



VALE OF GLAMORGAN
LOCAL DEVELOPMENT PLAN
2011-2026



SUSTAINABLE
SETTLEMENTS
APPRAISAL REVIEW

Background Paper

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1. INTRODUCTION

- 1.1 Planning Policy Wales [PPW] (Fourth edition, 2011) requires Local Development Plans [LDPs] sustainable settlement strategies to be informed by an assessment of settlements to ensure they accord with the sustainable location principles contained within national planning policy (see PPW Section 4.6 Sustainable settlement strategy: locating new development).
- 1.2 As part of the evidence base for the Vale of Glamorgan LDP, the Council has undertaken an audit of services and facilities within the Vale of Glamorgan's settlements in order to identify those which are potentially suitable to accommodate additional development in terms of their location, role and function. This assessment therefore forms part of the evidence base for the Vale of Glamorgan LDP Settlement Hierarchy by identifying broad groupings of settlements with similar roles and functions based upon the following research objectives:
- **Objective 1:** To assess the need for residents to commute beyond their settlement to access key employment, retail and community facilities (including education and health).
 - **Objective 2:** To measure the general level of accessibility of settlements by sustainable transport.
 - **Objective 3:** To measure the potential for residents everyday needs for services and facilities to be met within that settlement.
- 1.3 Following public consultation on the Vale of Glamorgan LDP Draft Preferred Strategy a number of queries were raised regarding the proposed settlement hierarchy and the designation of certain villages within that hierarchy (as a primary, secondary or minor settlement) based upon the Vale of Glamorgan Sustainable Settlements Appraisal (December 2007) report.
- 1.4 This revised Sustainable Settlements Appraisal [SSA] seeks to clarify the issues raised surrounding the original methodology and to recommend changes, where appropriate, to the settlement hierarchy in the Vale of Glamorgan LDP. As a result there have been some minor amendments to the weighting and scoring mechanisms used in order to make the study more robust and transparent. This has resulted in some changes to the initial ranking of settlements within the appraisal although there has been little change to the general position of settlements and the recommended settlement hierarchy.
- 1.5 This revised assessment contains clearer weighting and scoring criteria and has been amended to reflect current best practice guidelines for assessing settlement sustainability. Furthermore, in order to address the changes since the original settlement surveys in 2007, more up-to-date and detailed settlement audits were undertaken by Council's surveyors in 2008 and 2009.

2. CONTEXT

Background to Settlements within the Vale of Glamorgan

- 2.1 The Vale of Glamorgan is Wales' most southern Unitary Authority and covers 33,097 hectares (331 square miles) with 53 kilometres of coastline, of which 19 kilometres is Heritage Coast. The authority is predominantly rural but also contains a mixture of towns and villages. The rural Vale comprises a diverse mixture of undulating farmland, valley basins, woodland and unspoilt coastline. The urban areas are concentrated along the coastal strip eastwards from Llantwit Major and are concentrated in the south east corner of the Vale of Glamorgan. The Vale of Glamorgan's population is currently estimated as being 124,976 (Office for National Statistics, 2010 Mid Year Estimates).
- 2.2 The main settlements are Barry, Penarth, Dinas Powys, Llantwit Major and Cowbridge, the latter two being historic towns which are surrounded by smaller rural settlements. Barry is the Vale of Glamorgan's largest town with a resident population of around 54,000. It is the Vale of Glamorgan's administrative centre and contains key employment opportunities, as well as being an important transport hub with four train stations, an operational port and a wide range of bus links. Cardiff Airport is located approximately 5 kms west from the centre of Barry.

Policy Context

Planning Policy Wales

- 2.3 Planning Policy Wales [PPW] (Fourth edition, 2011) states that "development plans need to provide a framework to stimulate, guide and manage change towards sustainability..." and that local planning authorities should:
- Promote sustainable patterns of development, identifying previously developed land and buildings, and indicating locations for higher density development at transport hubs and interchanges and close to route corridors where accessibility by walking, cycling and public transport is good;
 - Maintain and improve the vitality, attractiveness and viability of town, district, local and village centres;
 - Foster development approaches that recognise the mutual dependence between town and country, thus improving linkages between urban areas and their rural surroundings;
 - Locate development so that it can be well serviced by existing infrastructure; and
 - Ensure that development encourages opportunities for commercial and residential uses to derive environmental benefit from co-location (paragraph 4.6.2 refers).
- 2.4 In preparing Development Plans, PPW advises settlement strategies should seek to minimise the need to travel, increase accessibility by sustainable modes and promote

a broad balance between housing and employment opportunities to minimise significant commuting distances (paragraph 4.6.4 refers).

- 2.5 In this respect PPW states that “major generators of travel demand” should be located within existing urban areas or other locations which are or could be, well served by public transport, or could be reached by walking or cycling. These uses could include, for example:
- Housing,
 - Employment,
 - Retailing,
 - Leisure and recreation, and
 - Community facilities including libraries, schools and hospitals.
- 2.6 Planning Policy Wales also notes that “in planning for housing in rural areas it is important to recognise that development in the countryside should embody sustainability principles, benefiting the rural economy and local communities while maintaining and enhancing the environment... In order to safeguard the character and appearance of the countryside, to reduce the need to travel by car and to economise on the provision of services, new houses in the countryside away from existing settlements recognised by development plans, or from other areas allocated for development, must be strictly controlled” (PPW paragraph 9.2.22 refers).

The Wales Spatial Plan

- 2.7 The Wales Spatial Plan (2008) sets out the ‘Sustainable Capital Region’ vision for South East Wales. It notes that “the pattern of urban settlements, set within outstanding natural scenery, is much of what makes South East Wales attractive” and argues that “the success of the area relies on Cardiff developing its capital functions, together with strong and distinctive roles of other towns and cities”. The Spatial Plan also acknowledges development pressures within the City Coastal Zone and states that “the pressure to provide more housing and employment should be managed so as to fit in compatibly with conservation of the landscape, environment and community strength of this area” (WAG, 2008 p101).
- 2.8 This study therefore aims to add detail and further understanding to the role and function of the diverse and distinctive settlements of the Vale of Glamorgan within this regional spatial context described. In this respect, Barry is identified as a ‘key settlement’ where the Wales Spatial Plan states that:

“Key settlements must be successful in their own right and, where appropriate, function as service and employment hubs for smaller settlements. The focus will be to create affordable and attractive places to work, live and visit. The success of the key settlements should improve life in smaller rural and valleys communities, with good access to services being a key determinant of quality of life. Key settlements will provide the central framework around which high capacity sustainable transport links will be developed. A wider range of facilities and services, which add to employment opportunities, should be delivered locally within the key settlements to reduce the overall need to travel” (WAG, 2008 p100).

- 2.9 Additionally, the St Athan area is identified as a Strategic Area of Opportunity within the Wales Spatial Plan. This reflects the strategic role that the MoD St Athan and Aerospace Business Park sites can play in the aerospace, research, development and training sectors. In this respect the Spatial Plan states that:

"Achieving the [Sustainable Capital Region] vision is also dependent on realising the potential and managing pressures from existing development opportunities which are not necessarily covered in the key settlements... Development will need to be carefully managed to avoid excessive strain on infrastructure and other essential services, and to ensure environmental impact is minimised" (WAG, 2008 p101).

- 2.10 The assessments and main research objectives of this study reflect this policy context and are based upon sustainable location principles emphasised within national planning policy. The findings from this study will form part of the evidence base for the LDP Settlement Hierarchy. In addition, the survey data gathered could also provide an important baseline of data for other forward planning and LDP monitoring purposes.

3. METHODOLOGY

Settlements and Areas Studied

- 3.1 The settlements in this study were previously identified in the Sustainable Settlements Appraisal Study (December 2007) which reviewed the services and facilities across the diverse range of settlements within the Vale of Glamorgan. Whilst this study builds on the 2007 document, it does however introduce a number of changes to the original methodology. Most notably the study introduces simplified scoring criteria to the assessments in order to indicate the sustainability and broad groups of settlements to help identify suitable locations for new development.
- 3.2 A total of 87 individual settlements were identified within the Vale of Glamorgan. In order to undertake an objective assessment of rural settlements loosely drawn boundaries within reasonable walking distances were used for surveying settlements. **Appendix 2** shows a location and boundaries map of each settlement examined in this study. In some cases distinct urban districts were identified for surveying purposes. In considering individual settlements these distinct areas, often known locally under other names, were considered to form a wider functional part of the settlement. This is because many of these areas share the same services and facilities making them closely related in terms of function as well as their location. As a result, these areas were rationalised and assessed as part of the wider settlement as outlined below:

Wider Settlement Area Studied	Distinct settlement areas with close relationships
St Athan	Eglwys Brewis / Picketston / RAF East Camp / RAF West Camp / St Athan
Cowbridge	Cowbridge / Llanblethian
Sully	Cog / Sully
Rhosee	Fontygary / Rhosee
Llantwit Major	Boverton / Llantwit Major
Barry	Barry / The Bendricks
Bonvilston	Bonvilston / Greenway
Ruthin	Group of hamlets and rural settlements
St Andrews Major	Group of hamlets and rural settlements

- 3.3 Official population figures for each settlement are not available at the geographical scale used within this study. For the purposes of this study population figures have been derived from best available estimates using household counts and an assumed average household size of 2.4 people per dwelling taken from the 2001 Census. As wide settlements boundaries were used for assessment there may be some discrepancies with other forms of population estimates. **Appendix 1** contains the estimated population figures for each of the assessed settlements.

Sustainability Criteria for Initial Rankings

- 3.4 This section sets out the weighting and scoring system used to assess each settlement's relative sustainability within the Vale of Glamorgan. This is assessed in terms of the range of services and facilities within or near to the settlement which meet the day-to-day needs of its residents. Access to sustainable transport is also scored as it reduces the need/propensity to travel by private car and enables access to a wider range of amenities. In order to make such an assessment, acceptable walking, cycling and commuting distances to various types of amenities have been considered.
- 3.5 The distances generally considered acceptable for walking vary greatly according to the specific circumstances, such as the nature and accessibility of the route, and purpose of the journey. The Institute of Highways and Transportation have produced guidelines for realistic and acceptable walking distances to access town centres and for daily commuting; these are shown below in Table 1. Other realistic travel distances for day-to-day services are based upon guidelines within 'Sustainable Settlements: A Guide for Planners, Designers and Developers' produced by the University of the West England and the Local Government Management Board.

Table 1: Summary of Acceptable Walking Distances

	Town Centres	School / Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred maximum	800m	2000m	1200m

Source: 'Guidelines for Providing for Journeys on Foot', The Institute of Highways and Transportation (2000)

Local facility	Reasonable accessibility standards
Primary school	600m
Secondary school	1500m to 2000m
Doctors surgery / Dentist	1000m
Local Centre: Local shop / Public house / Post office / Community centre	800m
Bus stop	400m
Railway station	800m
Allotments / Playground / green park	600m
Sports pitches / Playing fields / leisure centre	1000m
Local to major retail and employment centres	1000m to 5000m

Source: *Sustainable Settlements: A Guide for Planners, Designers and Developers* (Barton, Davis and Guise, 1995) and *Shaping Neighbourhoods - for local health and global sustainability* (Ibid, 2010).

- 3.6 Furthermore, the Department for Transport's 'Manual for Streets' considers that sustainable 'walking neighbourhoods' are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). It also notes that the propensity to walk is influenced not only by distance, but also by the quality of the walking experience in terms of safe, accessible, attractive and stimulating walking environments.
- 3.7 These guidelines have been used to produce the scoring system in order to assess the relative sustainability of the Vale of Glamorgan's rural towns, villages and hamlets. The scoring criteria are based upon the best practice guidance noted above together with additional criteria in order to reflect the nature of the Vale of Glamorgan. The scoring system, set out in Table 2, reflects the role played by key services in contributing to meeting the daily needs of the resident population and, as a result reduce the need to travel in order to access specified services and facilities. Accordingly each criterion is weighted to reflect their relative importance towards the sustainability and vitality of the settlement. In this respect, the scoring system provides an overview of the role and function of settlements, helping to identify categories of sustainable settlements.

- 3.8 Whilst the study considers the larger urban settlements such as Barry and Penarth as a whole, it is acknowledged the scoring system can be more relevant in understanding the role of smaller settlements and particular areas within larger urban settlements. In this respect, each criterion has a maximum possible score when assessing an individual settlement so that meaningful comparisons can be drawn when analysing assessed settlements.
- 3.9 Table 2 sets out the scoring system used for these initial sustainability rankings including the individually weighted criteria. Detailed explanation on the scoring system follows the table however, the assessment can be summarised in three main study objectives:
- **Objective 1:** To assess the need for residents to commute beyond their settlement to access key employment, community services (including education and health) and retail facilities.
 - **Objective 2:** To measure the general level of accessibility of settlements by sustainable transport.
 - **Objective 3:** To measure the potential for a resident's everyday needs for services and facilities to be met within that settlement.
- 3.10 In order to assess individual settlements an audit of existing services and facilities has been undertaken. The data used in the assessment comes from an updated audit of services and facilities undertaken during summer 2009. This was based on site visits by the Council's surveyors, earlier audits and existing records on the Council's Geographical Information System.
- 3.11 Each settlement has been assessed against the weighted scoring system and ranked according to its overall score. This ranking provides an initial quantitative sustainability assessment limited to factors which can be measured, such as the number of shops and frequency of bus services. This ranked list can then be used as a basis for further analysis taking into account the other more qualitative factors in order to identify broad settlement groupings.

Table 2: Vale of Glamorgan Sustainable Settlements Appraisal Scoring System

Service / Facility	Categories and Travel Distances	Weighted Scores
Secondary School/Further Education College	Secondary School / Further Education College within settlement or within 2km 'preferred maximum' walking distance (NB: No double counting, maximum score of 3 per settlement)	3 2
Primary School	Primary school within 600m of the village/settlement No primary school	3 0

Service / Facility	Categories and Travel Distances	Weighted Scores
Post Office / Banks / Shops	3 or more day to day shops	3
	2 day to day shops	2
I.e. "day-to-day" shops and services.	1 day to day shop	1
	... of which includes: 1 supermarket selling a range of food. (NB: must be within 800m of settlement. Maximum score of 6. Day to day shops and services include for example: post offices, village stores, butchers, hairdressers, newsagents, supermarket, bakers)	3
Post Box	Post Box within 400m of settlement	1
Places of Worship	2 or more places of worship within 1km of	2
	1 place of worship within 1km of settlement	1
Restaurants and Food / Drink outlets	3 or more outlets within settlement	2
	1 to 2 outlets within settlement (NB: Must be within 800m of settlement. Includes: Public houses, restaurants and takeaways)	1
Medical	More than one facility within the settlement, which could include a doctors, dentists, opticians and / or a hospital	2
	Doctor, dentist or opticians within 1km of village (NB: each facility must be open at least 4 mornings and 4 afternoons/evenings per week)	1
Library	Library within 800m of village	1
Community Hall	Any community hall, irrespective of quantity or type within 1km of village	1
Bus Services	Half hourly, or more frequent, services to 2 or more main centres throughout the day including Saturday and Sunday	4
	Half hourly, or more frequent, service to a main centre throughout the day including at least a Saturday or Sunday	3
	Half hourly, or more frequent, service to a main centre throughout the day – on weekdays only	2
	Hourly service to a main centre throughout the day – weekday and weekends	2
	Hourly service to a main centre throughout the day on weekdays only	1

Service / Facility	Categories and Travel Distances	Weighted Scores
Bus Services Cont'd	Daily service – less than hourly but at least one morning and one late afternoon/evening service to a main centre	1
	Infrequent daily service to a main centre (i.e. services which do not have a morning and late afternoon return service) <i>or</i> services which do not travel via a main settlement.	0
	(NB: formal bus stop or safe 'hail and ride' position on the bus route must be within 400m of the settlements. Settlements can only score in one category).	
Rail Services	Half hourly service or more frequent to 2 or more main centres (in both directions)	4
	Hourly service or less to 2 or more main centres (in both directions)	3
	Station within 800m walking distance of settlement	1
Leisure and Recreation	Leisure Centre	2
	Formal Sports Pitch, or	1
	Equipped play area / youth area, or	1
	Allotments	1
	(NB: Maximum score of 4 per settlement under this category. Allotments and playgrounds must be within 400m. Leisure centres, sports pitches and playing fields must be within 1000m).	
Employment	Employers / Employment Opportunities within settlement	3
	Employers / Employment Opportunities within 2km distance of settlement (based on a 'preferred maximum' walking distance)	2
Proximity to Main settlement	Village within 5Km to the centre of a main settlement by nearest road route.	1

N.B. – Main centres / settlements considered as Bridgend, Cardiff and the main settlements within the Vale of Glamorgan (Barry, St Athan, Penarth, Llantwit Major and Cowbridge).

Scoring Core Services: employment, shopping and community facilities

- 3.12 The availability of local community services, retail and employment opportunities can contribute towards delivering sustainable communities. Such services and employment opportunities significantly assist in sustaining and enhancing vibrant rural settlements. The existence of such facilities within or close proximity to rural settlements can reduce significant commuting distance associated with a range of important daily activities, thereby reducing the need and likelihood of travelling by private car. Furthermore, sustainable settlements or settlement clusters should offer a reasonable range of key services and facilities. As such, directing appropriate levels of new development towards the areas best serviced by a range of services and facilities is highlighted within national planning policy.
- 3.13 For example, local employment opportunities provide a positive indicator of vibrant sustainable settlements. Whilst there is no certainty that these local employment opportunities are taken up by local residents, it is nevertheless important that these opportunities exist. The same principle applies for the provision of local retailing and community services such as general stores, post offices, schools, doctor's surgeries and dentists. Within rural areas these enterprises and community services are important for sustainable rural communities as they can help enhance community spirit and reduce the number of trips made by car. Therefore, the scoring system weights these 'core services' appropriately based upon their relative importance *and* accessibility from the settlement.
- 3.14 Weighting shops, services, and community facilities separately within the scoring system enables the assessment to reflect their relative importance. For example, this means primary or secondary schools can be weighted higher than the existence of a community hall or sports pitch within a settlement. In addition, the scoring system can recognise the numbers of services and facilities by scoring settlements with only 1 'day to day' shop lower than a settlement with 5 or more shops or services. This approach differs from the initial Sustainable Settlements Appraisal in that core services were scored together within one combined category.

Scoring Transport Services and Accessibility

- 3.15 It is important that a settlement suitable for development has good accessibility to services and facilities, both within the towns / villages themselves and to at least one major service centre settlement (Barry, St Athan, Penarth, Cowbridge or Llantwit Major), thereby helping communities to meet many of their everyday needs. Good access to services and facilities, including public transport, provides choice to the user and can reduce the reliance on private cars for travel. Access to public transport also tackles an element of social exclusion enabling individuals who cannot drive or afford a car access to essential services and facilities. The scoring system recognises six categories of bus services and three levels of train services based upon the frequency of services throughout the week and the available destinations. Settlements which have an infrequent service scored zero.

- 3.16 Other sustainable transport methods, such as walking and cycling, are also considered within the scoring system recognising that they are the most sustainable modes of travel. In this respect, services and facilities are only scored where they are within reasonable walking distance for that particular facility.

4. INITIAL SUSTAINABILITY RANKINGS

- 4.1 Table 3 below shows each of the settlements and their respective scores ranked in order of assessed score. A more detailed table showing the individual scores can be found in **Appendix 4**.

Table 3: Settlements Ranked by Initial Sustainability Score

Initial Ranking	Settlement	Score	Initial Ranking	Settlement	Score
1	Barry	37	31	Pendoylan	7
2	Penarth	37	32	Tredogan	7
3	Llantwit Major	36	33	Corntown	6
4	Cowbridge	33	34	Llysworney	6
5	Dinas Powys	28	35	Llandow	6
6	Rhoose	27	36	The Downs	6
7	St Athan	25	37	The Herberts	6
8	Sully	22	38	Graig Penllyn	5
9	Llandough (Pen)	21	39	Southerndown	5
10	Wenvoe	20	40	St Hilary	5
11	Culverhouse Cross	15	41	Penllyn	5
12	Wick	14	42	Sigginstone	5
13	Bonvilston	14	43	Llandough (Cow)	5
14	St Brides Major	13	44	Marcross	5
15	Peterston Super Ely	11	45	Welsh St Donats	5
16	St Nicholas	11	46	Tair Onen	5
17	Treoes	9	47	Gileston	5
18	Aberthaw (East)	9	48	Llansannor	5
19	Fferm Goch	9	49	Penmark	4
20	Pentre Meyrick	9	50	St Mary Church	4
21	Ogmore by Sea	8	51	Llangan	4
22	Aberthin	8	52	Flemingston	4
23	Colwinston	8	53	St Brides Super Ely	4
24	Ewenny	8	54	Twyn-yr-odyn	4
25	St Donats	8	55	St Georges	4
26	Llancarfan	8	56	Monknash	4
27	Leckwith	8	57	St Andrews Major	4
28	Ystradowen	7	58	Ogmore Village	4
29	Llanmaes	7	59	Porthkerry	4
30	Swanbridge	7	60	Broughton	3

Initial Ranking	Settlement	Score	Initial Ranking	Settlement	Score
61	Michaelston le Pit	3	75	Llanmihangel	2
62	Gwern y Steeple	3	76	Lampha	2
63	Llancadle	3	77	Trerhyngyll	1
64	Lavernock	3	78	Dyffryn	1
65	Aberthaw (West)	3	79	Hensol	1
66	Moulton	3	80	Castle Upon Alun	1
67	Llantrithyd	2	81	St Mary Hill	1
68	Llanbethery	2	82	Ruthin	0
69	Maendy	2	83	Tre-Dodridge	0
70	Drope	2	84	Penn Onn	0
71	City	2	85	St Y Nyll	0
72	Fonmon	2	86	Walterston	0
73	St Lythans	2	87	Norton	0
74	Pancross	2			

5. ANALYSIS

- 5.1 This section takes into account the location of each settlement within the Vale of Glamorgan together with other relevant socio-economic considerations such as settlement population and its role and function within the wider urban, coastal and rural areas. Consideration is therefore given to other important qualitative aspects of the Vale of Glamorgan's settlements in order to build upon the initial quantitative ranking of settlements above and provide settlement groupings based upon their relative sustainability.
- 5.2 These qualitative considerations enable better understanding of the initial rankings as a basis for identifying groups of settlements which indicate whether they are more or less suitable for accommodating future development in terms of their location, level of service provision and role and function within the area. These indicative groupings will be used to inform the LDP Settlement Hierarchy which will be revised following careful consideration of all other planning considerations which are not covered within this study.
- 5.3 These wider planning assessments will consider the local need for development (for example in terms of affordable housing or employment provision) balanced against the physical ability of individual settlements to accommodate additional development given the sensitivity of landscapes, the countryside character of rural settlements and existing residential amenity. In this respect, planning judgements will need to be made as to which settlements fall within particular categories within the LDP Settlement Hierarchy. Given that these will reflect the individual characteristics of each settlement it is likely that some of these may not strictly reflect the indicative groupings provided in this study.

- 5.4 An example of these other planning considerations includes environmental constraints such as flood risk, nature conservation, topography, and landscape impacts. In this respect, individual candidate site assessments, as part of the wider LDP process, will require wider planning assessments. This is discussed in more detail below in Section 7 – Use and Interpretation.

Settlement Groupings

- 5.5 The initial sustainability rankings indicate that settlements within the Vale of Glamorgan can be considered to fall within distinct groups. These range from urban town centres and historic market towns, which benefit from a wide range of services and facilities, and reasonable public transport access to rural settlements with some facilities and limited public transport access, to small hamlets and isolated properties with minimal, or no community facilities or access to public transport.
- 5.6 For the purposes of this study, shared settlement characteristics have been used in order to identify four broad groupings of settlement types. As well as the initial sustainability scores these categories also consider the roles and functions of settlements relating to their location and relationship with other surrounding settlements, which may include functional settlement clusters in rural areas. This includes the relationship with other surrounding areas within the neighbouring authorities of Bridgend, Cardiff and Rhondda Cynon Taff.
- 5.7 The four broad groups of settlement types are defined as follows:

Main Settlements

- 5.8 These settlements are predominantly urban and are the main centres of population within the Vale of Glamorgan. They are well served by public transport to other main settlements as well as surrounding rural areas and act as important transport hubs. These settlements will contain a wide range of facilities which serve the wider area as well as local needs. In this respect they act as important service centres for surrounding settlements and the rural hinterland.

Primary Settlements

- 5.9 This category of settlements is comprised of the larger villages outside the main centres of population within the Vale of Glamorgan. These settlements have a smaller but significant residential population and play an important role in meeting local housing needs. Typically, these primary settlements are in areas which benefit from frequent public transport services and are the larger villages or edge of town settlements which lie in close proximity to main settlements. These settlements provide some key local facilities but residents will generally rely upon other main settlements for employment opportunities and a wider range in services and facilities.

Sustainable Rural Settlements

- 5.10 Outside the larger villages are a wide range of rural settlements which offer a more limited but important range of key services and facilities. These can be considered as being the functional rural villages. These settlements play an important role in vibrant and sustainable rural communities and can often form part of a collection of rural settlements which share a functional role.
- 5.11 Compared with the larger rural towns and villages these settlements generally offer more limited services and facilities which meet local needs but in some cases also meets the needs of the wider rural community. They are generally served by a rural bus service and in some cases are located within close proximity to the larger towns and villages of the Vale of Glamorgan.
- 5.12 Although many of these sustainable rural settlements share similar characteristics in terms of their location, character, scale and function it is important to note that there will be noticeable variances of settlements within this category given the diverse nature of the Vale of Glamorgan. Therefore, it is likely this category will contain some of the more sensitive and smaller rural villages which also play an important role and function within the Vale of Glamorgan's rural communities.

Hamlets and Rural Areas

- 5.13 Settlements falling within these areas are in isolated rural areas. In many cases these are sensitive rural hamlets whose key attraction is their rurality. They generally contain minimal or no services and facilities and are comprised of a small collection of historic rural dwellings and sporadic development. Although some may lie along main roads and have access to public transport services, albeit infrequent, commuting distances from these settlements are likely to be significant. In addition, these settlements are likely to be poorly related to other more sustainable settlements.
- 5.14 Given the remote location and limited range of services and facilities within these settlements means it is unlikely that there will be any meaningful levels of commuting by walking, cycling or public transport resulting in a dependency upon private car journeys. In general it would be inappropriate to locate new development within these areas due to the sensitivity of these settlements in terms of location, scale, form and function.

Anomaly Settlement Scores

- 5.15 Within the initial sustainability rankings there are a number of settlements with relatively high scores which have been identified with anomaly scores. These are settlements which scored relatively well in one or two categories. In many cases this could be, for example, due to the fact that a settlement is located on the strategic highway or is within walking distance of a one-off high scoring facility. In all other respects these settlements will be similar in nature to the settlements identified within the hamlets and rural areas category.

- 5.16 Taking this into account, anomaly settlements have been identified by 'overriding' or 'limiting' factors such as:
- (i) a general limited range of services and facilities within the settlement,
 - (ii) a low population (generally below 100),
 - (iii) a settlement with a wide or dispersed assessment area with no real village core except for historic sporadic ribbon development, and / or
 - (iv) the settlement being in an otherwise isolated or sensitive location.
- 5.17 These identified settlements will be considered as effectively forming part of the rural hamlets and isolated areas of the rural Vale of Glamorgan.

6. CONCLUSIONS

- 6.1 The findings of the survey results demonstrate that there are a diverse range of urban, sub-urban and rural settlements within the Vale of Glamorgan which can be characterised within distinct categories of settlements in terms of their scale, role and functions as noted above. The following sections list the settlements which fall within the five categories identified ranging from Main Settlements, Primary Settlements, Sustainable Rural Settlements, Hamlets and Rural Areas and Potential Anomaly Settlements. In addition, a map of these settlement groupings is shown at **Appendix 3**.

Main Settlements

- 6.4 These predominantly urban settlements are the main centres of population within the Vale of Glamorgan with a population generally over 4000. The settlements identified within this category score highly in terms of both the range of services and facilities and public transport services. In this respect they score the maximum for bus and train services, except for Cowbridge which is not served by a train station. In terms of services and facilities the main settlements generally score within the maximum category across the assessed facilities. Overall, the identified main settlements score more than 30 points and are the top 4 scoring settlements within the initial sustainability rankings.

Four 'Main Settlements' have been identified, these are:

Barry Penarth Llantwit Major Cowbridge

Primary Settlements

- 6.5 A category of settlements has been identified which reflects a group of settlements with a smaller but still significant population of over 1000. They are the larger rural villages which have a reasonable range of accessible services and facilities which generally meet local needs. As a result these settlements have scored highly across the assessed facilities and generally all include a primary school, a range of shops and facilities and some small employment sites. These settlements are also well

served by public transport, some with access to train services and all scoring the maximum for bus services. Overall, the identified primary settlements score 20 or more points and are within the top 10 scoring settlements within the initial sustainability rankings.

Six 'Primary Settlements' have been identified, these are:

Dinas Powys Rhoose	St. Athan Sully	Llandough (Penarth) Wenvoe
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Sustainable Rural Settlements

6.6 A category of sustainable settlements which contain important services and facilities has been identified within the initial sustainability rankings. These settlements have scored relatively highly and although they contain a more limited range of services and facilities they help to meet local needs within rural areas and reduce the need to travel. In this respect they have an important functional role to play in sustainable rural communities.

6.7 These generally rural settlements score 5 or above in the initial sustainability rankings. This is because many of the settlements benefit from a reasonably frequent rural bus service and / or include a primary school, shop, public house or other comparable service. These settlements also have a population above 100 and are within the top 42 out of 87 of the assessed settlements.

Twenty four 'Sustainable Rural Settlements' have been identified, these are:

Culverhouse Cross	Treoes	Ewenny	Llysworney
Wick	Aberthaw (East)	Llancarfan	Llandow
Bonvilston	Fferm Goch	Ystradowen	Graig Penllyn
St Brides Major	Ogmore by Sea	Llanmaes	Southerndown
Peterston Super Ely	Aberthin	Pendoylan	Penllyn
St Nicholas	Colwinston	Corntown	Sigingstone

6.8 Culverhouse Cross is the highest scoring settlement within this category and has a high population, estimated at 502. Although not rural in nature it scores similarly to other settlements within this category due to the range of services and facilities which can be accessed locally including retail and employment uses. The settlement also benefits from frequent bus services and strategic road links with Barry and Cardiff. The assessed area does not have a historic village core but is comprised of a significant amount of suburban residential development along Brooklands Terrace and associated commercial and leisure uses.

Hamlets and Rural Areas

- 6.9 As noted above, these settlements are generally small hamlets comprised of historic sporadic development of isolated individual houses or farm houses and barn conversions. Although these hamlets have a limited role and function many are important to the rural character of the Vale of Glamorgan and as such require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale.
- 6.10 In order to conclude what is deemed suitable for future development in the way of sustainability, it is considered that many of the Vale of Glamorgan's rural settlements cannot realistically fulfil this role principally because they do not have the range of services and facilities necessary to meet this requirement. Furthermore, many of them are isolated and do not have access to public transport services or access to basic community services or employment opportunities. Given their location and limited role and function it is reasonable to conclude that there is likely to be a high reliance on the private car to access basic amenities. Therefore, these areas are considered to be unsuitable and unsustainable locations for further additional development.
- 6.11 Although some settlements scored a limited number of points on the basis that they had one or two facilities such as a post box, a place of worship, pub or restaurant etc these settlements score less than 5 within the initial sustainability rankings and / or have a population generally below 100.

Forty five settlements are identified as being within this rural category, these are:

Llandough (Cowbridge)	St Georges	Llantrithyd	Hensol
Marcross	Monknash	Llanbethery	Castle Upon Alun
Welsh St Donats	St Andrews Major	Maendy	St Mary Hill
Tair Onen	Ogmore Village	Drope	Ruthin
Gileston	Porthkerry	City	Tre-Dodridge
Llansannor	Broughton	Fonmon	Penn Onn
Penmark	Michaelston le Pit	St Lythans	St Y Nyll
St Mary Church	Gwern y Steeple	Pancross	Walterston
Llangan	Llancadle	Llanmihangel	Norton
Flemingston	Lavernock	Lampha	
St Brides Super Ely	Aberthaw (West)	Trerhyngyll	
Twyn-yr-odyn	Moulton	Dyffryn	

Potential Anomaly Settlements

- 6.12 Within the initial sustainability rankings a number of rural settlements which score 5 or more can be identified as an anomaly settlement given their location, role, function, form and sensitive rural character. These overall attributes mean they are similar in

nature to the settlements contained within the 'Hamlets and Rural Area' category and have been identified by overriding or limiting factors such as:

- (v) a generally limited range of services and facilities within the settlement,
- (vi) a low population (generally below 100),
- (vii) a settlement with a wide or dispersed assessment area with no real village core except for historic sporadic ribbon development, and / or
- (viii) the settlement being in an otherwise isolated or sensitive location.

Eight anomaly results can therefore be identified, these are:

Pentre Meyrick	St Donats	Tredogan	The Herbets
Leckwith	Swanbridge	The Downs	St. Hilary

6.13 These settlements satisfy one or more of the above factors and can be considered as a rural hamlet forming part of the open countryside. Table 4 overleaf provides further details regarding the identification of these anomaly settlements. These anomaly settlements are also identified in the detailed assessment table in **Appendix 4** as the settlements with a strike through.

Table 4: Identified Anomaly Settlements

Settlement	Commentary
Pentre Meyrick	<ul style="list-style-type: none"> ▪ High score primarily due to location next to the strategic highway and by virtue of bus services which run along it. ▪ Considered as an anomaly result within the SSA as the assessed settlement area contains no services or facilities and has a limited functional role in contrast to other similar scoring settlements. ▪ Settlement is formed by a small collection of rural houses around a junction with the A48. ▪ Low estimated population of 36, significantly lower than other settlements within sustainable rural settlements classification.
Leckwith	<ul style="list-style-type: none"> ▪ Considered as an anomaly result within the SSA as the assessed settlement area contains no services or facilities and has a limited functional role. ▪ The settlement is formed by a small collection of rural houses along Leckwith Road. ▪ Low estimated population of 43.
St Donats	<ul style="list-style-type: none"> ▪ Sensitive coastal location and within the Glamorgan Heritage Coast. ▪ Scored relatively well for a rural settlement due to the existence of the Atlantic College of further education, which could be considered as a on-off facility serving a wider need. ▪ Although the settlement has a rural bus service it has been considered an anomaly settlement as it has a limited functional role with no real community services or facilities except for a post box and place of worship.

Settlement	Commentary
Swanbridge	<ul style="list-style-type: none"> ▪ Sensitive coastal location likely to be physically constrained. ▪ Identified as anomaly settlement within the SSA as settlement has a limited functional role with no community services and facilities. ▪ Settlement has a low estimated population of 60 ▪ Bus stop detached from assessed area and accessed along a narrow road without a footpath.
Tredogan	<ul style="list-style-type: none"> ▪ Although area is well served by public transport the studied settlement area otherwise amounts to a few isolated dwellings surrounded by Cardiff Airport and a number of partially developed employment sites. Although this results in a relatively high SSA score the area studied has little or no role as a settlement. ▪ No real village core or settlement function given the lack of community services and facilities. ▪ Settlement also has a low estimated population of 19.
The Herberts	<ul style="list-style-type: none"> ▪ Settlement scored 6 within revised SSA, just above the minimum used to indicate potential sustainable rural settlements. ▪ Although benefiting from a primary school and rural bus services the settlement is considered as an anomaly result within the SSA as there are little other community services and facilities. ▪ The settlement could be considered as essentially being formed by a small number of isolated rural dwellings. ▪ Settlement also has a low estimated population of 65
St. Hilary	<ul style="list-style-type: none"> ▪ Settlement scored the minimum to be considered a sustainable rural settlement within the initial sustainability rankings and has been identified as an anomaly settlement for a number of factors, including: ▪ Sensitive rural settlement set within a Special Landscape Area and Conservation Area. ▪ Settlement served by rural bus service (V2) although due to its limited frequency this did not score within the revised SSA. ▪ Limited community facilities although settlement contains a village pub and place of worship and community hall.

7. USE AND INTERPRETATION

- 7.1 This study is intended to give an overall indication of the relative sustainability of settlements and settlement groupings within the Vale of Glamorgan providing part of the evidence base for the settlement hierarchy within the LDP.
- 7.2 In this respect it is important to note that the use of scoring and ranking methods means that certain socio-economic and environmental factors, which are important in understanding the overall role, function and sustainability of a settlement, are not fully considered by this study. These are generally factors where it is difficult to attribute a numerical value. Furthermore, it is important to recognise that one of the limitations of using scoring and ranking methods are that certain assumptions and generalisations are used, for example, regarding residents travel to work patterns and the actual use of sustainable transport modes.
- 7.3 Therefore, a strategic assessment such as this one is not intended to be a comprehensive planning assessment of individual settlements or potential development sites within them. Such detailed planning assessments would need to consider the environmental, social and economic issues affecting specific settlements. Decisions on levels of growth and individual proposals will be made as informed planning judgements having considered all other relevant factors. Therefore, defining the LDP Settlement Hierarchy will require wider assessment and planning judgement having considered all other material considerations. For this reason the indicative rankings and scoring within the SSA are not to be used as the sole consideration in the formulation of the LDP settlement hierarchy.
- 7.4 Following this wider consideration it may be appropriate to remove certain settlements from settlement groupings within the finalised LDP Settlement Hierarchy, particularly in considering the potential anomaly settlements. In this regard, due to the fact that a large number of rural settlements have similar scores, it is likely that the indicative settlement groupings may change within the LDP Settlement Hierarchy in order to take account of these wider considerations. This would include, for example, their shared rural characters, role and function, capacity for future growth based upon candidate site assessments, and the impact upon the built and natural environment.

Appendices

Appendix 1 – Assessed Settlements Estimated Population

Settlement	Population	Settlement	Population
Barry	53851	Llantrithyd	98
Penarth	25613	Marcross	94
Llantwit Major	8426	Welsh St Donats	91
Dinas Powys	7330	Flemingston	91
Rhoose	5674	Tair Onen	86
St Athan	4282	Llanbethery	84
Cowbridge	4164	Maendy	84
Sully	3204	Gwern y Steeple	74
Llandough (Pen)	1999	Gileston	70
Wenvoe	1073	The Herberts	65
Ogmore by Sea	1056	Drope	65
St Brides Major	660	St Brides Super Ely	62
Culverhouse Cross	502	Twyn-yr-odyn	62
Peterston Super Ely	574	Llansannor	60
Wick	444	St Georges	60
Ystradowen	439	Swanbridge	60
Aberthin	346	City	53
Treoes	338	Llancadle	50
St Nicholas	336	Dyffryn	50
Corntown	322	Hensol	50
Bonvilston	300	Ruthin	50
Colwinston	300	Monknash	48
Ewenny	298	Lavernock	48
Llanmaes	278	Leckwith	43
Graig Penllyn	211	Castle Upon Alun	43
Llysworney	182	Aberthaw (West)	38
Llandow	175	Fonmon	38
St Donats	163	Pentre Meyrick	36
Southerndown	158	St Andrews Major	36
St Hilary	156	St Lythans	36
Llancarfan	154	Pancross	34
Penllyn	149	Tre-Dodridge	31
Broughton	146	Ogmore Village	29
Penmark	142	Moulton	19
St Mary Church	137	Tredogan	19
Trerhyngyll	132	Porthkerry	17
Pendoylan	125	Penn Onn	17
The Downs	122	St Mary Hill	14
Michaelston le Pit	113	Llanmihangel	12
Aberthaw (East)	106	St Y Nyll	12
Sigingstone	101	Walterston	12
Fferm Goch	98	Norton	10
Llandough (Cow)	98	Lampha	7
Llangan	98		

*Based upon assessed area dwelling count and an assumed average household size of 2.4 per dwelling (2001 Census)

Appendix 4 – Detailed Scoring of Settlements

Ranking	Settlement	Secondary School / Further Education College	Primary School	'Day-to-day' shops and services	Post Box	Places of Worship	Food and Drink outlets	Medical	Library	Community Hall	Bus Services	Rail Services	Leisure and Recreation	Employment	Proximity to Main settlement	Score	Population (Best Available Estimate)
1	Barry	3	3	6	1	2	2	2	1	1	4	4	4	3	1	37	53851
2	Penarth	3	3	6	1	2	2	2	1	1	4	4	4	3	1	37	25613
3	Llantwit Major	3	3	6	1	2	2	2	1	1	4	3	4	3	1	36	8426
4	Cowbridge	3	3	6	1	2	2	2	1	1	4	0	4	3	1	33	4164
5	Dinas Powys	0	3	3	1	2	2	2	1	1	4	4	2	2	1	28	7330
6	Rhoose	0	3	3	1	2	2	2	1	1	4	3	2	3	0	27	5674
7	St Athan	0	3	3	1	2	2	2	1	1	4	0	2	3	1	25	4282
8	Sully	0	3	2	1	1	2	1	1	1	4	0	2	3	1	22	3204
9	Llandough (Pen)	0	3	0	1	2	1	2	0	1	4	1	2	3	1	21	1999
10	Wenvoe	0	3	2	1	1	1	0	1	1	4	0	2	3	1	20	1073
11	Culverhouse Cross	2	0	1	1	0	2	0	0	0	4	0	1	3	1	15	502
12	Wick	0	3	2	1	2	1	0	0	1	3	0	1	0	0	14	444
13	Bonvilston	0	0	2	1	2	1	0	0	1	4	0	0	3	0	14	300
14	St Brides Major	0	3	2	1	1	1	0	0	1	2	0	2	0	0	13	660
15	Peterston Super Ely	0	3	2	1	1	1	0	0	1	1	0	1	0	0	11	574
16	St Nicholas	0	3	0	1	2	0	0	0	1	3	0	0	0	1	11	336
17	Treoes	0	0	1	1	1	1	0	0	1	0	0	1	2	1	9	338
18	Aberthaw (East)	0	0	0	1	1	1	0	0	0	2	0	1	2	1	9	106
19	Fferm Goch	0	3	0	1	0	0	0	0	1	0	0	1	3	0	9	98
20	Pentre Meyrick	0	0	0	1	0	0	0	0	0	4	0	0	3	1	9	36
21	Ogmore by Sea	0	0	2	1	1	1	0	0	0	2	0	1	0	0	8	1056
22	Aberthin	0	0	0	1	1	1	0	0	1	1	0	0	2	1	8	346
23	Colwinston	0	3	0	0	1	1	0	0	1	0	0	2	0	0	8	300
24	Ewenny	0	0	2	1	0	0	0	0	0	2	0	2	0	1	8	298
25	Llancarfan	0	3	0	1	1	1	0	0	1	0	0	0	0	1	8	154
26	Leckwith	0	0	0	1	0	0	0	0	0	3	0	1	2	1	8	43

Ranking	Settlement	Secondary School / Further Education College	Primary School	'Day-to-day' shops and services	Post Box	Places of Worship	Food and Drink outlets	Medical	Library	Community Hall	Bus Services	Rail Services	Leisure and Recreation	Employment	Proximity to Main settlement	Score	Population (Best Available Estimate)
27	Ystradowen	0	0	1	1	1	1	0	0	1	0	0	1	0	1	7	439
28	Llanmaes	0	0	0	1	1	0	0	0	0	0	1	1	2	1	7	278
29	St Donats	3	0	0	1	1	0	0	0	0	1	0	0	0	1	7	163
30	Pendoylan	0	3	0	1	1	1	0	0	0	0	0	1	0	0	7	125
31	Swanbridge	0	0	0	1	0	1	0	0	0	4	0	0	0	1	7	60
32	Tredogan	0	0	0	0	0	0	0	0	0	3	0	0	3	1	7	19
33	Corntown	0	0	0	1	0	0	0	0	1	1	0	2	0	1	6	322
34	Llysworney	0	0	0	1	1	1	0	0	0	1	0	1	0	1	6	182
35	Llandow	0	0	0	1	1	0	0	0	1	0	0	1	2	0	6	175
36	The Downs	0	0	0	1	0	0	0	0	0	4	0	0	0	1	6	122
37	The Herberts	0	3	0	1	0	0	0	0	0	1	0	0	0	1	6	65
38	Graig Penllyn	0	0	0	1	0	1	0	0	0	0	0	2	0	1	5	211
39	Southerndown	0	0	0	1	1	1	0	0	0	2	0	0	0	0	5	158
40	St Hilary	0	0	0	1	1	1	0	0	1	0	0	0	0	1	5	156
41	Penllyn	0	0	0	1	1	1	0	0	1	0	0	0	0	1	5	149
42	Sigingstone	0	0	0	1	0	1	0	0	1	1	0	0	0	1	5	101
43	Llandough (Cow)	0	0	0	1	1	0	0	0	0	0	0	0	2	1	5	98
44	Marcross	0	0	0	1	1	1	0	0	0	1	0	0	0	1	5	94
45	Welsh St Donats	0	0	0	1	1	0	0	0	1	1	0	0	0	1	5	91
46	Tair Onen	0	0	0	1	0	0	0	0	0	0	0	0	3	1	5	86
47	Gileston	0	0	0	1	1	0	0	0	0	0	0	0	2	1	5	70
48	Llansannor	0	3	0	0	1	0	0	0	0	0	0	0	0	1	5	60
49	Penmark	0	0	0	1	1	1	0	0	1	0	0	0	0	0	4	142
50	St Mary Church	0	0	0	1	1	0	0	0	0	1	0	0	0	1	4	137
51	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	98
52	Flemingston	0	0	0	1	1	1	0	0	0	0	0	0	0	1	4	91
53	St Brides Super Ely	0	0	0	1	1	0	0	0	1	0	0	0	0	1	4	62
54	Twyn-yr-odyn	0	0	0	1	0	1	0	0	0	0	0	1	0	1	4	62

Ranking	Settlement	Secondary School / Further Education College	Primary School	'Day-to-day' shops and services	Post Box	Places of Worship	Food and Drink outlets	Medical	Library	Community Hall	Bus Services	Rail Services	Leisure and Recreation	Employment	Proximity to Main settlement	Score	Population (Best Available Estimate)
55	St Georges	0	0	0	1	1	1	0	0	0	0	0	0	0	1	4	60
56	Monknash	0	0	0	1	1	1	0	0	0	1	0	0	0	0	4	48
57	St Andrews Major	0	0	0	1	1	0	0	0	0	0	0	1	0	1	4	36
58	Ogmore Village	0	0	0	1	0	1	0	0	0	1	0	0	0	1	4	29
59	Porthkerry	0	0	0	1	1	1	0	0	0	0	0	0	0	1	4	17
60	Broughton	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	146
61	Michaelston le Pit	0	0	0	1	1	0	0	0	0	0	0	0	0	1	3	113
62	Gwern y Steeple	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3	74
63	Llancadle	0	0	0	1	0	1	0	0	0	0	0	0	0	1	3	50
64	Lavernock	0	0	0	1	1	0	0	0	0	0	0	0	0	1	3	48
65	Aberthaw (West)	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	38
66	Moulton	0	0	0	1	0	1	0	0	0	0	0	0	0	1	3	19
67	Llantrithyd	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	98
68	Llanbethery	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	84
69	Maendy	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	84
70	Drope	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	65
71	City	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	53
72	Fonmon	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	38
73	St Lythans	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	36
74	Pancross	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	34
75	Llanmihangel	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	12
76	Lampha	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	7
77	Trerhyngyll	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	132
78	Dyffryn	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	50
79	Hensol	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	50
80	Castle Upon Alun	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	43
81	St Mary Hill	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14
82	Ruthin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50

Ranking	Settlement	Secondary School / Further Education College	Primary School	'Day-to-day' shops and services	Post Box	Places of Worship	Food and Drink outlets	Medical	Library	Community Hall	Bus Services	Rail Services	Leisure and Recreation	Employment	Proximity to Main settlement	Score	Population (Best Available Estimate)
83	Tre-Dodridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
84	Penn Onn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
85	St Y Nyll	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
86	Walterston	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
87	Norton	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10



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