, under - utilisation is a factor in some allotments.

**8.4.30** In recent years new allotments have been provided at St. Cyres Field, Penarth and north of Cemetery Road, Barry.

**8.4.31** Whilst it is the view of the Council that a new allocation of land for allotments is not required, a need exists to protect existing sites.

#### POLICY REC 11 - INFORMAL PUBLIC OPEN SPACE AND COUNTRY PARKS

LAND IS ALLOCATED FOR INFORMAL PUBLIC OPEN SPACE AT:

- (i) PENCOEDTRE, BARRY;
- (ii) WHITE FARM, MERTHYR DYFAN, BARRY;
- (iii) SOUTH OF ST. ILLTYDS CHURCH, LLANTWIT MAJOR;
- (iv) PLYMOUTH PARK, PENARTH;
- (v) RHOOSE POINT;

AND FOR COUNTRY PARK EXTENSIONS AT:

- (vi) PORTHKERRY, BARRY;
- (vii) COSMESTON, PENARTH.

**8.4.32** Informal facilities required for leisure purposes range from small sitting out areas, public rights of way and picnic sites to large urban and country parks. The Council currently provides a number of such facilities.

**8.4.33** In the rural areas the Council provides facilities to allow both visitors and residents the opportunity to enjoy the attractive countryside of the Vale. Two country parks are located at Porthkerry, Barry and at Cosmeston Lakes, Penarth. The latter also contains a reconstructed Medieval Village. The recreational areas within the Glamorgan Heritage Coast are complemented by picnic sites and footpath routes along the coast

between Sully and Penarth. Other agencies such as the Forestry Commission, also provide informal recreation facilities whilst the countryside and its villages in general and the Thaw and Ely River valleys in particular are attractive to visitors.

**8.4.34** The needs of informal activities in the countryside are relatively simple being mainly car parks, lay-bys and picnic areas. These easy access arrangements and a system of public rights of way maximise the available recreation opportunities in the countryside.

**8.4.35** In order to improve the existing provision of informal public open space in urban areas the above areas are allocated.

**8.4.36** The allocation of approximately 4 hectares of informal open space at the comprehensive redevelopment at Pencoedtre (north east Barry) will provide a much needed facility for the 820 new houses to be built there during the Plan period.

8.4.37 The allocations at White Farm, Merthyr Dyfan, Barry and Llantwit Major both have the advantage of maintaining a green lung within the heart of urban development. White Farm, Barry is also allocated for a residential use (HOUS 1 (20) refers) and the whole site extends to some 12 hectares. The site was originally designated in the Adopted Barry Local Plan (1983) and The Vale of Glamorgan Local Plan, Deposit Draft (as amended) 1995 for informal open space. However, a certificate of appropriate alternative development for residential purposes was granted on the majority of the site in June 1994. The Council is seeking to negotiate with the owner, an outcome whereby in exchange for residential use on part of the site, the remainder is enhanced in visual and nature conservation terms and transferred to the Council for retention as public open space. It is not known at this stage what proportion of the site will be for recreational purposes.

**8.4.38** Improvements to the landscape in the open space along the Ogney Brook will improve visual amenities in the area of Llantwit Major, South of St. Illtyds Church.

**8.4.39** The proposed park in Penarth lies within the Cardiff Bay Development Corporation's area at a site within the former Penarth Dock.

**8.4.40** The provision of informal open space at Rhoose Point will be part of the comprehensive redevelopment of this former quarry (see also HOUS 1 (13)). The signed section 106 agreement includes the provision of a public 'pay as you play' golf course, finance for changing facilities, a nature conservation area and informal open space.

**8.4.41** The extensions to the two country parks at Porthkerry and Cosmeston were both negotiated as a result of housing allocations at Cwm Barri (HOUS 1 (5)) and Cogan Hall Farm (HOUS 1 (8)).



#### POLICY REC 12 - PUBLIC RIGHTS OF WAY AND RECREATION ROUTES

DURING THE PLAN PERIOD, THE COUNCIL WILL MAINTAIN AND IMPROVE THE EXISTING PATTERN OF PUBLIC RIGHTS OF WAY (INCLUDING BRIDLEWAYS) AND ESTABLISH THE FOLLOWING RECREATION ROUTES AS A FRAMEWORK FOR A NETWORK OF LINKAGES FOR THE ENJOYMENT OF THE COUNTRYSIDE:

- (i) ALONG THE OGNEY BROOK, LLANTWIT MAJOR;
- (ii) ALONG THE HODDNANT, LLANTWIT MAJOR;
- (iii) EXTENSION OF THE PENARTH RAILWAY WALK SOUTH WEST TOWARDS SULLY, INCLUDING THE PROVISION OF A CYCLE ROUTE;
- (iv) COMPLETION OF A TOWN TRAIL IN BARRY;
- (v) DEVELOPMENT OF THE DISUSED RAILWAY LINE BETWEEN ABERTHAW/COWBRIDGE/PONTYCLUN INCLUDING THE PROVISION OF A CYCLE ROUTE;
- (vi) IMPROVEMENT OF ACCESS TO THE COAST AT LAVERNOCK POINT, ST. MARY'S WELL BAY, SWANBRIDGE, SULLY, RHOOSE POINT, PLEASANT HARBOUR AND SUMMERHOUSE POINT;
- (vii) DEVELOPMENT OF A SEASCAPE TRAIL LINKING EXISTING FOOTPATHS TO PROVIDE AN UNBROKEN RIGHT OF WAY FROM NASH POINT TO CARDIFF BAY;
- (viii) CREATION OF NEW ACCESS OPPORTUNITIES AS PART OF DEVELOPMENT PROPOSALS;
- (ix) DEVELOPMENT OF A FOOTPATH AROUND PENARTH HEAD, INCLUDING THE PROVISION OF A CYCLE ROUTE.

WHERE APPROPRIATE THE COUNCIL WILL FAVOUR THE INCORPORATION INTO THESE ROUTES BRIDLEWAYS AND/OR CYCLEWAYS AND FACILITIES FOR USERS.

**8.4.42** The Countryside Council for Wales regards the rights of way network as the single most important means by which the public can enjoy the countryside. However, the present pattern of rights of way reflects historical patterns of circulation. Some, therefore, are often poorly related to modern requirements for movement or are neglected. The use of others causes difficulties with farmers especially on the urban fringe.

**8.4.43** The improvement of existing routes and the development of new routes for nature trails, circular walks, etc. is therefore, an important consideration in enhancing public access to the countryside. The increasing popularity of horse riding can be catered for by specially designed bridleways whilst the disused railway lines within

the area also provide recreational opportunities for use as bridleways, cycleways and footpaths.

**8.4.44** Given the legal status of the rights of way network it is the intention of the Council to improve the recreational potential of rights of way by giving priority to those routes relevant to present day recreational needs and identifying new routes. In particular priority will be given to routes between residential areas and recreational facilities, and circular routes from countryside attractions readily accessible by car and public transport (e.g. country parks).

**8.4.45** It is the intention of the Council to maintain and improve the existing pattern of recreational rights of way. Any improvements

would attempt to minimise conflict with the agricultural community or conservation interests. The potential for the provision of spine routes, off which circular routes can radiate will also be investigated as part of any improvements.

**8.4.46** The provision of these footpaths would assist in improving the links between residential areas and recreational facilities, besides being important recreational facilities in themselves. The link between urban areas and coast would be enhanced by the improvement of the existing footpath system in Llantwit Major. In the south east Vale the completion of the proposed footpath spine route linking Penarth and Sully would facilitate linking access routes to the coast. The completion of the Barry "Town Trail" would link the major green spaces in north and west Barry to the recreation facilities of Barry Island and provide the basis of a comprehensive recreational footpath

network for the whole of Barry. The proposed "Seascape Trail" is aimed at linking the existing Glamorgan Heritage Coast Path to the Seawall path at Rumney and Peterstone (within Cardiff County and Newport County Borough Councils areas) thereby serving an unbroken right of way along the whole of the Vale's coastline.

**8.4.47** Appropriate landscaping of proposed footpaths will be necessary to ensure protection of the amenities of any adjoining residential properties. In the case of certain proposed footpath developments it will be beneficial to incorporate car parking facilities, picnic and information/interpretative facilities, e.g. coastal paths in the Barry - Penarth area. The more popular rights of way may require maintenance agreements to ensure that their continued popularity is not undermined by over use or the absence of control.

#### **POLICY REC 13 - SAILING**

THE UPGRADING AND IMPROVEMENT OF EXISTING SAILING FACILITIES WILL BE FAVOURED. PROPOSALS FOR NEW SAILING FACILITIES WILL BE PERMITTED IF THERE IS NO UNACCEPTABLE EFFECT ON THE COUNTRYSIDE, THE GLAMORGAN HERITAGE COAST, THE COASTAL ZONE AND WATER RESOURCES.

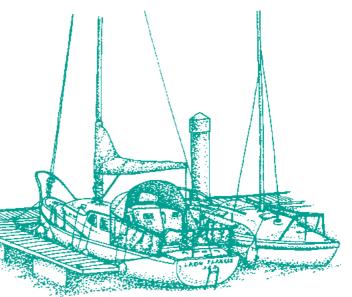
**8.4.48** Sailing is a popular recreational activity in the Vale of Glamorgan with yacht clubs at Barry and Penarth and sailing clubs at Sully and Cosmeston Lakes Country Park.

**8.4.49** This policy relates to two types of sailing - yacht and dinghy sailing which both have land and water requirement

**8.4.50** Yachting is concerned with larger sailing vessels which are usually kept on the water during the sailing season and stored over the winter months. Yachting requires moorings with safe anchorage, car parking spaces and maintenance and yacht storage facilities.

**8.4.51** Dinghy sailing requires an accessible sailing area (usually via a slipway or pontoon) which is often an enclosed water area. As with yachting, car parking spaces are required (for trailers as well) and storage facilities.

**8.4.52** Proposals for new sailing facilities must not have an unacceptable effect on the Glamorgan Heritage Coast, the Coastal Zone, water resources or the countryside. All proposals must therefore conform with Policies ENV 4,5 and 6 in the Environment section of the Plan.



## Formal Recreation (indoor)

#### **INDOOR SPORTS FACILITIES**

**8.4.53** The provision of multi - facility sports centres has greatly increased people's awareness of the opportunities that exist to participate in sports of all kinds. The increased provision of sports halls and swimming pools, including where both facilities are combined in large sports centres, has been a major sporting development in recent decades.

**8.4.54** Within the Vale two large sports centres, with pools, are provided at Barry and Penarth. Sports halls have been provided at Holm View, Barry and Cowbridge, whilst a leisure centre with pool has been developed as a joint facility at Llantwit Major Comprehensive School. In total 4 pools each with a minimum dimension of 25 x 8.48 metres exist in the Vale, including Fontygary Park, Rhoose.

**8.4.55** The last review of facilities undertaken by the Sports Council for Wales (Building for the Future: An Analysis of Sports Facility Provision in Wales 1997) found that the Vale of Glamorgan is relatively well provided for in terms of most types of sports facility. With regard to unmet demand for indoor bowling rinks, athletics tracks and swimming pools, the figures for the Vale are well below the national average. Consequently, the model suggests there is no need for additional facilities in the authority. Unmet demand for sports halls, artificial turf pitches (ATP's) and golf courses, on the other hand, appears to indicate a need for additional facilities.

8.4.56 The Facilities Planning Model used by the Sports Council for Wales suggests that the Vale of Glamorgan requires an additional 2.8, 4-court sports halls to satisfy unmet demand. The analysis by 5km grid squares reveals that Barry has the greatest level of need for additional facilities. Although unmet demand in Barry itself equates to only 0.86 of a 4-court hall, the accumulation of unmet demand to the west of the town (St. Athan/ Aberthaw/ Rhoose) suggests that a new 4 to 6-court sports hall might be a viable option. Any remaining unmet demand in this area could then be used via the opening of optimum use facilities (e.g. schools, colleges) to the public at evenings and weekends.

**8.4.57** The unmet demand in the Dinas Powys/ Llandough/ Penarth area equates to half a 4-court hall (0.53 units). This area already has a 6-court sports hall at Penarth Leisure Centre so the creation of a small 2-court facility would probably not be viable. The opening of optimum use facilities would, again, be the best way of reducing unmet demand in this area.

**8.4.58** An analysis of unmet demand for ATP's by 5km grids squares reveals that the highest unmet demand is located in the Barry area, the second highest in the Llantwit Major/ Boverton area, and other smaller pockets of demand in Dinas Powys/ Llandough/ Penarth area and the St. Athan/ Aberthaw/ Fontygary/ Rhoose area. Although the model suggests that no one 5km grid square in the Vale has sufficient unmet demand to merit a new ATP, the concentration of unmet demand in the Barry area makes this the ideal location for such a facility.

**8.4.59** The demand for squash facilities seems to have steadied in recent years. On the per capita standard of 1 court/7000 population the existing provision of public and private courts would appear to satisfy the estimated need of 16 courts.

**8.4.60** Facilities can be accommodated in multipurpose sports halls or in purpose built tennis centres. As a regional centre is now located in Cardiff Bay, it is unlikely that such a facility will be provided in the Vale and local demand will continue to be catered for within existing sports centres.

**8.4.61** The demand for additional indoor bowling facilities has been recognised by the Council. The development of a private indoor facility is underway at Sully and this will meet the majority of the demand.

## 8.5 IMPLEMENTATION

**8.5.1** The provision of recreational facilities is influenced by many agencies. The Council through its development control functions can seek to influence the provision and location of open space and recreational land within and adjoining new developments. Likewise, the Council through its Leisure and Cultural Services Committee will, subject to available finance, seek to provide new recreational facilities in areas of need.



# MINERALS



## 9.1 INTRODUCTION

**9.1.1** The future supply of minerals is one of the fundamental issues to be addressed by this Plan. The minerals worked in the Vale at present are Carboniferous and Liassic limestones, used mainly for aggregates and cement manufacture, and marine dredged sand used for building and concrete. The only currently available alternative to naturally occurring minerals is power station ash from Aberthaw. Historically, marls were worked as brickearth and metalliferous minerals have been mined on a small scale. Surveys for hydrocarbon resources have been carried out over much of the western Vale recently.

## Limestones

**9.1.2** The physical properties of limestones make them useful for a host of everyday purposes where material is required in bulk (as 'aggregates') such as roadstone, concrete, railway ballast and construction fill; as building stone; and also in cement manufacture, agriculture, as a flux in iron and steel manufacture and for numerous purposes in the chemical industry ranging from flue gas desulphurisation to making toothpaste.

## Limestone for aggregate uses

#### RESERVES

**9.1.3** The Vale contains over 30% of the total number of permitted Carboniferous limestone aggregate quarries in the area of the former three Glamorgans and Gwent, and in 1995 produced 7.6% of regional (i.e. South Wales) crushed rock aggregate supply. Permitted reserves at those quarries at April 1996 totalled some 32.6 million tonnes (mt), but 83% is located at only four sites, two of which are not currently working.

**9.1.4** The draft South Glamorgan Minerals Local Plan identified a further 5mt adjoining existing sites in the Vale as suitable for immediate release and protects a further 36mt for the future. Sites containing 1.3mt are proposed for permanent closure. The Mid Glamorgan Minerals Local Plan similarly protects a further 6.5mt in the Vale and proposes 9.9mt for permanent closure.

#### PRODUCTION

**9.1.5** Demand for aggregates for general construction purposes will continue for the long term future. In South Wales as a whole, total limestone production has remained remarkably steady since the late 1960's, although the relative constancy of output hides the fact that output for aggregates has increased whilst production of non-aggregate stone has fallen (e.g. in 1970 75% of limestone sales were for aggregate use, whereas in 1989 that proportion was 85%). Also, production has become concentrated at progressively fewer sites over that period.

**9.1.6** Aggregate limestone production in the Vale in 1995 totalled 1.125mt. The only figures available for a year-on-year comparison are for South Glamorgan, where aggregate production peaked at 1.6mt in 1978 and 1983 but fell to a

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1992 low of 0.8mt. Boundary changes make comparisons difficult but it is probable that the current Vale production is similarly only 50% of its peak. If so, aggregate reserves could last for 29 years from January 1996 at current production levels or for 14 years if the assumed 1978/83 peak was regained immediately.

#### SUSTAINABILITY

**9.1.7** The 1995 draft revision of Minerals Planning Guidance Note 1 considers that 'the implications of sustainable development for minerals planning are that avoidable and irretrievable losses of natural resources such as minerals should be limited. This means making the best and most efficient use of all available resources and encouraging recycling and the use of secondary materials where appropriate.'

**9.1.8** Natural replenishment of minerals happens only over geological timescales: they will therefore eventually run out. How soon this happens depends on how fast they are used up, not only by being worked but by being built on. In determining future needs it is essential to consider the principle of sustainability, to ensure that minerals are used efficiently and only where necessary and also to ensure future generations are not denied their use. It is therefore important to conserve resources as well as to control their release.

#### FUTURE DEMAND LEVELS

9.1.9 The Vale of Glamorgan is an important regional aggregates supplier in terms of output, reserves and number of sites. If provision is not made for a continuation of the Vale's share of regional supply, pressure will increase on remaining sites as current reserves are used up, and on other counties to make up the shortfall. Such a course would be likely to result in justifiable objections from both the industry and other local authorities. Conversely, a commitment to continue the Vale's important regional role requires the availability of sufficient reserves throughout the Plan period and beyond. Even if the assumed 1978/83 peak of 2.25mt was regained immediately, no further reserves would have to be released until 2010, although earlier depletion of reserves at some sites could result in local shortages before that date. Release of the resources adjoining existing sites identified in Minerals Local Plans would postpone the need for new sites until 2026 even at that peak rate.

Minerals produced are overwhelmingly 9.1.10 for use within the Vale area or Cardiff (87% in 1993), and are used almost exclusively for construction purposes (97% in 1993). Future production will be heavily influenced by development activity in the Vale and elsewhere locally. If the current level of economic activity is to be maintained, then current levels of mineral production will need to be maintained. If a higher level of growth, equivalent to the peak years of 1978 or 1983 is expected, then mineral production levels will have to be similarly high. Nationally, forecasts of construction mineral needs are based on economic forecasts for various rates of growth. The need for construction materials, including aggregates, must be assumed to continue indefinitely even if no growth is contemplated, since the same minerals will be needed for repair and maintenance, although in smaller quantities.

#### CONCLUSION

Presently permitted aggregates reserves 9.1.11 could cater for a continuation of either 1995 or 1989-1991 average output levels over the Plan period, although local shortages could occur. Provision for the assumed 1978/83 peak to be regained immediately and maintained would require further releases by 2010. The continued protection, and release when necessary, of the resources identified adjoining existing sites in Minerals Local Plans would extend the exhaustion date to 2026 even at the peak levels. There is therefore no need for protection of further resources at present beyond those previously identified adjoining existing sites. It must be remembered, however, that there are very few sites suitable for new quarries once existing and protected reserves are used up.

## Limestone for non-aggregate use

#### PRODUCTION

**9.1.12** Production of limestone for nonaggregate use is dominated by Carboniferous stone from Garwa Farm Quarry and Liassic stone from Aberthaw Quarry, both for cement manufacture at Aberthaw cement works. Non-aggregate production fell from a 1979 peak of 1.3mt to 0.4mt in 1993, but recovered to 0.6mt in 1995. This decrease is due in part to the closure of Rhoose cement works but to a greater extent to the effects of the recession combined with increased quantities of imported cement. Stone for cement manufacture represented 35% of total stone production in the Vale in 1995. The nearest alternative cement works are in Wiltshire and Clwyd.

#### RESERVES

**9.1.13** Reserves at Garwa and Aberthaw Quarries totalled 49mt at January 1996. At current extraction rates reserves at Garwa are sufficient for almost 50 years and at Aberthaw for over 100 years. The stone at Garwa is a particularly pure carbonate, rare in South Wales, and the Draft South Glamorgan Minerals Local Plan recognised this by protecting resources of similar quality at Ruthin Common.

#### CONCLUSION

**9.1.14** Cement manufacture is an important industry which requires guaranteed long-term reserves. Whilst reserves at Aberthaw are sufficient for the very long term, the special nature of the stone at Garwa deserves particular attention.

#### Marine dredged sand

#### **PRODUCTION AND RESERVES**

**9.1.15** In 1995 marine dredged sand sales in South Wales represented 8.5% of total aggregates supply, with landings at the two wharves in Barry Docks forming 4.7% of total dredged sand sales. The Crown Estates estimated licensed reserves in the Bristol Channel amounted to 55mt at January 1990, the majority being fine sand suitable for concrete, mortar and asphalt. Further unlicensed reserves may total 30mt, but information about long term reserves is unclear and increasing concerns about the environmental effects of continued dredging mean that this source of supply is not as certain as it once was.

#### NASH BANK

**9.1.16** Recent studies of the Nash Bank resource by HR Wallingford and others following an application by the dredging companies for renewal of the licence demonstrate that there is no replenishment of sand dredged from the bank, and that any reduction in the height of the bank could have detrimental effects on coastal erosion and beach sands. The consultants conclude that

whilst in the short term up to 1.5mt could continue to be extracted annually, continuous monitoring of the bank profile is required and if a bank height reduction is observed dredging should cease at 12 months notice.

#### **REST OF THE BRISTOL CHANNEL**

**9.1.17** A study of the marine aggregate resources of the Bristol Channel, sponsored by the Department of the Environment, has recently begun and is expected to take three years to complete. The findings will form the basis for identification of the extent, quality and quantity of sand and gravel deposits and the processes likely to affect, or be affected by, dredging, and will assess constraints on extraction.

#### **ALTERNATIVE SOURCES**

Whilst dredging is likely to continue to 9.1.18 meet demand in the short term, longer term reliance on marine aggregates as a major feature of regional supplies cannot be guaranteed. More detailed information will have to await the DoE survey, but any reduction in dredged supplies would increase pressure on land-based aggregate sources. Although there is no history of land-won sand and gravel operations in the Vale, a study by Liverpool University for the DoE in 1991 identified an area based on the Ely and Thaw valleys as containing potential sand resources. However, evidence of the extent and nature of the deposits is limited, and extensive surveys would be needed to prove the existence of material of commercially exploitable quality and quantity. This Plan must nevertheless allow for the possibility of exploration for, and exploitation of, new minerals in the future.

**9.1.19** The Council has little direct control over the provision of landing facilities for sand, as those facilities located on Associated British Ports land are normally 'permitted development' under the Town and Country Planning (General Permitted Development) Order 1995. Planning permission is, however, needed for any developments which are not required for the landing of aggregates, such as ancillary concrete batching plants.

**9.1.20** Bearing in mind the environmental protection policies of this Plan and the fact that the resource areas and the normal landing facilities are outside the Council's control, it is not necessary to include any additional policies specifically for dredging in this Plan.

**9.1.21** The Council is consulted by the Department of the Environment on new dredging proposals before they in turn give a 'Government View' to the Crown Estate Commissioners. The Council's response to such consultations will be guided by the environmental protection policies of this Plan.

## Secondary Materials

#### BACKGROUND

**9.1.22** The only established industry making use of waste materials is the sale of power station ash from Aberthaw power stations as a lightweight aggregate. This material is used for an increasing number of purposes from general fill to a replacement aggregate in concrete. However, the amounts of material used fluctuate widely from year to year, and production of ash normally exceeds sales. The use of pfa makes an appreciable contribution to the objectives of sustainable development set out in paragraphs 3.2.9 and 3.2.10 above.

**9.1.23** The use of alternative materials as substitutes for naturally occurring minerals was encouraged (subject to no unacceptable detriment being caused to the environment) in both the approved South Glamorgan Structure Plan and the Draft Replacement Structure Plan. The need to encourage sustainable development and to protect primary minerals is explained earlier in this document.

**9.1.24** Proposals for new sites or the intensification of processes at existing sites need to be considered carefully so that the problems often associated with primary mineral workings such as heavy lorry traffic, noise and dust do not become excessive.

## 9.2 NATIONAL PLANNING GUIDANCE

**9.2.1** National planning guidance in respect of minerals is contained in a series of Minerals Planning Guidance Notes (MPGs). Those most relevant to the preparation of this plan are:

MPG 1: 'General Considerations and the Development Plan System';

- MPG 4: 'The Review of Mineral Working Sites';
  MPG 6: 'Guidelines for Aggregate Provision in England and Wales';
  MPG 7: 'Reclamation of Mineral Workings';
- MPG 10: 'Provision of Raw Material for the Cement Industry';
- MPG 14: 'Environment Act 1995: Review of Mineral Planning Permissions'.

**9.2.2** A revision of MPG 6 was published in 1994. That revision applies only to England, although it makes various assumptions regarding continuing supplies of aggregates from Wales. In the absence of similar revised Government guidelines on likely aggregates requirements in Wales the previous (1989) version of the MPG remains valid in Wales. To overcome the discrepancies in the two versions of guidance, the South Wales Aggregates Working Party produced a set of 'Guidelines for Aggregates Provision in South Wales' in March 1995.

The Guidelines propose that reserves 9.2.3 should be made available to maintain the 1989-1991 average annual aggregate production over the 1992-2006 period, with the former South Glamorgan supplying 0.93mt per year. Although boundary changes again make comparisons difficult, if the current figure of 7.6% of regional demand being met from the Vale is to be maintained, some 14.6mt would be required from the Vale between 1996 and 2011, assuming continuation of the 1989-1991 average level of production throughout the Plan period. This represents an annual output of 0.91mt (below the 1995 output of 1.125mt), at which level currently permitted reserves would last until 2032.

## 9.3 OBJECTIVES

**9.3.1** The minerals policies of this plan are intended to fulfil the following objectives:

- to ensure that the needs of society for minerals are satisfied with due regard to the protection of the environment;
- to encourage the best and most efficient use of all available resources and to encourage

recycling and the use of secondary materials where appropriate;

- to ensure that any environmental damage or loss of amenity caused by mineral operations is kept to an acceptable level;
- to ensure that land taken for mineral operations is reclaimed at the earliest opportunity and is capable of an acceptable use after working has come to an end; and
- to prevent the unnecessary sterilisation of mineral resources.

## 9.4 POLICIES AND PROPOSALS

#### **POLICY MIN 1 - MINERAL EXPLORATION**

PROPOSALS TO CARRY OUT MINERAL EXPLORATION WILL BE PERMITTED UNLESS THERE WOULD BE AN UNACCEPTABLE IMPACT ON:

- (i) LANDSCAPE CHARACTER;
- (ii) VISUAL AMENITY;
- (iii) NATURE CONSERVATION;
- (iv) RESIDENTIAL AMENITY;
- (v) THE GLAMORGAN HERITAGE COAST;
- (vi) SURFACE WATER AND GROUND WATER RESOURCES.

**9.4.1** Exploration is an essential activity for proving the existence of a mineral deposit and evaluating its potential for extraction. Information resulting from mineral exploration is required by the Council in the processing of applications for quarrying development. Many small-scale and temporary mineral exploration operations such as the drilling of boreholes, excavation of trial pits and seismic surveys are 'permitted development' under the Town and Country Planning (General Permitted Development) Order 1995 subject to

restrictions on their duration and the types of equipment used. For longer periods or where, for example, large drilling rigs are to be used, planning permission is required. In such cases, the Council will seek to ensure that there will be no adverse effects on residential amenity or other sensitive land uses. The grant of planning permission for mineral exploration will not indicate a presumption in favour of future exploitation of any minerals found.

#### **POLICY MIN 2 - RELEASE OF LIMESTONE RESERVES**

THE FOLLOWING LAND IS ALLOCATED FOR THE WINNING AND WORKING OF LIMESTONE:

- (i) LAND TO THE SOUTH OF PANTYFFYNNON QUARRY;
- (ii) LAND TO THE NORTH WEST OF LITHALUN QUARRY;

AS IDENTIFIED ON THE PROPOSALS MAP, IN ORDER TO PROVIDE FOR A TOTAL OF 20 YEARS RESERVES AT EACH SITE.

#### POLICY MIN 3 - PROTECTION OF FURTHER LIMESTONE RESOURCES

THE FOLLOWING AREAS, AS IDENTIFIED ON THE PROPOSALS MAP, SHALL BE PROTECTED FROM ALL FORMS OF PERMANENT BUILDING DEVELOPMENT IN ORDER THAT THE WORKABLE RESOURCES OF LIMESTONE WITHIN THOSE AREAS MAY BE PRESERVED FOR THE FUTURE SHOULD A DEMONSTRABLE NEED FOR THOSE RESOURCES ARISE:

- (i) LAND TO THE SOUTH-WEST OF FOREST WOOD QUARRY;
- (ii) LAND TO THE SOUTH OF RUTHIN QUARRY;
- (iii) LAND TO THE SOUTH OF PANTYFFYNNON QUARRY;
- (iv) LAND TO THE SOUTH OF CWM SLADE AND WENVOE QUARRY;
- (v) LAND TO THE NORTH WEST OF PANT QUARRY.

#### POLICY MIN 4 - NEW OR EXTENDED MINERAL WORKING SITES

PROPOSALS FOR THE RELEASE OF NEW MINERAL RESERVES, OR FOR THE IDENTIFICATION OF NEW MINERAL RESOURCES, WILL NOT BE PERMITTED ON LAND:

- (i) OF GRADE 1, 2 OR 3a AGRICULTURAL QUALITY;
- (ii) WITHIN THE GLAMORGAN HERITAGE COAST;
- (iii) OCCUPIED BY PERMANENT BUILDINGS OTHER THAN NON RESIDENTIAL FARM BUILDINGS;
- (iv) WITHIN 300 METRES OF ANY RESIDENTIAL PROPERTY;
- (v) DESIGNATED FOR SPECIAL PROTECTION;
- (vi) WITH PLANNING PERMISSION FOR AN ALTERNATIVE USE.

**9.4.2** In view of the quantities of reserves with permission for extraction at existing sites and the resources protected adjoining those sites by policy MIN 3, there is no need for limestone working to take place in any other part of the Vale within the Plan period. If future exploration were to lead to the discovery of different minerals (for example hydrocarbons), the acceptability of working them may well depend on other issues. Proposals for such operations would have to demonstrate satisfactory compliance with the Strategic Principles and Environmental Protection Policies of this Plan and with policy MIN 4.

**9.4.3** Criterion (i) of policy MIN 4 protects the best and most versatile agricultural land, which is in short supply in Wales. Minerals beneath such land will remain available for future generations, but by today's standards its agricultural quality is more important.

**9.4.4** Criterion (ii) respects the special qualities of the Glamorgan Heritage Coast, which is strategically important not just in the Vale but in a national context. It is the Liassic limestone cliffs that give this coast some of its most attractive and characteristic landscapes.

**9.4.5** Criterion (iii) recognises that once built upon, underlying mineral resources will normally be lost for good. This applies both to the main built-up areas and to individual buildings, particularly houses, in rural areas. Barns and other farm buildings can usually be more readily re-sited than houses, and their presence need not act as a permanent inhibition to mineral working and will enable land to continue in productive use in the interim.

**9.4.6** Criterion (iv) reflects the fact that nearby development which is sensitive to the impact of mineral working can prevent working taking place almost as effectively as development on the resources themselves. The figure of 300 metres is

derived from the minimum distance found necessary for buffer zones between mineral reserves and residential and other quarry-sensitive development, based on the measured impact of blasting and designed to protect residential amenity.

**9.4.7** Criterion (v) embraces all the various statutory designated areas, including Sites of Special Scientific Interest, National and Local Nature Reserves, Conservation Areas, SACs, Ancient Monuments, Listed Buildings and Tree Preservation Orders.

**9.4.8** Criterion (vi) reflects the fact that some land may already have permission for some other use. Such land should be protected from the effects of mineral working.

**9.4.9** At two sites (Pantyffynnon and Lithalun), permitted reserves will be exhausted within six years at current rates of extraction. Sufficient reserves for up to a total of 20 years production at current levels at each site are therefore identified in policy MIN 2 as suitable for immediate release. These reserves meet the criteria in Policy MIN 4, although the effect of an extension to Lithalun Quarry on the Alun Valley Site of Special Scientific Interest will have to be carefully assessed before planning permission is granted.

**9.4.10** At the sites identified in policy MIN 3, the need for further releases is not as urgent. Although the limestone resources adjoining these sites could be worked without unreasonable detriment to the environment, there is no justification for their release at present. The protected area at Forest Wood Quarry includes a dwelling (Fforest Fawr) which is owned by the quarry company: no extension would be permitted into this area whilst that property is inhabited.

#### **POLICY MIN 5 - PREFERRED ORDER OF RELEASE OF RESERVES**

IN ASSESSING THE NEED FOR NEW RELEASES OF MINERALS, THE EXTENSION OF EXISTING SITES WITH PLANNING PERMISSION WILL BE FAVOURED TO THE OPENING OF NEW SITES, AND THE DEEPENING OF EXISTING SITES WITH PLANNING PERMISSION WILL BE FAVOURED TO THE LATERAL EXTENSION OF SUCH SITES, WHERE THE ADOPTION OF SUCH AN APPROACH WOULD NOT CREATE UNACCEPTABLE DETRIMENT TO THE ENVIRONMENT. 9.4.11 Generally, the continuation of operations at a site already disturbed by mineral working is preferable to the introduction of such operations to a new area. Although this may mean operations continuing over a longer period, their impact is already well-known and documented. The prospect of an extension also provides an opportunity to introduce better controls over the existing operation. Deepening before extending laterally also helps to minimise the area of land devoted to working, and ensures the optimum use of existing reserves. Both ensure that existing investment in infra-structure is used to its fullest extent. In both cases, however, care needs to be taken to avoid environmental problems such as pollution or interruption to water supplies, or the continued use by heavy traffic of narrow country lanes with no prospect of widening.

# **Operational Controls**

9.4.12 The way in which minerals are worked determines their impact on the environment and whether they can be satisfactorily worked in a given area. Some of the issues are common to all or most mineral working sites. Others arise from their particular location. Whilst this Plan is essentially designed to ensure an adequate supply of minerals for the future, it is also appropriate to consider how to resolve problems already being caused by mineral working in the Vale. In some cases such problems may preclude further extension to a site until they are resolved. Examples include unsociable working hours, lack of restrictions on blasting practices, inadequate restoration requirements, poor landscaping and unsuitable access arrangements. The following matters will need to be taken into account in relation to both existing and proposed sites:

- a) working methods;
- b) hours of operation;
- c) blasting methods;
- d) vehicular access arrangements;
- e) landscaping of the site and its surroundings;
- *f)* overburden storage and waste disposal arrangements;
- *g)* measures to avoid pollution of air, watercourses and surrounding land;
- *h)* measures to protect groundwater resources;

- *i) restoration and aftercare arrangements where appropriate;*
- *j)* control of secondary industry at the site;
- *k)* protection of nature conservation interests in the site and its surroundings;
- *l)* provision for a five-yearly review of the effectiveness of these controls.

**9.4.13** How some of these controls will be applied to existing workings is set out in the area policies and proposals in Supplementary Planning Guidance. The opportunity to implement these policies at such sites will arise in various ways:

- a) the statutory review of mineral workings required by the Environment Act 1995;
- *b) the renewal of time-limited planning permissions;*
- *c)* legal agreements negotiated in relation to new proposals nearby.

# **Controlling Combined Impact**

9.4.14 Many of the older planning permissions do not include conditions capable of adequately controlling the present day impact of the operation, and do not reflect modern environmental standards. New areas should not be released without consolidation of older permissions if this would mean continuing or worsening these problems. To permit extensions in these circumstances would negate the benefit of any new controls applied to the new area, and permission would therefore be refused. In some cases, it may be possible to impose and enforce suitable conditions in relation to the whole site; where this is not possible the problem may be solved by entering a legal agreement (binding upon subsequent owners and operators) with the Council.

# **Duration of planning permissions**

**9.4.15** To ensure that the planning authority may review the implications of further working at reasonable intervals in the light of changing environmental expectations and technology, permissions for limestone quarrying will be limited to a maximum working life of 20 years, including existing reserves. Planning permissions for any other mineral will be limited to a period

appropriate to its environmental impact and commercial needs. The need for this approach is evident from analysis of the many unsatisfactory elements of permissions granted 30 or 40 years ago. The length of time set out provides a sufficient period for investment in plant and so forth to be amortised, without being so long as to commit future generations to accepting outdated standards of impact control. If any other form of mineral working is proposed in the Plan period, circumstances may well be different, and longer or shorter periods may be appropriate.

**9.4.16** Occasionally, exceptional circumstances may justify limited variations to this period. For example, an extension may be preferable to working sensitive parts of an area already with planning permission, even though the current life of the site may exceed the 20-year limit, although any release should normally balance the reserves given up.

# Hours of Work

It is unreasonable for operations to take 9.4.17 place continuously at most Vale minerals sites. The Council will seek to achieve controls over working hours to ensure that mineral working and associated processing does not take place on Sundays or statutory public holidays at any site within 100 metres of residential property or to which access has to be gained by an unclassified road passing residential property. Exceptions may have to be made where appropriate to enable continuous production of cement or the production of hot coated roadstone for off-peak highways projects. Such restrictions will apply to those sites likely to cause disturbance to surrounding residents, or to residents along an access route where this is not a main road (defined for this purpose as a motorway or trunk road, or a Class A or B road).

# General restrictions on blasting

**9.4.18** The use of explosives at all mineral working sites will be controlled to reduce their environmental impact and to avoid excessive or unnecessary restrictions on surrounding development; in particular:

- *a) explosives will not be allowed for secondary breaking;*
- *b)* blasting practices will be regularly reviewed to enable technological improvements and changing environmental standards to be taken into account.

9.4.19 Blasting is strictly controlled for safety reasons by HM Quarries Inspectorate. However, it is essential to consider the environmental consequences of blasting for surrounding land-uses, and to enable the Planning Authority to assess proposals both for new or extended mineral working and for new development in its vicinity. Details of how much explosive may be used and in what circumstances will be specified in the conditions of any planning permissions which may be granted, in accordance with the area policies and proposals to be set out in supplementary planning guidance. In consultation with the operator of the site and HM Quarries Inspectorate, the Council will regularly review working methods to reduce their impact on surrounding areas. This may include the use of alternative initiation methods or restrictions on face heights, as well as upper limits on the weight of explosive. Such controls are in addition to those necessary for safety as agreed with HM Quarries Inspectorate. Secondary blasting is now rarely used, nor is it normally necessary; its use causes significantly increased nuisance from noise and air over-pressure to nearby land-uses. Any changes following review would need to be agreed with HM Quarries Inspectorate to ensure practices remained safe, and with operators to ensure they did not adversely affect the economics of the business.



#### **POLICY MIN 6 - BUFFER ZONES**

NEITHER RESIDENTIAL AND SIMILARLY SENSITIVE DEVELOPMENT NOR MINERAL WORKING WILL BE PERMITTED WITHIN THE BUFFER ZONES DEFINED AROUND EACH EXISTING QUARRY AND ANY PROTECTED MINERAL RESOURCES ON THE PROPOSALS MAP.

**9.4.20** In order that housing and similarly sensitive development is not unreasonably affected by quarrying activity and vice-versa, it is essential to preserve a 'Buffer Zone' between them. The width of the zone needed at each site varies according to its environmental impact, and further explanation of this and the precise extent of each zone is given in supplementary planning guidance.

#### **POLICY MIN 7 - RESTORATION AND AFTER-CARE**

PROPOSALS FOR MINERAL WORKING OR FOR RELATED PLANT AND BUILDINGS WILL BE PERMITTED ONLY WHERE FIRM PROPOSALS ARE INCLUDED FOR REINSTATEMENT OF THE SITE TO A CONDITION FIT FOR AN APPROPRIATE AFTER-USE, SUPPORTED WHERE RELEVANT BY ADEQUATE AFTERCARE PROPOSALS.

9.4.21 When new planning permissions are granted or when existing permissions are reviewed, conditions will be imposed to ensure restoration of the site when mineral working finishes. Operators will generally be expected to agree the broad aims of the restoration scheme at the outset, to keep these aims under regular review throughout working, to prepare detailed proposals within a year of the end of working and to implement the scheme forthwith. Where restoration is to agricultural or amenity use, appropriate aftercare proposals will be needed. Where agriculture is the after-use, it will be expected that the standard of after-use will either reflect the pre-working agricultural quality of land or, in old permissions, will be the best standard possible taking into account current site circumstances (soil availability, topography and location).

**9.4.22** Proposals for mineral extraction will be expected to be accompanied by detailed soil and, where appropriate, habitat surveys. Comprehensive programmes for the stripping and storage of topsoil and subsoil and the conservation of other soil-forming materials should form part of the initial restoration proposals, which will be expected to provide for phased and progressive restoration of worked out areas.

**9.4.23** In some cases it may be necessary to import material as part of a restoration scheme (e.g. to create a level surface or to provide a growing medium for new planting). Infilling with waste on any significant scale would normally require its own planning permission and Waste Management Licence from the Environment Agency. In addition, most of the Vale lies within 13km of either Cardiff International Airport or RAF St. Athan. Within this distance, the Civil Aviation Authority and Ministry of Defence would need to be consulted on any proposals.

#### POLICY MIN 8 - ENVIRONMENTAL CONTROLS (SECONDARY MATERIALS)

PROPOSALS FOR THE USE OF SECONDARY MATERIALS WILL BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT THE OPERATION CAN BE CONTROLLED TO MINIMISE ITS ENVIRONMENTAL IMPACT IN RESPECT OF:

- (i) WORKING METHODS;
- (ii) HOURS OF OPERATION;
- (iii) ACCESS ARRANGEMENTS;
- (iv) AVIATION SAFETY;
- (v) MEASURES TO CONTROL POLLUTION OF AIR, WATERCOURSES AND SURROUNDING LAND;
- (vi) EFFECTS ON NATURE CONSERVATION;
- (vii) EFFECTS ON VISUAL AND RESIDENTIAL AMENITY;

AND THAT APPROPRIATE LANDSCAPING, RESTORATION AND AFTERCARE MEASURES ARE PROVIDED.

**9.4.24** If proposals to increase current activity are submitted, the Council will examine them against these criteria in much the same way as any other mineral working. However, there may well be instances when the sale of waste material does not need planning permission. Much will depend on the scale of the operations involved, and there is at present a dearth of information on the industry, commented on by the Arup report 'Occurrence and utilisation of Mineral and Construction Wastes'. Many useful contributions to mineral supply go un-noticed, such as the re-use of demolition materials on site.

**9.4.25** The re-use of appropriate demolition materials on the site where they arise for rebuilding and new construction projects, including use as fill, not only conserves mineral resources elsewhere but can also reduce traffic problems and prove cost-effective. Such measures have been adopted in the past and have proved particularly useful in large redevelopment projects. Disused railway embankments can provide a further useful source of materials for re-use elsewhere with the added benefit of removing often unsightly embankments and providing more re-usable land.

# Other Sites, Other Minerals and Other Operations

#### **OTHER SITES**

In addition to the mineral sites covered 9.4.26 by the site-specific policies in the Supplementary Planning Guidance, the Vale contains various other former mineral workings. These are mainly guarries for either limestone or brickearth that have not been worked for many years and in many cases have either revegetated naturally or have been put to alternative uses. For example, Ely Brickworks has been largely covered by the Ely Link Road, Lavernock and Southerndown Road Quarries have been used as waste disposal sites and the large Liassic limestone quarries that served the former Penarth Cement Works flooded when quarrying ceased in the 1960's and have since been incorporated into the Cosmeston Country Park.

**9.4.27** Despite these long periods of disuse or alternative uses, planning permissions for mineral extraction still exist at some sites. These sites have effectively been abandoned by the minerals industry for many years, and any reserves remaining at them have not been included in the reserve calculations made earlier. To eliminate any doubt over the possible reworking of these sites, further quarrying should be prohibited formally and the sites should be finally restored where appropriate.

#### **POLICY MIN 9 - DERELICT SITES**

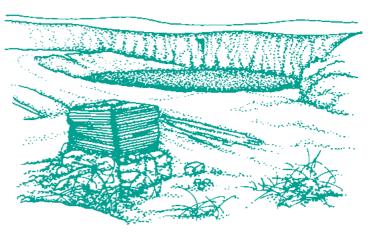
THE COUNCIL WILL SEEK TO PREVENT FURTHER MINERAL EXTRACTION AT THE FOLLOWING SITES AND, WHERE APPROPRIATE, WILL SEEK TO SECURE RESTORATION AND LANDSCAPING WORKS:

- (i) BEAUPRE (LONG GROVE) QUARRY, ST. HILARY;
- (ii) COSMESTON QUARRY, PENARTH;
- (iii) CNAP TWT QUARRY, CASTLE UPON ALUN;
- (iv) CROSS COMMON QUARRY, DINAS POWYS;
- (v) DOWNSWOOD QUARRY, PENARTH;
- (vi) ELY BRICKWORKS;
- (vii) LAVERNOCK QUARRY;
- (viii) LONGLANDS QUARRY, EWENNY;
- (ix) RHOOSE QUARRY;
- (x) SOUTHERNDOWN ROAD QUARRY, CASTLE UPON ALUN.

**9.4.28** None of these sites has operated during the last 15 years, none is in a suitable location for mineral working by today's environmental standards, and in some cases the mineral is no longer needed. Even the peak output years of the 1970s and early 1980s failed to generate interest in re-opening these sites, and several have long been used for other purposes. It is time to end the uncertainty over their current planning status.

**9.4.29** With the exception of Rhoose Quarry, all these sites are classified as 'dormant' under the provisions of the Environment Act 1995, where no further mineral extraction is permitted to take place until full modern working conditions have been agreed with the Council. Whilst the Council recognises that planning permissions for quarrying remain valid at these sites, every opportunity will be taken to secure their permanent closure.

**9.4.30** In the case of Rhoose Quarry, a legal agreement signed in 1996 will terminate the quarrying permission over most of the quarry area, once the redevelopment of that area for housing and other uses, approved in March 1996, is begun. However, a small part of the quarry close to the Fontygary Holiday Park will retain its mineral



permission. Surrounding residential development and very poor access would make quarrying here unacceptable, and this Policy is therefore extended to include that site.

#### **OTHER MINERALS**

**9.4.31** There is little commercial interest at present in any minerals in the Vale except limestones. The small scale of vein minerals workings, most of which have been disused for over 100 years, makes renewed interest in them unlikely, but it is important that locations of these underground mines are recorded and remaining shafts made safe, for security and safety reasons.

#### **POLICY MIN 10 - DISUSED MINESHAFTS**

PROPOSALS TO MAKE SAFE DISUSED UNDERGROUND MINEWORKINGS THROUGH APPROPRIATE WORKS TO MINE ENTRANCES WILL BE FAVOURED.

**9.4.32** Concern in recent years has led some Counties to investigate and record the incidence of this problem. Although the Vale of Glamorgan has not experienced the major mining activity of many Counties in the past, there are nevertheless still many known shafts and adits whose presence could become dangerous or could inhibit other land uses if not adequately capped or fenced. Some occur within modern quarries, where the eventual restoration scheme will need to include provision for such works. There may well be additional sites, whose presence should be recorded centrally.

**9.4.33** It is not considered necessary to include further policies on other minerals at this stage, in view of the lack of interest by the industry in other minerals in the Vale at present. In the event of renewed exploration activity, it will clearly be necessary to address the policy issues raised in a review of this plan. In the meantime, the policies above will provide an adequate framework for decision-making. In addition to the policies above, specific attention would be given under the Environmental Protection policies, and any resources identified would be considered for protection in the same manner as limestone resources in policies MIN 2 and MIN 3 above.

#### **OTHER OPERATIONS**

**9.4.34** In addition to cement manufacture, other industries in the Vale which are heavily reliant on minerals include concrete batching and coated roadstone plants. These can be located within quarries or alongside sand wharves to minimise transportation costs of raw materials, on sites where the product is needed (usually only temporarily), or on industrial sites near to main demand centres. At present, only Pant, Lithalun and Wenvoe Quarries contain such plants. There are also concrete plants close to the sand wharves in Barry Docks.

**9.4.35** Policies relating to such processes at existing mineral workings are included in the site-specific policies given in supplementary planning guidance. These identify sites which are not suitable for such purposes. Plants would be governed by the same environmental policies as the mineral operation. Plants in general industrial locations would be considered within the context of the general policies of this plan and are not considered here. The following policy deals with plants related to port operations.

#### POLICY MIN 11 - MINERAL-RELATED INDUSTRY AT PORTS

MINERAL-RELATED INDUSTRIAL PLANT IN BARRY DOCKS WILL BE PERMITTED PROVIDED THERE IS NO UNACCEPTABLE ENVIRONMENTAL OR TRAFFIC IMPACT ON NEARBY RESIDENTIAL AREAS OR ON THE FUTURE REGENERATION OF BARRY WATERFRONT.

**9.4.36** Where proposals for such developments are submitted, a key consideration will be the effect they might have on the regeneration of the adjoining docklands. Whilst there is no objection in principle to the development of facilities which help to provide minerals and minerals-related products to the regeneration area, the needs of the

regeneration scheme must not be prejudiced, bearing in mind the availability of alternative locations for mineral-related activities and the importance to the economy of the Vale of the regeneration project.

# 9.5 IMPLEMENTATION

**9.5.1** Most minerals development is undertaken by agencies outside the direct control of the Council. In most cases the effect of policies in this plan will be to guide development to or from particular sites, or to require development to be carried out in a particular way.

**9.5.2** The minerals policies will be implemented by a variety of means, some of which will take immediate effect whilst others will result in actual change on the ground only as opportunities arise. The most obvious vehicle for implementation is through the determination of applications for planning permission. The UDP and the Supplementary Planning Guidance provide a framework for the determination of such applications and for the environmental controls likely to be included in such decisions. This applies both to proposals directly related to minerals and to proposals for other types of development on land within Buffer Zones.

**9.5.3** Planning obligations under Section 106 of the Town and Country Planning Act 1990 provide another means of putting the Plan into practice. These are often entered into in relation to particular planning applications, but may also be negotiated in other circumstances.

**9.5.4** The review of mineral working permissions under the Planning and Compensation Act 1991 and Environment Act 1995 enables the Council, through assessment of the adequacy of planning controls at each site, to introduce appropriate changes to give effect to the Plan's policies.

**9.5.5** Arising from the review, and also in responding to events generally, the Council will make appropriate use of its statutory powers to implement its policies where necessary. Such powers include the making of Prohibition, Suspension, Revocation, Modification and Discontinuance Orders.



# WASTE MANAGEMENT



# 10.1 INTRODUCTION

**10.1.1** The Council, as with all other Unitary Authorities in Wales, is responsible for selecting the processes for treating and disposing of waste. A waste disposal plan was produced for the former Vale of Glamorgan Borough Council under the Control of Pollution Act 1974 and approved by the Secretary of State for Wales in 1985. In addition a Recycling Plan, required by the Environmental Protection Act 1990, was produced in 1992 and approved by the Welsh Office in 1993.

**10.1.2** The waste disposal and recycling plans deal primarily with operational issues relating to waste management and methods of disposal but some aspects of disposal depend upon land use planning policies. The Environment Agency, established on the 1st April, 1996, will advise on the formulation of policies and proposals for waste management facilities in development plans and decisions on proposals coming forward for development. The Agency is undertaking a national waste survey along with collating the results of the most recent surveys and site returns to provide a picture of waste arisings along with the availability of disposal facilities.

**10.1.3** At the present time, the disposal of inert materials such as builders waste occurs at a number of sites in the area. Household waste is currently disposed of outside the Vale.

**10.1.4** In January/February 1994 a seven week Public Inquiry was held in Barry into an application by Blue Circle Cement for the disposal of commercial and domestic waste at Aberthaw Quarry. The application was dismissed by the Secretary of State in October 1994.

The Environmental Protection Act 1990 10.1.5 has had a major effect on Local Authorities in a number of areas. In terms of waste disposal, Local Authorities are no longer permitted to directly operate their own waste disposal or recycling facilities. They can set up their own Waste Disposal Companies (L.A.W.D.C's) of which only 20% of the company's directors can be from the local authority. At present the Council has a contract with a private company for the disposal of its waste and is therefore not affected by the legislation. The Council provides Civic Amenity and Recycling Sites which are subject to the competitive tendering process and which are operated by private contractors at sites licensed by the Environment Agency.

**10.1.6** In terms of the Council's cleansing responsibilities, the Environmental Protection Act attempts to achieve uniform standards of cleanliness throughout England and Wales. There is a clear requirement for Local Authorities along with other bodies to keep land clear of litter and refuse. The Act concentrates on performance rather than resources, i.e. it is concerned with how clean an area is, not how often it is cleaned. The Act defines standards of cleanliness which should be achieved in different areas and under differing circumstances.

**10.1.7** The Plan addresses the land use implications of the Authority's waste policies.

It provides criteria based policies against which planning applications for waste proposals will be assessed.

# 10.2 NATIONAL PLANNING GUIDANCE

**10.2.1** Planning Guidance (Wales), "Planning Policy" (1996) emphasises that Government's general policy towards waste management is based on the hierarchy of reduction; re-use, recovery (including material recycling, energy recovery and composting); and safe disposal. It also states that waste disposal (or management) should take place as close to the point of generation as possible (the "proximity principle") (para 204).

**10.2.2** The Guidance reminds planning authorities that in determining applications, they are obliged by the EC Directives, to ensure that waste is recovered or disposed of without:

- harming the environment;
- endangering human health or causing a nuisance through noise;
- adversely affecting the countryside or places of special interest,

and to establish an adequate network of waste disposal installations; (para 206).

**10.2.3** Planning Guidance (Wales) Draft Technical Advice Note (Wales) No. 9 (TAN(W)9) draws attention to the wider legislative context of waste management and the Government's strategy "Making Waste Work" when preparing development plans. It is also the responsibility of the Environment Agency to prepare a regional Waste Management Strategy within which it is expected that regional self-sufficiency will be defined.

**10.2.4** In preparing UDPs, Local Planning Authorities should set out the overall strategy for waste planning and provide a clear guide to waste operators and the public on how the Council intends to deal with waste arising in its area. Overall the environmental implications of waste management must be considered and the Council must be guided by the concepts of the waste hierarchy, the "proximity principle", the regional self sufficiency principle and the Best Practical

Environmental Option (BPEO) in considering options. The planning system should not unnecessarily inhibit trends and initiatives in the waste market, which is constantly changing, and must take care that other land use policies and objectives do not prevent an adequate network of waste facilities from being established. The siting of waste facilities in relation to existing and potential surrounding land uses must be carefully considered.

# 10.3 OBJECTIVES

**10.3.1** For the purpose of guiding future decisions relating to waste disposal, the following objectives are put forward:

- To ensure that waste disposal is carried out with adequate environmental protection, so that there is no harm to human health, no pollution of the environment and no detriment to the amenities of the locality.
- To ensure that the waste disposal requirements of the County are adequately catered for within the context of other objectives.
- To ensure that waste disposal and other types of waste management facilities are considered within a hierarchy of priorities including:
  - *1. Reduce (the production of waste)*
  - 2. Re-use
  - 3. Recover (re-cycling, composting and energy recovery)
  - *4. Disposal (with minimum environmental impact)*

# 10.4 POLICIES AND PROPOSALS

**10.4.1** The production of household, commercial and industrial waste is a continual problem from both the aspects of collection and disposal. Safe, hygienic and economical methods of dealing with waste must be found and maintained. The Council will seek to address the root cause of the problem by attempting to change unsustainable patterns of production and consumption. However, the Council realises that current waste management practices will need to continue for the foreseeable future. The aim will be to manage waste in the most sustainable way possible.

#### POLICY WAST 1 - WASTE MANAGEMENT FACILITIES

PROPOSALS FOR WASTE MANAGEMENT FACILITIES INCLUDING DISPOSAL PLANT, LANDFILL SITES, TRANSFER STATIONS, HOUSEHOLD WASTE SITES, CIVIC AMENITY AND RECYCLING SITES, FORESHORE OR DERELICT LAND RECLAMATION WILL BE PERMITTED IF THE PROPOSAL:

- (i) CONFORMS WITH THE PRINCIPLE OF THE WASTE HIERARCHY (REDUCTION, RE-USE, RECOVERY AND SAFE DISPOSAL); THE "PROXIMITY" PRINCIPLE" AND THE PRINCIPLE OF REGIONAL SELF-SUFFICIENCY;
- (ii) DOES NOT UNACCEPTABLY EFFECT RESIDENTIAL AMENITY;
- (iii) DOES NOT UNACCEPTABLY EFFECT THE QUALITY OR QUANTITY OF WATER RESOURCES (BOTH SURFACE AND GROUNDWATER);
- (iv) HAS REGARD TO THE ADEQUACY OF THE HIGHWAY NETWORK AND THE NEED TO MINIMISE THE DEMAND ON THE TRANSPORT NETWORK;
- (v) DOES NOT UNACCEPTABLY CONFLICT WITH THE INTERESTS OF AGRICULTURE, NATURE CONSERVATION, AREAS OF ECOLOGICAL WILDLIFE OR ARCHAEOLOGICAL IMPORTANCE OR FEATURES OF GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE OR LANDSCAPE PROTECTION POLICIES;
- (vi) HAS A HIGH STANDARD OF LAYOUT, LANDSCAPING AND DESIGN;
- (vii) PROVIDES ARRANGEMENTS FOR THE AFTER TREATMENT AND FUTURE USE OF THE SITE WHICH ARE TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY;
- (viii) IS NOT AT AN UNACCEPTABLE RISK OF FLOODING, INCLUDING TIDAL INUNDATION, OR DOES NOT INCREASE THE RISK OF FLOODING ELSEWHERE.

**10.4.2** The disposal or treatment of waste in any form is often a controversial issue, no matter how well managed. It is important therefore that any proposals for this type of activity can be thoroughly assessed against the above criteria and that any permissions are conditioned to mitigate and/or abate environmental detriment and nuisance.



**10.4.3** Where material of a toxic or hazardous nature is discovered on a potential development site adequate measures shall be taken to deal with the material safely as part of the development proposals. In certain cases on-site containment may be appropriate subject to regulatory control. In particular, regard will be had to the Environmental Agency's Policy and Practice for the Protection of Groundwater.

#### POLICY WAST 2 - DEVELOPMENTS SENSITIVE TO THE ENVIRONMENTAL EFFECTS OF WASTE DISPOSAL

(i) NEW DEVELOPMENTS IN THE VICINITY OF EXISTING OR PROPOSED LANDFILL SITES; OR
(ii) NEW LANDFILL/ WASTE DISPOSAL PROPOSALS IN THE VICINITY OF EXISTING DEVELOPMENT;
WILL BE STRICTLY CONTROLLED.

DEVELOPMENT PROPOSALS WILL ONLY BE PERMITTED IF RELIABLE ARRANGEMENTS ARE MADE TO OVERCOME ANY DANGER OF MIGRATING GAS.

**10.4.4** Welsh Office Circular 38/89 (Landfill Sites: Development Control) states that there can be no hard and fast rules about the appropriate distance between new landfill sites and existing development in relation to the possible migration of landfill gas and goes on to say that a proposal for a site as close as 250 metres to other developments will require special attention. Similarly, there is a need to carefully control new development or redevelopment in the vicinity of waste disposal sites. In the case of applications on or near landfill

sites permission should not be granted unless reliable arrangements can be made to overcome the danger of migrating gas. Planning permission for development in or in close proximity to current or former waste disposal sites will be subject to an assessment of the existence of migrating gas. Waste regulation is now the responsibility of the Environment Agency which will be consulted on all applications for development affected by or concerning waste disposal.

#### POLICY WAST 3 - DISPOSAL OF SPECIAL WASTE

THE DISPOSAL OF SPECIAL WASTE (i.e. HAZARDOUS OR TOXIC WASTES) WITHIN THE COUNCIL'S AREA WILL NOT BE PERMITTED.

**10.4.5** Special waste is that which can give rise to a public health risk by virtue of its toxicity or hazardous nature. Certain specified wastes are also classed as being "dangerous or difficult to dispose of". There are a number of sites outside the Vale which can deal with this type of waste safely. Other than those sites which are currently

licensed in the Vale to handle asbestos waste, it is not proposed that such a site should be identified in the Vale of Glamorgan. It should be noted that clinical waste is not classified as special waste and that its incineration currently takes place at Sully Hospital. In addition there is an incinerator plant at Llandow Trading Estate which deals with animal carcasses (chiefly domestic pets), and clinical waste. It is important that special attention is given to the safe transport of such wastes within the Vale.



#### POLICY WAST 4 - WASTE DISPOSAL ON AGRICULTURAL LAND

THE DEPOSIT OF WASTE ON GOOD QUALITY AGRICULTURAL LAND (GRADES 1, 2 AND 3a) WILL NOT BE PERMITTED. ON LOWER GRADED AGRICULTURAL LAND THE RESTORATION AND REQUIREMENTS OF POLICY MIN 7 WILL APPLY WHERE AGRICULTURE IS THE INTENDED AFTER USE.

**10.4.6** It is important to protect good agricultural land from degradation or despoliation by tipping or other waste disposal activities. Any planning applications for waste disposal on agricultural land will require a detailed agricultural land classification survey.

# 10.5 IMPLEMENTATION

**10.5.1** The Council will implement the policies contained in this chapter through its development control function and through its separate responsibilities in respect of waste disposal.



# COMMUNITY & UTILITY SERVICES



# 11.1 INTRODUCTION

**11.1.1** There are a range of basic facilities essential for the well being of any community. These comprise Social Services, Education, Health, Telecommunications and Library facilities. The other essential major utilities are electricity, gas, water and sewage.

**11.1.2** The strategic objectives of the plan attempt to ensure close liaison and early consultation with the major utilities companies in order to ensure that service provision throughout the Vale of Glamorgan is of the highest possible standard. The Council is aware, however, that the provision of some services can have an adverse effect upon the environment. Whilst recognising that it may have no powers to control the operations of statutory undertakers, the Council will seek to minimise the environmental effect of providing such services e.g. by requiring the laying of underground cables in areas designated for their landscape and/ or townscape importance.

# 11.2 NATIONAL PLANNING GUIDANCE

11.2.1 National Planning Guidance in respect of Renewable Energy is contained within paragraph 202-204 of Planning Guidance (Wales) "Planning Policy" (1996) supplemented by Technical Advice Note 8 (1996). Planning Guidance (Wales) states that Local Planning Authorities should include detailed policies in development plans for developing energy sources and should identify broad locations, or specific sites, suitable for various types of renewable energy installation. Local authorities are advised to consider the contribution that their area can make to meeting future energy needs on a local, regional and national basis and to consider the impact of renewable energy projects on the local environment as well as their wider contribution in reducing emission of greenhouse gas. Technical Advice (Wales) 8 : Renewable Energy (1996) highlights the environmental implications of renewable energy and suggests criteria against which applications for Wind Farms should be assessed.

**11.2.2** Planning Guidance (Wales) "Planning Policy" (1996) provides national guidance on utility services. This guidance advises Local Planning Authorities that in the preparation of plans, they should take account of the capacity of existing infrastructure including services such as education and health facilities, roads, water supply and sewers, electricity, gas and telecommunications and the need for additional facilities. Local Planning Authorities are also advised that they should consider both the siting requirements of the utilities to enable them to meet the demands that will be placed upon them, and the environmental effects of such additional uses. Development may

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need to be phased to allow time to ensure that the provision of utilities can be managed in a way consistent with general policies for the environment.

**11.2.3** Guidance contained within paragraphs 73-79 of Planning Guidance (Wales) "Planning Policy" (1996) recognises the importance of the growth of the communications services and the implications that network expansion will have on the development of land. The planning system should not be seen to hinder development in this field. However, Government guidance stresses that the environment should not be allowed to suffer damage in the process of community and utility services development.

# 11.3 OBJECTIVES

**11.3.1** In order to provide a context for policies and proposals relating to recreation, the following objectives are put forward:

- To ensure that community and utility services are provided at the highest possible standards to serve the needs of the present and future populations of the Vale of Glamorgan;
- To encourage the use of renewable energy services;
- To ensure that utility provision is based upon sensitive locational choices and that proposals have minimum impact upon the environment.

# 11.4 POLICIES AND PROPOSALS

# **Community Services**

#### SOCIAL SERVICES

**11.4.1** Responsibility for the provision of social services currently lie with the Vale of Glamorgan Council. The Council's strategic policies for the Vale of Glamorgan are contained within the Draft Social Care Plan 1997/98 - 1998/99 and the Draft Children's Service Plan 1997/98. The following services are currently available or are planned.

# CHILD PROTECTION AND FAMILY SUPPORT SERVICES

**11.4.2** A family centre in the vacant Maes y Coed school building will be established during the plan period. The centre will provide a wide range of family services through partnerships to be developed with voluntary organisations. A joint project with Llandaff Diocese is intended to take place during 1997 and will provide family services for the Rural Vale. The project will be based in Llantwit Major with the aim of co-ordinating various groups in the Rural Vale to ensure they have access to the services offered by the Statutory Agencies and Voluntary Organisations.

#### SERVICES FOR ELDERLY PEOPLE

**11.4.3** The Rondel House Resource Centre for the Elderly is located at Maes y Cwm Street in Barry. The Penarth Resource Centre for Elderly People opened at the beginning of 1994. Additional day care provision will be made at Southways Home for the Elderly in Cowbridge.

#### HEALTH

**11.4.4** South Glamorgan Health Authority together with the Family Health Services Authority has produced a Strategic Purchasing Plan for 1994/95 to 2003/04 which outlines proposals for the provision of health care services for the people of the Vale of Glamorgan for the period up to 2004. The plan proposes that Llandough Hospital will be retained and developed, Sully Hospital may close and patients transferred to Llandough and The Barry Hospital.

**11.4.5** Although the plan has not allocated any land for the future development of health services, the Council will liaise closely with the Health Authority over future plans. The location of any new hospitals, surgery facilities or extensions to existing facilities will require that considerable attention is paid to the details of the design, the setting, landscaping, and access.

#### **POLICY COMM 1 - LLANDOUGH HOSPITAL**

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

**11.4.6** Land is allocated so that the future expansion of Llandough Hospital is not hindered. The proposed land is in a prominent position, so any hospital development on this site must be carefully designed and landscaped. It is considered that any further expansion of the hospital would require improvements to the existing accesses and/ or the construction of a new access from the south.

#### **POLICY COMM 2 - REUSE OF REDUNDANT HOSPITALS**

PROPOSALS FOR THE REUSE OF REDUNDANT HOSPITALS FOR NON-HEALTH USES AND THE LAND AND BUILDINGS WITHIN THEIR CURTILAGE WILL BE PERMITTED IF:

- (i) THE PROPOSAL DOES NOT UNACCEPTABLY EFFECT THE LOCAL ENVIRONMENT OR CHARACTER OF THE AREA;
- (ii) THE PROVISION OF CAR PARKING, SERVICING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (iii) ACCESS ARRANGEMENTS ARE TO THE COUNCIL'S SATISFACTION;
- (iv) THE PROPOSAL DOES NOT INVOLVE ANY SIGNIFICANT EXTENSION TO THE EXISTING BUILDINGS;
- (iv) IN THE CASE OF A LISTED BUILDING THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT ITS CHARACTER AS A BUILDING OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST.

IN APPROPRIATE CASES, DEVELOPMENT PROPOSALS FOR SUCH SITES WILL BE GUIDED BY THE PREPARATION OF A DEVELOPMENT BRIEF.

**11.4.7** It is envisaged that during the plan period both Hensol Hospital and Sully Hospital will cease to be used for health purposes. The Council recognises that these existing hospitals and the land within the curtilage of the hospitals are suitable for redevelopment and reuse including prestigious employment uses, conference facilities/ hotel or an educational/ recreational use.

Proposals for the comprehensive redevelopment of the redundant sites will be favoured by the Council. A piecemeal approach to redevelopment which results in a fragmented development will not be permitted.

**11.4.8** Should an application for redevelopment be received by the council for either listed

hospital, it will be considered having regard to the requirements of the UDP's environmental policies relating to listed buildings.

#### EDUCATION

**11.4.9** With limited exceptions statutory responsibility for education currently lies with the Council as the Local Education Authority. Currently the demand for new primary schools is derived from the assumption that for every new private dwelling built there is an educational demand of approximately 0.2-0.25 children (figures

for local authority housing/ housing associations are slightly higher). However the open enrolment policy introduced by Central Government means that every parent will have the option to send their child to any state school providing there is the capacity. This may affect future decisions on where to locate schools and place some existing schools under pressure for expansion.

**11.4.10** In order to ensure that the future development of schools in areas of projected demand is not hindered the following are identified;

#### **POLICY COMM 3 - PROVISION OF SCHOOLS**

LAND IS RESERVED FOR THE DEVELOPMENT OF SCHOOLS AT:

- (i) NORTHEAST BARRY (1.2 HECTARES);
- (ii) COGAN HALL FARM (0.95 HECTARES);
- (iii) BARRY WATERFRONT (1 HECTARE).

**11.4.11** Policy HOUS 1 identifies three major areas for residential development at North east Barry, Cogan Hall Farm, Penarth and Rhoose. As part of the comprehensive development of two of these sites (Northeast Barry and Cogan Hall Farm) the Council has requested that land be reserved for primary schools. Exact locations will be identified in the development briefs which will be drawn up for the sites.

**11.4.12** The Council is of the opinion that development at Rhoose Point can be served by an extension to the existing Rhws Primary School. The provision in Rhoose will be kept under review. In terms of secondary school provision, the Council does not envisage problems in satisfying any new demand within existing schools.

#### LIBRARY PROVISION

**11.4.13** The Vale of Glamorgan Council has responsibility for library services, and currently in the Vale there are five full time libraries. These are located at Barry, Penarth, Cowbridge, Dinas Powys and Llantwit Major. Of these full time facilities, the only one which is considered to be inadequate for current and future needs is Barry, located in the former Municipal Buildings at King Square. It is envisaged that a new library facility will be accommodated in the redevelopment of King Square, Barry during the plan period.



#### **COMMUNITY HALLS**

**11.4.14** There are some 100 community halls within the Council's area. Most of these halls are owned and controlled by churches, with the Council owning and managing approximately 20%. In rural areas, the availability of local facilities is an important factor in maintaining the quality of life for residents. In practice, whilst locational considerations are important, it is equally important to ensure that the building is capable of fulfilling a range of functions useful to local people. In urban areas there tends to be a large number of community halls with consequent overlap between the catchment areas.

**11.4.15** In 1992, the former Borough Council considered the future requirements for community facilities through the Vale, and a survey was undertaken of the existing levels of provision. The general conclusion was that all parts of the Vale had adequate coverage. New facilities may be required where overlapping catchment areas suggest the need for rationalisation or where existing facilities are in poor condition or are unsuitable for the requirements of the local community.

#### **Utility Services**

**11.4.16** The Council will seek to minimise the effects of the provision of utility services on the environment through consultation with the statutory undertakers. In particular, new utility services in conservation areas, areas of attractive landscape and sites of wildlife importance should where feasible be placed underground or diverted so as to minimise their impact. Where services are placed underground, adequate measures should be taken to restore the land to harmonise with its surroundings. Where services are placed underground sites of nature conservation interest should be avoided. The Council wishes to encourage the rationalisation of service provision so as to reduce adverse impact.

#### ELECTRICITY

**11.4.17** SWALEC has confirmed that the Northeast Barry and Cogan Hall Farm housing development areas will be adequately catered for by a future grid sub station to be established in the area.

**11.4.18** The proposed housing development at Rhoose identified in Policy HOUS 1 will be supplied from the East Aberthaw Grid Sub Station. This, however, is an interim measure, any new development may require the construction of a new 132kv sub station in the area. The actual timing of the new grid sub station will depend on the future expansion of the British Airways project and development in and around the village of Rhoose.

**11.4.19** SWALEC will require reinforcement of the electricity distribution system during the Plan period, and will include a new 132kv circuit to link Cardiff Bay with Aberthaw which will involve the dismantling of considerable lengths of 33 Kv overhead line.

#### GAS

**11.4.20** British Gas have confirmed that they do not anticipate any problems in making a gas supply available to the proposed residential developments at Northeast Barry, Cogan Hall Farm and Rhoose. Any application for gas supply will, however, need to satisfy the current marketing and financial criteria associated with new supplies.

#### WATER

**11.4.21** In instances where water mains traverse development sites, works intended to protect the integrity of the water mains must be undertaken. Where the integrity of the water main cannot be protected, it may be necessary for the line of the water main to be diverted. Where development land is located on the fringe of settlements, extensions to the existing water mains may be required to service the site. Dwr Cymru - Welsh Water require that the cost of all works associated with the protection, extension and diversion of water mains within development sites be borne by the developer.

**11.4.22** Dwr Cymru - Welsh Water have confirmed that the proposed housing development at Cogan Hall Farm will require the provision of a new off-site main, to be provided at the developer's expense. The development at Northeast Barry will need to take account of the present water main which will affect the layout of the site. The site will be adequately served by a main situated on its northern boundary. **11.4.23** Dwr Cymru - Welsh Water has indicated that there are currently some constraints to supplying the development at Rhoose. Whilst there has been a recently constructed mains extension in the vicinity of Cardiff International Airport (to meet immediate demands) there remains a restriction in the distribution system in the Weycock Cross area. This is subject to further investigation with a view to the necessary capital improvements being promoted to facilitate all of the development identified at Rhoose in the Plan. Any further major water supplies would be subject to special arrangements and the developer would be required to contribute towards the cost.

#### PUBLIC SEWAGE TREATMENT/ TRUNK SEWERS

**11.4.24** Dwr Cymru - Welsh Water currently provide sewage treatment throughout the Vale of Glamorgan. In accordance with the requirements of the Green Seas Initiative and the Urban Waste Water Treatment Directive, Dwr Cymru is implementing a number of projects aimed at improving discharges and bringing about improvements in the Coastal waters along the Vale of Glamorgan. The current and future provision for Public Sewage treatment/ trunk sewers in the Vale is as follows;

#### East Vale

**11.4.25** Dwr Cymru - Welsh Water have recently initiated improvements in the Wenvoe treatment works. These improvements necessitated the closure of the treatment works and installation of a new pumping station. It is Dwr Cymru - Welsh Water's intention that all sewage treatment demands in the eastern Vale will be served by the recently constructed sewage treatment works located at Cog Moors.

**11.4.26** Dwr Cymru - Welsh Water are presently implementing a £48 million scheme project aimed at improving the bathing waters around Barry together with the recreational waters around Lavernock and Penarth. The scheme when fully operational will comply with the European Community Urban Waste Directive (91/271/EEC) and will bring an end to the discharge of raw sewage into coastal waters of the east Vale.

#### Rural Vale

**11.4.27** As a result of a scheme funded jointly by Dwr Cymru - Welsh Water and the former

Borough Council, the villages of Ystradowen, Maendy and Trerhyngyll were connected to the main sewage lines in 1994. The sewage from these villages and proposed new housing developments in Aberthin and Ystradowen will discharge into the treatment works at Llanblethian.

#### West Vale

**11.4.28** The requirements of new housing developments within the western Vale has necessitated the construction of a new sewage treatment complex, to be located west of Llantwit Major. The proposed complex will include a pumping station and sewage treatment works and is scheduled for completion by the end of 1998.

**11.4.29** The various proposed developments identified in the UDP may well necessitate improvements to the existing public sewage system and it is expected that developers will either utilise the requisition procedure for the provision of facilities by Dwr Cymru - Welsh Water or carry out the necessary improvements as part of each development.

#### **TELECOMMUNICATIONS**

**11.4.30** Modern communications are an essential and beneficial element in the life of the local and national community. The provision of new communications technology and the maintenance of the established network entail the physical development of land and have implications for the control of development.

**11.4.31** Government policy seeks to facilitate the growth of telecommunications, including cellular radio and cable television, together with new forms of broadcasting. Planning Guidance (Wales) "Planning Policy" (1996) states that the planning system should facilitate the growth of new and existing telecommunication systems and the provision of sites for such installations, whilst taking full account of the effect upon the environmental amenity of neighbouring areas. The Guidance requires that local planning authorities identify criteria intended to guide telecommunications developments in order to minimise the impact on amenity consistent with operational requirements. In the light of these aims, the following policy is put forward:

#### **POLICY COMM 4 - TELECOMMUNICATION**

THE DEVELOPMENT OF TELECOMMUNICATION SYSTEMS BY TELECOMMUNICATIONS OPERATORS WILL BE PERMITTED IF:

- (i) THERE ARE NO SUITABLE EXISTING FACILITIES THAT CAN BE UTILISED;
- (ii) SUFFICIENT MEASURES ARE TAKEN TO MINIMISE THE VISUAL IMPACT OF THE DEVELOPMENT;
- (iii) THE DEVELOPMENT DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE AND LANDSCAPE IMPORTANCE, OR ON FEATURES OF GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE.

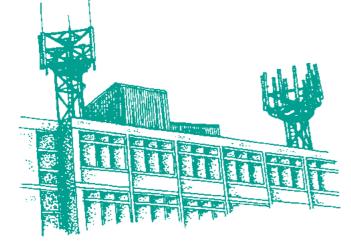
**11.4.32** The Council recognises the importance of modern telecommunication installations in both a social and commercial context. Owing to the potentially obtrusive nature of telecommunication installations, it is important that the demands of telecommunication companies are balanced with the needs of the surrounding environment. The Council welcomes early discussion with British Telecommunications Limited together with other operators over their proposals and future service provision.

**11.4.33** With regard to the major housing allocations (Policy HOUS 1), British Telecom does not anticipate any problems in providing a service to the housing developments proposed at Northeast Barry, Cogan Hall Farm and Rhoose although they will require an early indication of the size of the developments.

#### **RENEWABLE ENERGY**

**11.4.34** The potential for developing renewable energy resources within the Vale must be looked at in conjunction with policies to protect the natural and urban environment. Any proposals for renewable energy within the Vale, must not adversely affect the countryside of the Vale of Glamorgan, the coastline or the setting of any of the Conservation Areas.

**11.4.35** It is not considered that there are any sites that are suited to wind power development within the Vale of Glamorgan. Sites that are considered by developers to be appropriate for renewable energy development within the Vale are likely to be found at altitudes in excess of 30 metres above sea level, and are therefore likely to provide a potentially intrusive feature in the landscape. In order to allow the Council to assess the environmental impact of proposals, the Council will require developers to submit an Environmental Assessment (E.A.) undertaken in accordance with the Provisions of the Town and Country Planning (Assessment of Environmental Effects) (Amended) Regulations 1994.



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#### POLICY COMM 5 - WIND GENERATORS AND FARMS

PROPOSALS FOR INDIVIDUAL WIND GENERATORS AND WIND FARMS WILL BE PERMITTED IF:

- (i) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT UPON THE LANDSCAPE, PARTICULARLY WHEN VIEWED FROM PUBLIC ROADS, PUBLIC RIGHTS OF WAY AND OTHER LAND USED BY THE GENERAL PUBLIC. PROPOSALS WHICH FALL WITHIN THE GLAMORGAN HERITAGE COAST AND IDENTIFIED AREAS OF SPECIAL LANDSCAPE VALUE, OR LIE OUTSIDE SUCH AREAS BUT HAVE AN UNACCEPTABLE ADVERSE VISUAL EFFECT UPON THEM, WILL NOT BE PERMITTED;
- (ii) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT UPON SITES OF CONSERVATION, ARCHAEOLOGICAL, HISTORICAL, ECOLOGICAL AND WILDLIFE IMPORTANCE;
- (iii) ALL POSSIBLE STEPS ARE TAKEN BY DEVELOPERS TO MINIMISE NOISE DISTURBANCE AND SHADOW FLICKER FROM THE TURBINES FOR LOCAL RESIDENTS. DEVELOPERS WILL BE REQUIRED TO AMELIORATE PROBLEMS BY THE USE OF APPROPRIATE LEGAL AGREEMENTS AND/OR CONDITIONS ATTACHED TO THE GRANTING OF PLANNING CONSENT;
- (iv) ALL POWER LINES CONNECTING THE TURBINES TO THE NATIONAL GRID SHOULD RESULT IN NO UNACCEPTABLE VISUAL EFFECT UPON THE LANDSCAPE OF THE VALE OF GLAMORGAN;
- (v) THE NUMBERS OF ANCILLARY BUILDINGS ARE LIMITED AND ARE DESIGNED AND SITED TO MINIMISE THEIR IMPACT ON THE LANDSCAPE;
- (vi) THE CUMULATIVE EFFECTS OF DEVELOPMENT DO NOT HAVE AN UNACCEPTABLE IMPACT UPON THE LANDSCAPE;
- (vii) ACCESS FOR CONSTRUCTION TRAFFIC CAN BE PROVIDED WITHOUT DANGER TO HIGHWAY SAFETY AND SHOULD BE CONSTRUCTED IN LOCALLY SYMPATHETIC MATERIALS (I.E. ROAD BASED MATERIALS TOP DRESSED WITH LOCAL SOIL TO ALLOW REGENERATION OF VEGETATION);
- (viii) THE PROPOSAL DOES NOT CREATE SIGNIFICANT AND IRREMEDIABLE RADIO INTERFERENCE;
- (ix) THE PROPOSAL DOES NOT UNACCEPTABLY EFFECT OPERATIONS UNDER THE CONTROL OF THE CIVIL AVIATION AUTHORITY OR MINISTRY OF DEFENCE;
- (x) WITHIN 24 MONTHS OF PART OR THE WHOLE OF THE SITE BECOMING PERMANENTLY INOPERATIVE THE STRUCTURES SHALL BE REMOVED, AND THE SITE RESTORED TO ITS FORMER USE. (PERMANENTLY INOPERATIVE IS CONSIDERED TO BE WHEN A TURBINE HAS NOT BEEN IN OPERATION FOR THE PURPOSE OF ELECTRICITY PRODUCTION FOR A PERIOD EXCEEDING 6 MONTHS).

#### **POLICY COMM 6 - OTHER RENEWABLE ENERGY SCHEMES**

PROPOSALS FOR OTHER RENEWABLE ENERGY SCHEMES WILL BE PERMITTED IF:

- (i) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE IMMEDIATE AND SURROUNDING COUNTRYSIDE;
- (ii) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT UPON THE SITES OF CONSERVATION, ARCHAEOLOGICAL, HISTORICAL, ECOLOGICAL AND WILDLIFE IMPORTANCE;
- (iii) ADEQUATE MEASURES ARE TAKEN, BOTH DURING AND AFTER CONSTRUCTION, TO MINIMISE THE IMPACT OF THE DEVELOPMENT ON LOCAL LAND USE AND RESIDENTIAL AMENITY.

**11.4.36** The aim of the planning system is to secure economy, efficiency and amenity in the use of land in the public interest. The Council recognises that policies for developing renewable energy must be weighed carefully with its continuing commitment to policies which seek to protect the local environment. The Council acknowledges the advice in Technical Advice Note (Wales) 8 (1996) that proposals to harness renewable energy can display a variety of factors peculiar to the technology involved. Moreover, such schemes can have particular locational constraints since, in many cases the resource can only be harnessed where it occurs. The council will assess applications for renewable energy developments in the light of the criteria put forward by the Welsh Office in Technical Advice Note (Wales) 8 (1996).

**11.4.37** In accordance with the requirements of schedule 2 of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 (as amended), planning applications proposing the development of renewable energy sources such as wind generation and Hydroelectricity must be accompanied by an Environmental Assessment.

#### SEVERN BARRAGE

**11.4.38** The Council recognises the future potential of the Severn Estuary for tidal power, but it is considered that its development is unlikely to be implemented during the Plan period. The implications of a Severn Barrage tidal power scheme with a landfall in the Vale of Glamorgan are so great that the UDP would require considerable amendment.

#### **CEMETERIES**

**11.4.39** The Council has been advised that during the plan period there will be a requirement for more burial space within the Penarth and Llantwit Major areas because the existing cemeteries are reaching full capacity. In conjunction with the Penarth and Llantwit Major Town Councils, the Vale of Glamorgan Council is actively seeking a suitable site for this purpose.

# 11.5 IMPLEMENTATION

**11.5.1** The Council recognises that it has little direct control over the provision of some community and utility services. However, it will monitor existing and future planned provision and bring pressure upon the providers of such services where appropriate to adequately maintain, and where necessary, improve the service. Likewise, through its development control function the Council will ensure that the providers of the major utilities not only take account of meeting the required demand for their services but that any works are implemented in a manner which will not detract from the environmental quality of the Vale of Glamorgan.



# **APPENDICES**

- **APPENDIX 1:** Environmental Appraisal
- **APPENDIX 2:** Designated Sites
- **APPENDIX 3:** Conservation Areas
- APPENDIX 4: Residential Land Availability
- **APPENDIX 5:** Land Use & Appropriate Transport Facilities
- **APPENDIX 6:** Car Parking Guidelines
- **APPENDIX 7:** Primary Shopping Areas



# **APPENDIX 1**

# ENVIRONMENTAL APPRAISAL TABLE 1: OPPORTUNITIES FOR INFLUENCING THE ENVIRONMENT

#### ELEMENT OF ENVIRONMENTAL STOCK: LANDSCAPE AND COUNTRYSIDE

DESIRABLE TREND	WILL THE PLAN?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY	POLICY No. IN THE UDP
1. Maintain and enhance the quantity and contribution of open land	a) Limit the amount of development on previously open land	<ul> <li>Emphasise brownfield sites and existing settlements for new development</li> <li>Protect the openness of the countryside</li> <li>Control the cumulative effect of minor developments</li> <li>Maintain strict guidelines for minor development</li> </ul>	HOUS 1, 8 ENV 1, 3, HOUS 3, EMP 7 ENV 9 ENV 8, 9
	<ul> <li>b) Avoid harm through cumulative impacts</li> </ul>		
	c) Maintain the quality of valued landscapes including the coast	<ul> <li>Designate land according to character and consider development according to strict criteria based on character and</li> <li>Require development to be designed to</li> </ul>	ENV 4, 5, REC 7, 8, 9 ENV 10, HOUS 9
	coast	<ul><li>acknowledge its context and management</li><li>Require the retention and management</li></ul>	ENIV 11 12 24
		• Require the retention and management of existing features, and the addition of appropriate landscape	ENV 11, 12, 24
		• Reclaim damaged landscapes	ENV 12
	d) Increase the opportunity for	• Link urban open space networks with the fringe and the countryside	ENV 22, REC 12
	equitable and benign access	• Maintain rights of way and seek new access agreement	TRAN 10, REC 12

# ELEMENT OF ENVIRONMENTAL STOCK: AIR

DESIRABLE TREND	WILL THE PLAN?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY	POLICY No. IN THE UDP
1. Decrease emissions from Transport	a) Reduce trip length	<ul> <li>Increase settlement density</li> <li>Increase proportion of people in large settlements</li> <li>Disperse facilities within settlements</li> <li>Use urban land productively</li> </ul>	HOUS 1 Shop 1, 2, 3, 6, 9
	b) Increase travel share by public transport	<ul> <li>Increase density</li> <li>Create linear development</li> <li>Provide travel facilities</li> <li>Assist bus priority</li> <li>Limit roadspace for cars</li> <li>Restrain car parking</li> <li>Concentrate facilities at public transport nodes</li> <li>Co-ordinate trip density with public transport accessibility</li> </ul>	TRAN 3 REC 2
	c) Increase walking and cycling	<ul> <li>Some of above, plus-</li> <li>Design for lower traffic speed</li> <li>Provide facilities</li> <li>Connect new development into networks</li> </ul>	TRAN 7
2. Decrease emissions from building heating	(see Energy)		
3. Decrease other gaseous pollution	Decrease industrial pollution	• Control the location of polluting industry	ENV 27, EMP 6,
4. Improve air quality	Promote CO2 fixing	<ul><li> Protect trees and manage woodland</li><li> Increase tree planting</li></ul>	ENV 10, 11 ENV 11, 22

#### ELEMENT OF ENVIRONMENTAL STOCK: ENERGY

DESIRABLE TREND	WILL THE PLAN?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY	POLICY No. IN THE UDP
1. Reduce the use of energy by transport	(see AIR, and decrease of emissions)		ENV 25
2. Reduce the use of energy by buildings	a) Improve average energy efficiency of building stock	<ul> <li>Promote energy efficient layouts and aspect</li> <li>Accommodate energy saving modifications</li> <li>Seek CHP schemes in major developments</li> </ul>	
	b) Reduce or reuse or recycle materials	<ul><li>Manage the waste disposal capacity</li><li>Provide recycling facilities</li></ul>	
	c) Provide for energy recovery from waste	• Identify suitable facilities and seek energy recovery	
	d) Assist renewable energy generation	<ul> <li>Identify and protect sites with potential sites for wind and hydro schemes</li> <li>Accommodate wind turbines</li> <li>Promote biomass as a land use</li> </ul>	

## ELEMENT OF ENVIRONMENTAL STOCK: BIODIVERSITY

DESIRABLE	WILL THE	POLICIES AND PROPOSALS ARE	POLICY No.
TREND	PLAN?	SUPPORTIVE IF THEY	IN THE UDP
1. Maintain and	Recognise, protect,	<ul> <li>Protect designated sites</li> <li>Protect land and features with nature conservation value</li> <li>Identify, protect and promote wildlife corridors</li> <li>Control pollution</li> <li>Seek new habitats and ongoing management</li> </ul>	ENV 12, 13
enhance	manage and add to		ENV 5,10,14,22
biodiversity	habitats		ENV 12, 13

## ELEMENT OF ENVIRONMENTAL STOCK: AMENITY OPEN SPACE

DESIRABLE TREND	WILL THE PLAN?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY	POLICY No. IN THE UDP
1. Increase the contribution of	Maintain and enhance the	• Protect open space from development	ENV 22, REC 1, 10
open space to local amenity	quantity, quality and accessibility of open space in and	• Seek open space within new development	HOUS 9, REC 3, 5, 6
	around urban areas	• Seek opportunities to link open spaces in a cycling/walking network	TRAN 7, REC 12
		• Reclaim derelict land	ENV 23

#### ELEMENT OF ENVIRONMENTAL STOCK: WATER

DESIRABLE	WILL THE	POLICIES AND PROPOSALS ARE	POLICY No.
TREND	PLAN?	SUPPORTIVE IF THEY	IN THE UDP
1. Maintain and enhance the quantity and quality of water	Protect and conserve the quality and quantity of water sources	<ul> <li>Limit development to capacity of supply</li> <li>Protect groundwater sources</li> <li>Control pollution</li> <li>Maintain flood storage</li> <li>Promote conservation and recycling of water</li> <li>Add new water bodies</li> </ul>	ENV 6 ENV 26 ENV 7

#### ELEMENT OF ENVIRONMENTAL STOCK: SOIL

DESIRABLE	WILL THE	POLICIES AND PROPOSALS ARE	POLICY No.
TREND	PLAN?	SUPPORTIVE IF THEY	IN THE UDP
1. Maintain the	Maintain the	<ul> <li>Protect the best and most versatile agricultural land</li> <li>Take the integrity of agricultural holdings into account</li> <li>Restore minerals / waste workings to at least equal agricultural quality</li> </ul>	ENV 2, 8,
productive	quantity and quality		WAST 4
capacity of the soil	of agricultural land		MIN 9

#### ELEMENT OF ENVIRONMENTAL STOCK: MINERALS

DESIRABLE TREND	WILL THE PLAN?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY	POLICY No. IN THE UDP
1. Conservation of stock	a) Reduce the consumption of minerals	<ul> <li>Limit the amount of development</li> <li>Manage the supply of primary aggregates</li> <li>Promote the recycling of buildings and materials</li> </ul>	MIN 4, 5 MIN 2
	b) Protect sources of minerals	<ul> <li>Safeguard known minerals sites</li> <li>Inhibit use of high grade material for low grade purposes</li> </ul>	MIN 3
c) Preserve geological features		• Prevent exploitation of geological features	

#### ELEMENT OF ENVIRONMENTAL STOCK: HUMAN HERITAGE AND CULTURE

DESIRABLE	WILL THE	POLICIES AND PROPOSALS ARE	POLICY No.
TREND	PLAN?	SUPPORTIVE IF THEY	IN THE UDP
1. Maintain the stock of valued places, buildings, artefacts and features	Protect those products of human endeavour which are part of the national asset and which contribute to the familiar and distinctive character	<ul> <li>Protect valued buildings and townscapes from unsympathetic change</li> <li>Establish design guidelines for alterations and additions in sensitive situations</li> <li>Provide for the investigation, recording and protection of archaeological features</li> <li>Identify and protect historic landscapes</li> <li>Acknowledge the importance of the ordinary and the familiar</li> <li>Seek opportunities to add to the stock, e.g. with '% for art'</li> <li>Seek opportunities to increase awareness</li> </ul>	ENV 15, 18, 19, 20, 21, HOUS 2 ENV 14, 15 ENV 16,17 ENV 15 ENV 25

#### **ELEMENT OF ENVIRONMENTAL STOCK: QUALITY OF LIFE**

DESIRABLE TREND	WILL THE PLAN?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY	POLICY No. IN THE UDP
1. Spread a better quality of life	a) Increase access to jobs, facilities and amenities		EMP 1, 3, TRAN 1, 3
	b) Increase the availability of appropriate housing		HOUS 2, 13, 14
	c) Decrease the intrusive effects of traffic		
	d) Decrease opportunities for crime		

Source: The Environmental Appraisal of the Consultative Draft Vale of Glamorgan UDP, Baker Associates 1996

*N.B.* The policy numbers have been amended to reflect those contained in the Deposit Draft Vale of Glamorgan Unitary Development Plan 1998

# TABLE 2: LEVEL OF ENGAGEMENT WITH THE ENVIRONMENT

#### HOUSING

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	<ul> <li>Development to avoid impact on amenity</li> <li>More design guidance needed for good development</li> </ul>	Level 3 Level 4	3 3
Natural	<ul><li>No development in the countryside</li><li>Concern expressed but more guidance needed</li></ul>	Level 3 Level 4	4 3
Global	<ul><li>Provision made according to strategy</li><li>Attention to low energy design needed</li></ul>	Level 4 Level 4	2 2

## ECONOMIC DEVELOPMENT AND TOURISM

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	• Positive policies in place	Level 3	3
Natural	• Protective policies in place	Level 3	3
Global	• Provision made according to strategy with some major exceptions	Level 4	2

## TRANSPORTATION

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	<ul> <li>Road proposals with little mention of impacts</li> <li>Protective policies for effects of traffic</li> </ul>	Level 1 Level 3	2 3
Natural	• Road proposals with little mention of impacts	Level 1	1
Global	• Road proposals with little mention of impacts	Level 1	1
	• Public transport improvements encouraged	Level 2	2
	• Some provision for cycling	Level 3	2

# RETAIL

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	<ul><li>Policies to improve centres</li><li>Policies to improve amenity</li></ul>	Level 3 Level 3	4 4
Natural	<ul><li>Policies to resist out of town stores</li><li>Provision made according to strategy</li></ul>	Level 3 Level 4	3 4
Global	<ul><li>Policies to resist out of town stores</li><li>Provision made according to strategy</li></ul>	Level 3 Level 4	3 4

# APPENDIX

#### MINERALS

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	<ul><li> Protective policies in place</li><li> Provision made but no information on impacts</li></ul>	Level 3 Level 4	4
Natural	<ul><li>Protective policies in place</li><li>Provision made but no information on impacts</li></ul>	Level 3 Level 4	4
Global	• Provision made but no information on impacts	Level 4	1

#### WASTE MANAGEMENT

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	• Some protective policies in place	Level 3	4
Natural	• Some protective policies in place	Level 3	4
Global	• Reference to waste management hierarchy but no effective action	Level 2	1

Source: The Environmental Appraisal of the Consultative Draft Vale of Glamorgan UDP, Baker Associates 1996

#### **EXPLANATORY NOTES:**

Level of Engagement refer to the manner in which policies contained within the UDP relate to, and impact on the environment. The levels are defined as follows;

#### Level 1:

No comment: Failure of a Plan to recognise that the manner in which it addresses a particular topic may have an impact upon the environment.

#### Level 2:

Acknowledgement: Failure of the Plan to attempt to influence the environment by providing positive policies or guidance.

#### Level 3:

Proscription: It is common for plans to encompass a wide range of environmental issues by the use of a criteria in development control policies which state that a given issue will be taken into account, or that development which adversely affects a given environmental feature is resisted. The adoption of this 'rule book' approach can be attributed to the introduction of s54A of the Town & Country Planning Act 1990. It is necessary in order to provide a degree of certainty to developers as to how proposals will be considered, and to provide a 'back stop' to prevent development where there are sound planning reasons for doing so. But if this is as far as a plan goes opportunities will have been missed, and the management of the environment by the Plan will not be as good as it could be.

#### Level 4:

Prescription. The expectation of a Plan - led system is that the Plan will indicate how necessary development is to be provided for. If this approach is adopted many consequences may follow. Suitable provision already having been made is the best argument for resisting other development proposals which come forward. Making provision in a plan means that the environmental consequences of the strategic relationship between different proposals can be considered, and so can their cumulative impacts. Development proposals in a plan can be tempered and guided by the wording of the proposal, through development briefs and design guidance, and by the expectation of conditions and obligations.

#### Level of Attainment:

The figure in the last box is a measure of how successful the approach taken is, on the scale of 1 to 5, with 5 being the best.



# **DESIGNATED SITES**

### 1. PROPOSED RAMSAR/ SPECIAL PROTECTION AREA SITE

• Seven Estuary (part of which overlaps with the Seven Estuary SSSI)

#### 2. SITES OF SPECIAL SCIENTIFIC INTEREST

- Barry Island
- Clemenstone Meadows
- Cliff Wood/ Golden Stairs
- Cnap Twt
- Coed Y Bwl
- Cosmeston Lakes
- Cwm Cydfin
- East Aberthaw Coast
- Ely Valley (part)
- Hayes Punt-Bendricks Rock
- Monknash
- Nant Whitton Woodlands
- Nash Lighthouse Meadow
- Old Castle Down
- Penarth Coast
- Pysgodlyn Mawr
- Severn Estuary (part of which overlaps with the Penarth Coast SSSI)

- Southerndown
- Sully Island
- Sutton Flats
- Taff/ Ely Estuary

#### **3. LOCAL NATURE RESERVES**

- Cliffwood Golden Stairs, Porthkerry
- Cwm Talwg, Barry

### 4. GLAMORGAN WILDLIFE TRUST MANAGED SITES

- Coed y Bwl, Castle upon Alun
- Aberthaw Salt Marsh
- Coed Garnllwyd, Llancarfan
- Cwm Colhuw, Llantwit Major
- Lavernock Point
- Coed Llwyn Rhyddid, Hensol
- Gwenn Rhyd Reserve, St Georges
- 5. REGISTER OF PARKS AND GARDENS OF HISTORIC INTEREST IN WALES (Provisional June 1997)
  - Coedarhydyglyn, St. Nicholas
  - Cwrt-yr-ala, Michaelston-le-Pit
  - Dyffryn Gardens, St Nicholas

- Fonmon Castle, Barry
- Hensol Park, Miskin
- Llanmihangle Place, Cowbridge
- Llantrithyd Place, Cowbridge
- Old Beaupre Castle, Cowbridge
- Penarth:

Alexandra Park Italian Gardens Windsor Gardens

- St. Donat's Castle
- Wenvoe Castle

## 6. OUTSTANDING LANDSCAPES

- Llancarfan
- Merthyr Mawr





# CONSERVATION AREAS

Aberthin	Llanmihangel
Barry Garden Suburb	Llantrithyd
Barry Marine	Llantwit Major
Bonvilston	Llysworney
Boverton	Michaelston Le Pit
Broughton	Monknash
Cadoxton	Penarth
Colwinston	Pendoylan
Cowbridge with Llanblethian	Penmark
Dinas Powys	Peterston- super-Ely
Drope	Porthkerry
East Aberthaw	Rhoose
Flemingston	St. Brides Major
Gileston	St. Georges
Llanbethery	St. Hilary
Llancadle	St. Nicholas
Llancarfan	Talygarn Hospital
Llandow	Wenvoe
Llangan	
Llanmaes	



# RESIDENTIAL LAND AVAILABLE AS AT 1ST APRIL 1997

# Sites with Planning Consent over 10 units

## **BARRY PRIVATE SECTOR**

REFERENCE	LOCATION	UNITS AVAILABLE (incl. units under construction but not sold)	HECTARES REMAINING (excludes land that is under construction)	TYPE OF PLANNING CONSENT
B3	Westward Rise/ Marine Drive, Barry	60	1.90	FULL
B24c/d/g	Gibbonsdown IV, Barry	5	0.05	FULL
B76	Dobbins Road, Barry	8	0.32	FULL
B95	Lakin Drive, Barry	2	0.05	OUT
B125	Barry Waterfront	1000	25.90	OUTLINE
B199	Beazer Homes, Severn Avenue, Barry	100	2.60	FULL
B257	Cwm Barri, Barry	222	8.08	PART FULL, PART OUTLINE
B241	Woodfield Heights, Barry	10	0.00	FULL
TOTAL		1407	38.90	

## PENARTH AND EAST VALE PRIVATE SECTOR

REFERENCE	LOCATION	UNITS AVAILABLE (incl. units under construction but not sold)	HECTARES REMAINING (excludes land that is under construction)	TYPE OF PLANNING CONSENT
EV200	Hebron Hall, Dinas Powys	1	0.00	FULL
EV158	Upper Cosmeston Farm, Penarth	1	0.04	FULL
EV6	Woodland Place, Penarth	3	0.00	FULL
EV213	Penarth Haven, Penarth	463	5.90	OUTLINE, PART FULL
EV289	Llandaff House, Penarth	16	0.60	FULL
TOTAL		484	6.54	



## RURAL VALE, (INCLUDING COWBRIDGE AND LLANTWIT MAJOR) PRIVATE SECTOR

REFERENCE	LOCATION	UNITS AVAILABLE (incl. units under construction but not sold)	HECTARES REMAINING (excludes land that is under construction)	TYPE OF PLANNING CONSENT
C76	Hillside Drive, Cowbridge	5	0.00	FULL
LM55	Adj. Great House, Llantwit Major	3	0.00	FULL
LM63a	Between Llantwit Major Road & Llanmaes Road, Llantwit Major (Wimpey)	8	0.00	FULL
LM63b	Between Llantwit Major Road & Llanmaes Road, Llantwit Major (Ideal)	14	1.28	FULL
LM63e	Between Llantwit Major Road & Llanmaes Road, Llantwit Major (Wimpey/ Westbury)	89	3.89	FULL
LM84	The Coalyard, Llantwit Major	10	0.35	FULL
RV460	Mayflower Site, Rhoose	22	0.60	FULL
RV458a	Lower Farm, Rhoose (Westbury)	16	0.32	FULL
RV458b	Lower Farm, Rhoose (Wilcon)	43	0.76	FULL
RV451	Rhoose Point	500	19.40	OUTLINE
RV251	Walston Road, Wenvoe	8	0.44	FULL
RV345	Ty Chwyth, Ystradowen (Meadgate Homes)	10	0.65	FULL
RV400	The Sawmill Site, Ystradowen (Barratts)*	48	2.00	OUTLINE
RV453	Cowbridge Road, Ystradowen (Persimmon)**	56	3.52	OUTLINE
TOTAL		832	33.21	

\* 5 affordable units of housing will be provided.
\*\* 7 affordable units of housing will be provided.

## VALE OF GLAMORGAN HOUSING ASSOCIATION/PUBLIC OVER 10 UNITS

REFERENCE	LOCATION	UNITS AVAILABLE (incl. units under construction but not sold)	HECTARES REMAINING (excludes land that is under construction)	TYPE OF PLANNING CONSENT
B263	Land Adjacent to Holm View Leisure Centre (Newydd)	41	0.0	FULL
B259	Builders Yard, Hunters Street, Barry (Newydd)	12	0.0	FULL
B225	Land R/O Daniel Street, Barry	15	0.3	FULL
B52	Polytechnic Campus, Barry (Newydd)	38	0.00	FULL
B54	Harbour Road, Barry Island (Newydd)	52	1.00	FULL
EV80	West Terrace, Penarth (Hafod)	14	0.08	FULL
B284	Gibbonsdown Estate, Barry (private/ public & housing association)	98 (net loss - 22)	0.00	FULL
TOTAL		150	1.38	

# SITES WHICH DID NOT HAVE THE BENEFIT OF PLANNING CONSENT AT 1ST APRIL, 1997 WHICH ARE CONTAINED IN POLICY HOUS 1

### VALE OF GLAMORGAN, PRIVATE/HOUSING ASSOCIATION AND PUBLIC SITES

REFERENCE	LOCATION	UNITS AVAILABLE	LAND AVAILABLE IN
			HECTARES
B25	Pencoedtre, Northeast Barry*	820 (to include 60 affordable units)	Up to 25 hectares
LM19	Redwood Close, Boverton	26	0.65
EV263	Cogan Pill Road, Llandough	18	0.40
EV262	Cogan Hall Farm, Penarth**	400	Approx. 15.00
RV452	St Johns Well, St Athan	45	1.49
RV85	St. Michaels Church, Colwinston	10	0.65
B247	Winston Square, Barry	46 (net gain 26)	1.80
WC1	Land off Marine Drive, Ogmore by Sea***	6	0.45
C28	The Limes, Cowbridge	6	0.12
C3	River Walk, Cowbridge	6	0.37
TOTAL		1363	45.93

\* The Council granted outline planning consent for the development of this site in June, 1997. The section 106 legal agreement covered open space provision, site infrastructure etc.

\*\* In August, 1997 the Council granted outline planning consent for the comprehensive development of this site. The Section 106 legal agreement covers the extension of the country park, the provision of public open space and affordable housing.

\*\*\* In July, 1997 a detailed consent for 6 units was approved by the Council.



# LAND USE & APPROPRIATE TRANSPORT FACILITIES

LOCATION	DEVELOPMENT TYPES	COMPLEMENTARY TRANSPORT MEASURES
Adjacent to major public transport terminus or interchange	Offices - <i>high plot ratios &amp; low parking</i> Hotels	
	Entertainment Convenience shops	Public transport priority
City/Town centre	Comparison shops - medium food units	Restrained long term parking
	Offices - high plot ratio & low parking Housing - especially over shops	Good pedestrian links
	Entertainment/cultural facilities Municipal buildings - <i>library</i>	Cycle facilities
Edge of centre (within easy walking distance)	Bulk purchase retail - with shared car parking	Traffic management
	Offices - <i>high plot ratio, low parking</i> Dense housing	Park and ride on transport access routes
	Hotels, restaurants	
	Leisure centres, multiplex cinemas, - with shared car parking	
	Hospital	
	School/college/university	

LOCATION	DEVELOPMENT TYPES	COMPLEMENTARY TRANSPORT MEASURES
Adjacent to lesser public transport corridor	Dense housing Offices Convenience shops Sports/entertainment Park and ride sites	Good public transport provision
Close to town centre	Dense housing Mixed use employment Light industry - not involving heavy freight	Good pedestrian facilities
Neighbourhood centre	Local food and non food shops Housing especially over shops Mixed use employment Schools Local entertainment Local municipal services Parks	Cycle facilities Traffic management
Close to neighbourhood centre	Dense housing Sheltered accommodation	Public transport provision Good pedestrian facilities Cycle facilities Traffic management
Adjacent to key highway links	Warehousing and distribution Industrial uses Bulk retail stores only if not suited to other sites	Public transport provision Rail freight/port access
Adjacent to rail or port facilities	Industrial Warehousing or distribution	Freight facilities

LOCATION	DEVELOPMENT TYPES	COMPLEMENTARY TRANSPORT MEASURES
Village centres	Local shops Mixed use employment Housing School Local services Entertainment	Cycle facilities Pedestrian facilities Traffic management
Rural communities	Housing Small commercial/ industrial/ recreational Tourist attraction Local shops	Cycling and walking provision Public transport Tourist park and ride

Source PPG 13 - A Guide to Better Practice - DOE/DOT - 1995



# CAR PARKING GUIDELINES

Outlined below are selected extracts from the Standing Conference on Regional Policy in South Wales Parking Guidelines (Revised Edition 1993) the whole of which have been adopted by the Vale of Glamorgan Council for development control purposes. Prospective developers are advised to acquaint themselves with the full details of the document prior to the formal submission of a planning application. Where standards do not exist for a particular land use, its parking requirements will be assessed according to the merits of the proposal. The Council reserves the right to employ flexibility in its use of parking guidelines and to approve updated parking guidelines when necessary.

## TABLE 1. RESIDENTIAL: NEW BUILD

TYPE OF DEVELOPMENT	RESIDENTS	VISITORS
General Purpose Houses & Flats:		
<ul><li>1a. One and Two bedrooms</li><li>1b. Three plus bedrooms</li></ul>	<ul><li>1-2 spaces per unit</li><li>3 spaces per unit</li></ul>	1 space per 3-5 units 1 space per 3-5 units
Elderly persons dwellings (not wardened)	0.5-1 space per unit	1 space per 3-5 units

## TABLE 2. RESIDENTIAL: CONVERSIONS

TYPE OF CONVERSION	REQUIREMENTS
To self contained flats	Up to 2 spaces per unit for residents
To bedsits/units with shared facilities (including hostels)	Up to 1 spaces per unit for residents

### TABLE 3. RESIDENTIAL: SHELTERED AND OTHER ACCOMMODATION

TYPE OF DEVELOPMENT	REQUIREMENTS
Self contained old people's dwellings	space for 2-4 dwellings plus 1 space for each resident warden/staff
Homes for elderly, children etc. and nursing homes	space per resident staff plus 1 space per 4 beds for visitors

### TABLE 4.OFFICES

FLOOR AREA	REQUIREMENTS
Less than 1001m2	space per 23-35m2
Greater than 1000m2	space per 20-40m2

### TABLE 5.RETAIL

TYPE OF DEVELOPMENT	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT
Shops up to 200m2	Space for 1 commercial vehicle to unload and manoeuvre	space per 60m2 (employees)
Shops 201-1000m2	Space for 2 commercial vehicles to unload and manoeuvre	space per 20-4m2 (employees and shoppers)
Shops 1001-2000m2	Space for 3 commercial vehicles to unload and manoeuvre	space per 20-40m2 (employees and shoppers)
Retail Warehousing (non food)	Space to accommodate a minimum of 3 commercial vehicles	space per 20-30m2

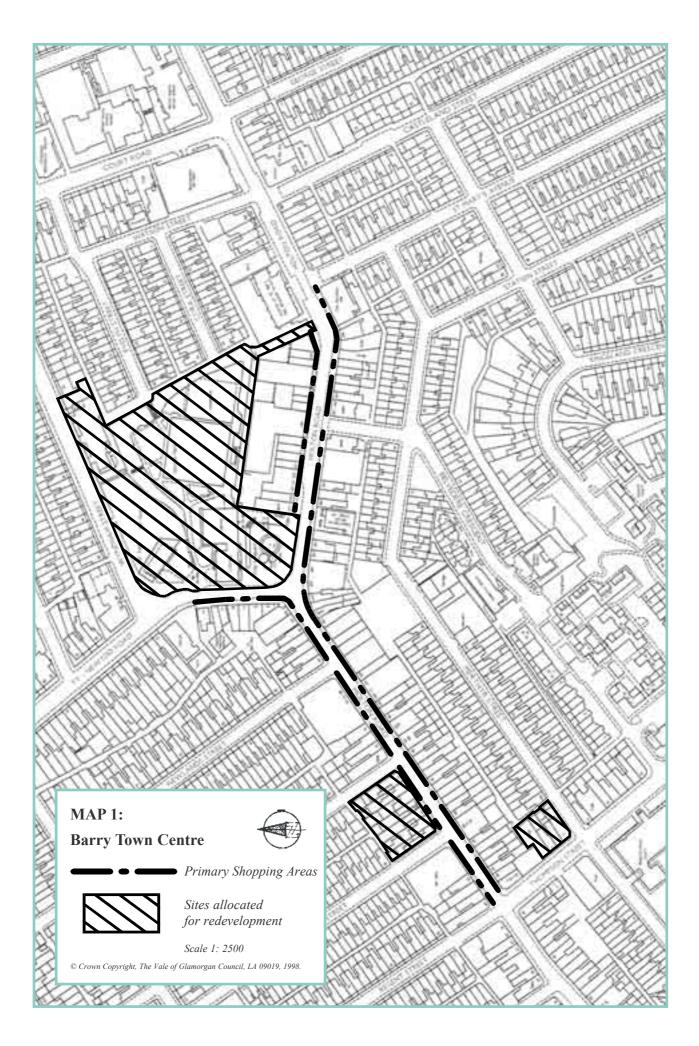
Up to 200 spaces 5% of capacity (subject to a minimum of 2 spaces) should be reserved for disabled persons. Over 200 spaces 2% of capacity, plus 6 additional spaces should be reserved for disabled persons.



# PRIMARY SHOPPING AREAS

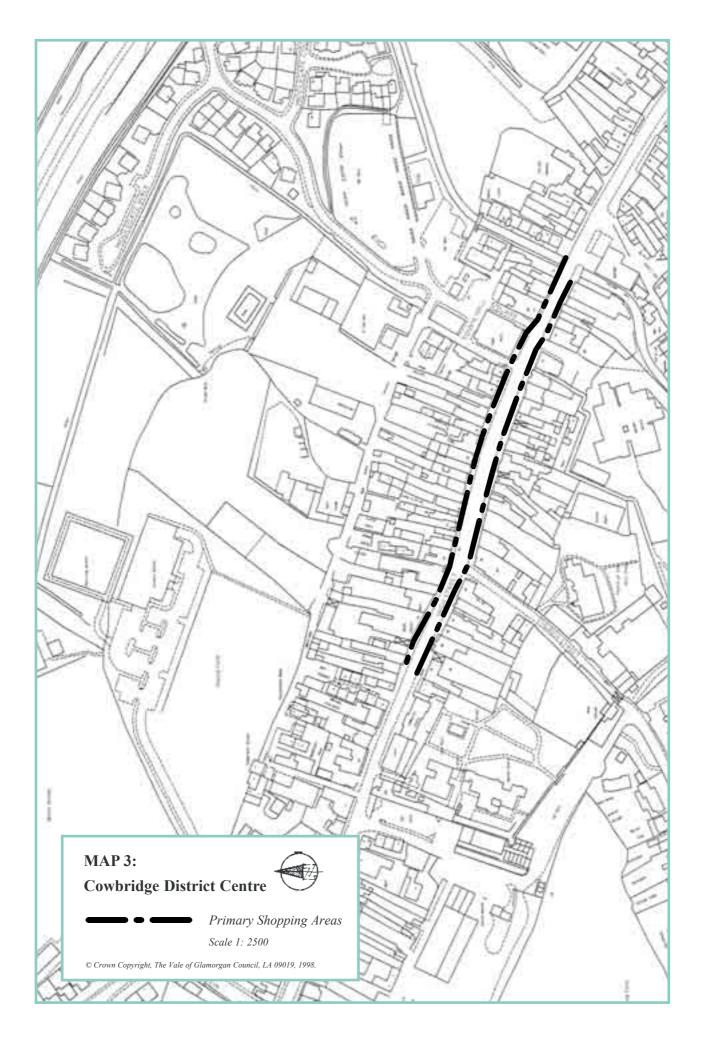
- MAP 1: Barry Town Centre
- MAP 2: Penarth District Centre
- MAP 3: Cowbridge District Centre
- MAP 4: Llantwit Major District Centre
- MAP 5: High Street/ Broad Street, Barry

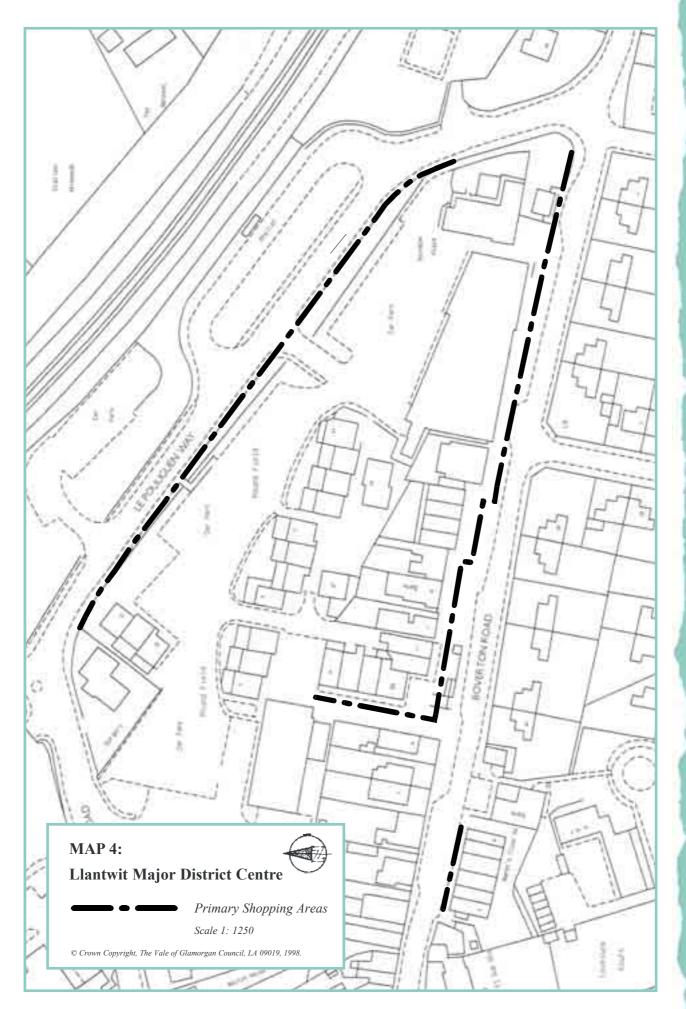
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