Vale of Glamorgan **Local Development Plan** 2011-2026

Matters Arising Changes Representations Register

November 2016

VALE of GLAMORGAN
BRO MORGANNWG

Local Development Plan
Cynllun Datblygu Lleol

Vale of Glamorgan Local Development Plan 2011 - 2026

Matters Arising Changes Representations Register

November 2016

Introduction

This Representations Register contains a copy of all of the duly made Matters Arising Changes (MAC) representations that were received by the Council during the 6 week public consultation which took place between 16th September and 28th October 2016.

The MAC Schedule, MAC Sustainability Appraisal (SA) and MAC Habitats Regulations Assessment (HRA) representations are set out in ID number order. An index containing all of the ID numbers and the relevant name / organisation (where applicable) is provided overleaf for ease of reference. Please note that every effort has been made to redact personal information such as addresses, signatures and other contact details.

429 duly made representations were received to the MAC Schedule, 20 duly made representations were made to the MAC SA and 8 duly made representations were made to the MAC HRA. All of the duly made MAC representations have been forwarded to the Inspector for his consideration as part of the LDP Examination Process.

The MAC Schedule, MAC SA and MAC HRA can be viewed in the LDP Examination Library at the Dock Office, Barry during normal office hours or on the Council's website at:

http://www.valeofglamorgan.gov.uk/en/living/planning_and_building_control/planning_policy/local_development_plan/LDP-Examination.aspx

If you require any further assistance, please contact the LDP Team on 01446 704665 or Email: LDP@valeofglamorgan.gov.uk

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VALE of GLAMORGAN
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For Office use only

Representor No. 31

Date Received……

Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Mark Harris	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	31	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC24	☐	X	☐	☐	☐
MAC32	☐	X	☐	X	☐
MAC33	☐	X	☐	X	☐
MAC41	☐	X	☐	X	☐
MAC44	X	☐	☐	☐	☐
MAC46	X	☐	☐	☐	☐
MAC47	X	☐	☐	☐	☐
MAC49	☐	X	☐	X	☐
MAC52	X	☐	☐	☐	☐
MAC78	X	☐	☐	☐	☐
MAC81	X	☐	☐	☐	☐
MAC82	X	☐	☐	☐	☐
MAC83	X	☐	☐	☐	☐

MAC84	X	☐	☐	☐	☐
MAC88	X	☐	☐	☐	☐
MAC166	X	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

MAC24 - The new wording *underplays the significantly higher need identified in the Barry and Penarth & Llandough areas. The need in these areas is six times more than the average need across the rest of the Borough. This much higher need should be made clear and linked to the strategy of the plan.*

MAC32 –Although the HBF object to the reduction in the overall housing number, which appears to be the result of a change in the housing figure separately identified to help meet affordable housing. The reason for reducing this is not considered justified.

There are elements of the other changes proposed within this MAC that HBF support, in particular the inclusion of the additional Paragraph which clarifies how the overall housing figure has been derived.

MAC33 – The HBF object to the increase in the number of affordable homes required by the Policy, the requirement has increased by 338 units whilst the offer all housing figure has decreased by 40 units.

para. 5.51 we note the reduction in the number of affordable units delivered by windfalls and small sites by 30 units but question how this has been calculated. Within Action point 6 the council advise that the contribution from small sites has not been changed, even though the Inspector did ask the Council to reconsider both elements of the windfall supply. However the windfalls from larger sites have been reduced by747 units (1587 – 840) if a rate of 35% affordable (average of 30/40%) is applied to this it equals 261 units, so why has the affordable housing contribution from windfall and small sites not been reduced by this amount?

para 5.51 DQR standards are currently only a requirement of the grant approval for SHG so affordable housing which does not receive SHG should not be required to comply with DQR standards. As an SPG cannot require something over and above national guidance (see comments above on para. 1.5) this requirement should be reworded to be in line with national guidance.

The WG consultation which took place earlier this year identified that:

Part B: we are proposing a mandatory standard for the design and construction of new and rehabilitated homes built using Welsh Government subsidy. The proposed standard is the existing Development Quality Requirements (DQR) amended to reflect recommendations made to Welsh Ministers in 2014 by their DQR Review Group. Revised draft guidance is also attached.

This clarifies that currently the requirement for DQR is not mandatory and secondly that it will apply to homes built using Welsh Government subsidy.

MAC41 - The HBF object to the reduction in the housing requirement.

The HBF support the reduction in the windfall allowance for sites of 10 or more dwellings.

The HBF object to the level of windfall sites on small sites being maintained at 861 units. It is noted that the Council in their responses to Actions points from Session 2& 3 have not responded to Action point 5 which dealt with the level of windfalls. Within this Action point the Inspector stated 'The figure needs to reflect a more conservative allowance that is realistically deliverable over the Plan period. In particular the Inspector raised concerns about the tightly drawn settlement boundaries restricting the likely supply of windfall sites. Although this appears to have been considered with regard to the windfalls derived from sites over 10 units it has not been considered on sites below 10 units. Not only has the figure not been changed secondly no justification has been given for this.

Please use additional sheets if required.

Please state how many additional sheets have been used ……

MAC49 – The HBF object to the MAC changes for the following reason:

- *The on-site delivery of affordable housing with no flexibility to deliver the dwellings off-site;*
- *The definition of the Rural Vale as including all land beyond defined settlement boundaries and the consequential impact of these areas being expected to deliver 40% affordable housing.*
- *The MAC changes are not underpinned by robust evidence (Soundness Test 2) and risk undermining the delivery of market housing and affordable housing within the Vale of Glamorgan (Soundness Test 3). Further, the changes are not consistent with Planning Policy Wales (Soundness Test 1).*

The MAC49 policy wording states that affordable housing shall be provided on site. This contradicts the approach then set out in supporting paragraph 6.31 which clarifies that the council's preference is for on-site provision but that where appropriate the Council may allow a proportion of the affordable housing to be delivered off site or through the provision of commuted sums to facilitate affordable housing in areas of greatest need. This flexibility should be reflected in the wording in the policy, by reference to 'will normally be provided on site'.

Such an approach is supported by para 9.2.17 of Planning Policy Wales (PPW) which states that affordable housing contributions will normally take the form of on-site delivery. However, there is no requirement in PPW that this must be the case.

The HBF object to new paragraph 6.XX which requires 40% affordable outside of settlement boundaries. Firstly such an approach is not supported by the Council's viability evidence base. This is considered to be a very inflexible approach and does not take account of the characteristics of the area and large variation in house prices across the Vale. Within the plan settlement boundaries are used to define areas outside of which development is not acceptable, it is therefore considered inappropriate to use this tool to define affordable housing % requirements. By way of example an area of land on the outskirts of Barry under this policy would require a 10% higher percentage of affordable homes than a development a couple of meters away within Barry, however its location on the edge of Barry is unlikely to result in a 10% increase in viability as the market will still see the area as part of Barry. The HBF would suggest some additional wording which allows a buffer around settlements in which the settlements affordable housing % requirement would still apply.

The HBF is concerned that the Council has failed to adequately respond to Action Point 3 and the Inspector's request that the benchmark land values used in the viability report be amended to reflect realistic values in the light of available evidence. We consider that the benchmark land values in the Council's viability assessment are unrealistically low and do not reflect market expectations.

The RICS Viability in Planning document 2012, paras 3.3.3-3.3.4 and E1.9-1.10 advises that the benchmark land value should be reflective of the workings of the market not some notional figure plucked from thin air or another wholly different HMA.

HBF have collated evidence of transactional data from its members based on Land Registry returns using the 10 sites provided to the Council plus some additional ones on which details were obtained subsequently. The table below shows the average land price obtained for a variety of sites which have come forward in recent years per net ha):

Sub Market Area	Average Sales Price
Rural	£1,976,511.00
Rural (excluding Cowbridge)	£1,710,993.00
East Vale	£2,098,378.00
Penarth	£1,750,999.00
Rural South & Coast	£1,635,655.00
Barry East	£1,083,041.00
Barry West	no sites
Vale average	£1,709,262.00

It is clear from the representations made at the initial Hearing session, from the Council's own transactional data (see para. 4.9 Action Point 3) and the HBF evidence that benchmark greenfield residential land values outside of Barry generally range from £1.4m to £2.1m per hectare. In Barry it is acknowledged that benchmark land values are closer to £1m.

The Council instead of using this recent local transactional data prefers to rely upon comparative analysis of benchmark data used by other local authorities, however in doing this they have chosen to not use Cardiff, which HBF consider to be the most representative local authority given the close proximity and interaction between the housing markets.

PBA undertook the viability analysis for Cardiff Council as Part of its recent LDP inquiry and has updated its evidence base as part of that Council's emerging CIL proposals. It is understood that PBAs approach is to review actual transactional data in consultation with local agents rather than the less transparent approach adopted by AGA on behalf of the Vale of Glamorgan. The PBA work establishes the following benchmark residential land values within Cardiff:

- *Cardiff greenfield - £1.4m*
- *Cardiff strategic greenfield - £1.2m*
- *Cardiff brownfield - £1.8m*
- *Cardiff large brownfield - £1.4m*

Whilst the Council's evidence argues that strategic greenfield values are not relevant, HBF considers that PBA's greenfield benchmark for non -strategic sites of £1.4m is a good comparator to the Vale and is of the same order as the transactional data found within the Vale of Glamorgan.

In their supporting evidence the Vale of Glamorgan draw a correlation between residential sales values and benchmark land values. A review of average sales prices across Wales based on 2016 Land Registry data demonstrates that Cardiff has the closest median average house prices (£180,000) to those in the Vale of Glamorgan (£184,000) (see table below).

1 January 2016 – 31 August 2016	25th-75th Percentiles	Median Average
Vale of Glamorgan	£140,000	£184,998
Monmouthshire	£133,050	£199,950
Cardiff	£113,000	£180,000
Conwy	£97,000	£147,500
Bridgend	£83,000	£136,000
RCT	£86,838	£97,000
Caerphilly	£70,500	£116,000

By contrast, the Vale of Glamorgan has sought to continue to justify its use of the land value benchmarks with Caerphilly it put forward during the Hearing session. It should be noted that the median average house price in Caerphilly is £116,000. The evidence on house price data alone demonstrates that the housing market in Caerphilly is very different from that in the Vale of Glamorgan and that the Cardiff market is much closer in terms of values. This is the same for RCT where median house prices are significantly lower again at £97,000, almost half those in the Vale of Glamorgan.

Reference is also made by the Council to the CIL Inspectors' reports in Caerphilly and RCT. Whilst the CIL Inspectors findings are acknowledged it should be noted that HBF (via Savills) made representations on behalf of the house building industry that in their view the benchmark values were 50% below their members understanding of market expectations in Caerphilly. HBF warned that if the CIL were adopted as proposed that development could be made unviable and much needed housing would fail to come forward. It should be noted that as of 2016 both RCT and Caerphilly currently have a housing land supply of only 1.5 years with Caerphilly housing completions in 2016 falling to 187 units against an average annual requirement of 575 dwellings.

In paragraphs 15 and 24 the Council refers to a LVB of £250,000 in Monmouthshire and implies that this is an agreed figure. This is not the case as the CIL is currently progressing through the preparation process and has been subject of strong objection from the development industry including HBF, NLP and Redrow. It is unclear how the Council can assert in paragraph 24 that the £250,000 greenfield benchmark is the best comparable to the Vale of Glamorgan yet acknowledge that it is half the level Caerphilly and Merthyr Tydfil used in their CIL viability assessments which were up to £500,000/ha. It is clear to anyone working within the development industry, including landowners that the Vale of Glamorgan and Monmouthshire are significantly higher value areas than either Caerphilly or Merthyr Tydfil.

The HBF does not consider that the AGA/Council's formulaic approach to calculating benchmark values is robust nor can it be considered more representative than actual evidence from local land transactions. Even were this approach robust there are particular dangers in applying it within the Vale of Glamorgan given the high variation in house prices within the local authority area.

The analysis of the Land Registry's Price Paid 2016 Data as carried out by NLP's submission to the MAC's demonstrates that the difference in house prices between upper and lower quartiles within the Vale of Glamorgan are higher than anywhere else in Wales. This is very important in that it demonstrates the highly variable nature of the market and cautions against the use of simplistic averages or the use of a 'line of best fit' as proposed by the Council in paragraph 20.

HBF believe that the Council evidence suggests that there is a need to intervene in the market to reduce residential land value expectations in order to capture a greater element of the uplift following grant of planning permission. If this discussion is to take place, however, it needs to be from a starting point of actual evidence of transactional data. The evidence above has identified that this data is available locally within the Vale of Glamorgan and adjoining Cardiff and provides the most robust comparable data.

The current approach taken by the Council suggest that land owners should be willing to accept benchmark land values approximately £1m per/ha below the greenfield values achieved in recent residential land transactions.

HBF support the inclusion of para. 6.30.

MAC52 - Although supportive of the changes to the policy wording the HBF are not supportive of the additional wording at the end of para. 6.50. As this effectively reintroduces the wording removed from the policy, further it contradicts the policy as although The Community Facilities Background Paper 2013 represents the Council's latest evidence base it will not be the latest information available at the time of the planning application and is already likely to be out of date.

MAC78 - The HBF support the additional wording added at the end of para. 6.1.48.

MAC83 Although the HBF support the inclusion of the new policy we note that there is no reference in the supporting text to the adoption by the Council of any new areas of open space provided.

MAC84 - Although HBF support the amendment to this Policy and the additional supporting text in most cases. The HBF object to the final paragraph of para. 7.24 and request its deletion. The reason for the objection is that firstly this totally undermines the flexibility which has been built into the policy by the insertion of various sections of additional wording. Secondly the viability testing to establish the policies within the plan has been carried out at a very high level and for the specific reason of setting policy, therefore this viability assessment is not suitable to access the viability of individual sites.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	**X**
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	
The HBF would like to attend any housing or viability related sessions.	

Signed:	[redacted]	**Dated:**	28/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

HOME BUILDERS FEDERATION
Cymru | Wales

Consultation Response

HBF additional comments on the LDP Action Points and subsequent Council responses.

Please find below a number of comments relating to the Vale of Glamorgan's responses to the various Action points agreed by the Inspector during the Inquiry. Many of these have not resulted in formal MAC changes so we have been unable to comment on the formal response form. This approach has been agreed with the Council and Inspector through e-mail correspondence.

LDP Hearing Session 2 and 3: Action Points 4, 6, 7, 8, 9 and 10

The HBF object to the level of windfall sites on small sites being maintained at 861 units. It is noted that the Council in their responses to Actions points from Session 2&3 have not responded to Action point 5 which dealt with the level of windfalls. Within this Action point the Inspector stated 'The figure needs to reflect a more conservative allowance that is realistically deliverable over the Plan period. Although this appears to have been considered with regard to the windfalls derived from sites over 10 units it has not been considered on sites below 10 units a firstly the figure has not been changed and secondly no justification has been given for it to remain the same.

LDP Hearing Session 6: Action Point 3

Para. 2 states:

'It should be noted that whilst the Council has sought to engage with the development industry in response to this action point to seek to collate recent land value transaction to inform the response, to date we have had no response from the Home Builders Federation (HBF) providing more evidence in this regard.'

This point is further made at para.10

The HBF would like to make it clear that this statement is factually incorrect, the HBF did engage with the Council on this point by responding to the email sent on the 10/06/2016 by the Councils Consultant (Andrew Golland) on the 29/06/2016. Following this no further response or request for additional information was received from the Council or Mr Golland. The HBF email included Land Registry Title details for 10 sites which had recently been purchased in the Vale of Glamorgan by HBF members, these would have allowed an up to date comparison of the level of current transactions on which to base a more realistic assessment of the Land Value Benchmark.

At para. 11 there are a number of reason given for not using transactional data firstly the lack of current information, this is clearly not the case as the HBF provided a list of 10 sites (and these were only the ones provided by members others were available). Secondly the approach taken by other LDP's is given as reason to support the Councils position, but it is likely that both due to the areas used and the time at which the LDP's were prepared that there may well have been a shortage of transactional data in those areas due to lack of sites being bought.

Para. 13 The HBF do not agree that Cardiff cannot be considered as a comparable when looking at land sales values and do not agreed that this option was dismissed by WG or the Inspector. The

HBF would suggest exactly the opposite in that Inspector suggested it to be the most suitable, it is well established that the Vale of Glamorgan is seen as a sort after housing location linked to Cardiff, they share a significant boundary and many of the main transport links in and out of Cardiff run through or adjoin the Vale. Further we do not accept that the nature of the type of developments proposed in Cardiff will have such a significant impact on land price as to justify discounting the comparison. Further HBF do not agree that RCT or Caerphilly can be used as comparisons as they are very different areas to the Vale of Glamorgan in terms of values.

Para. 19-21 (and graphs and tables at Appendix A) The HBF consider that the calculation adopted at this section is flawed for a number of reasons:

- It is using the wrong authorities as a comparison and not including the most suitable comparison Cardiff, which would push the figures up.
- The graph does not include Conway, why?
- Bridgend is used on the graph but not referred to in the text above, why?
- The position of the line drawn and the resultant calculations/equations (figures 1.686 and £215,407) are not explained in any detail making it very difficult to understand and challenge.

Concern with the Councils approach in this Action point are dealt with in more detail in the HBF comments on MAC49 – were the HBF object to the MAC change as we consider that they are not underpinned by robust evidence (Soundness Test 2) and risk undermining the delivery of market housing and affordable housing within the Vale of Glamorgan (Soundness Test 3). Further, the changes are not consistent with Planning Policy Wales (Soundness Test 1).

LDP Hearing Session 6: Action Point 4

Although the HBF welcome the update of the residential, sales values and note some significant reductions in certain parts of the Vale, there is still concern that not enough consideration has been given to the level of variation in house prices. This is important as average prices have been used in the current viability analysis yet the Vale of Glamorgan has the greatest variation in house prices across Wales. HBF are aware that the NLP have included a detailed analysis of this data in their submission and the HBF are supportive of this.

We considers that the Council should take account of the very significant localised variation in house prices across the Vale of Glamorgan when setting affordable housing requirements. For example, it is expected that homes located in a rural location just outside of Cowbridge will attract a significantly higher price than those just outside of Barry, it does not follow that a requirement for 40% affordable housing may be feasible in all rural locations.

Para. 13-16 The HBF have concerns with the approach taken as there is a lack of explanation given to how the analysis has been undertaken for the second hand data. For example, we are told that the data has been ‘smoothed’ and we are told that this has used the entire data set and calibrated the price differentials between each of the dwelling types and then averaged. However, it is not clear what precisely has been done to the data to do this and to reach the figures achieved making it impossible to critique the evidence.

Para.17 Having looked at the table at Appendix B there appears to be a large number of times when a minus figure is indicated in the final column, particularly in the rural Vale, suggesting that the house prices that are shown in Table 5 are in some instances still too high.

LDP Hearing Session 6: Action Point 5

HBF is concerned that the Council has failed to review its assumptions for build costs, s106 costs and abnormal costs despite the evidence previously submitted to the LDP Hearings.

Para 13. This table does not suggest that build cost allowances are higher in the Vale, as it shows the locally adjusted Costs for building in the area. All it shows is that it is more expensive to build in the Vale than it is in Monmouth. Further if the figure for houses in Cardiff is adjusted by 15% it increases to £999 so is very similar to the Vale.

Para.15 The HBF would draw the attention of the Inspector to the Draft Planning Obligations SPG this will set the S106 contributions for the Plan period and affect any of the allocated or windfall sites which have not yet been granted planning consent. The table below indicated the contributions per dwelling as identified by the SPG, as can be seen this comes to a significantly higher total than the £10,000 currently being used by the Vale to carry out its viability assessments.

S106 Requirement	**Cost per dwelling**
Sustainable Transport	£2,200 per residential unit
Education and School Transport	£13,203
Open space	£2,552 per dwelling
Community Facilities	£1,208
Public Art	£1000 1% of build costs based on average house cost £100,000 to build.
Total	£20,163
Administration	£403 2% of the total financial contribution being sought under the agreement, or 20% planning fee.
Total / Dwelling S106 Cost	**£20,566**

In addition the following items healthcare facilities; recycling and waste facilities, Biodiversity and legal costs are not costed so have not been included so could result in further S106 cost.

Although evidence has been submitted by the Council with regard to S106 contributions (see Action point 8) these mainly date from 2014 when the earlier SPG would have been used as the basis for negotiation. More recent experience from Developers is that much higher figures than the £10,000 currently being used are becoming the norm on allocated housing sites.

Para. 16-20 With regard to build costs it is disappointing that despite evidence put forward from various development industry representatives that the Council has decided not to amend its approach. In particular not being willing to accept either a contingency or abnormal allowance.

The HBF note there is no mention of contingencies in this section which was also raised at the inquiry session. RICS FINANCIAL VIABILITY IN PLANNING 2012 states section E.3.2.3.4 <u>In all costs, the inclusion of a contingency allowance to cater for the unexpected is essential</u>.

Further we note that within the Peter Brett study for Cardiff's LDP affordable housing viability study a 5% contingency was added to the BCIS costs.

Para. 20 The HBF consider that there is a clear difference between a site promoter confirming their site is free of constrains at an LDP inquiry where their site is being considered for allocation in a plan and the consideration of unknown abnormals or site opening up costs which only become know at the more detailed planning stage once a house builder becomes involved in the site.

Para.21 The HBF do not consider that the Dwr Cymru statement clarifies the situation any further. As firstly the scale and density of the planned developments is known, site allocations within the plan identify the number of units and their location, so why are they unable to comment in more detail with regard to the likely water requirements such as treatment plant improvements or water supply upgrades. From recent developer experiences these types of costs have been significant and are certainly not the norm.

LDP Hearing Session 6: Action Point 7

Although the HBF agree that housing market areas do not have easily defined boundaries, particularly those used in the Vale of Glamorgan, however, those shown on the map (below para.2) still form the Council's best estimate of the different housing markets that operate on the ground and are an important part of the Council's evidence base. It is an established principle that policy should flow from its evidence base and it is unsound for the Council to produce viability evidence for sub market areas and then do something different (and more onerous) in policy because they consider that the outcome of the viability analysis is too difficult to map.

HBF suggest that in order for the affordable housing policies to be sound they should be mapped on the basis of the defined housing market areas. It is acknowledged that this will require a degree of judgement on behalf of the Council but this is not unusual in translating policies onto proposals maps.

LDP Hearing Session 6: Action Point 8

Para.6 with regard to previous land transactions the Councils evidence states '….have been historically achieved (having done so in a different Policy context).' However the HBF would challenge this on the basis of the Harman Report 'Viability Testing for Local Plans: Advice for Planning Practitioners' 2012 which usefully defines viability in the following way:

'An individual development can be said to be viable if, after taking account of all costs, including central and local government policy and regulatory costs and the cost and availability of development finance, the scheme provides a competitive return to the developer to ensure that development takes place and generates a land value sufficient to persuade the land owner to sell the land for the development proposed. If these conditions are not met, a scheme will not be delivered.'

The HBF contend that the Council cannot simply presume that policy can be changed and land owners will automatically accept a lower land value than that has previously been achieved. The worst case scenario is that such an approach will stop land coming to the market at all and will certainly slow it down in the short term. Based on the current approach taken by the Council it is suggested that land owners should be willing to accept benchmark land values approximately £1m per/ha below the greenfield values achieved in recent residential land transactions.

LDP Hearing Session 6: Action Point 12-

The action stated:

'Council to engage with HBF and WG in relation to paragraph 5.51 of the Plan, as amended by MC10. Specifically, ensure that the Plan is consistent with national policy requirements in relation to affordable housing Development Quality Requirements (DQR).''

They HBF confirm that the Council did not engage with the HBF on this point and that that we disagree with the Councils conclusion for the following reason.

The guidance referred to in para. 4 is dated 2005 and was written at a time when most affordable housing was delivered using Social Housing grant. The same wording has been removed from the latest draft guidance which WG consulted on in 2106 and instead states 'Development Quality Requirements (DQR) sets out the minimum functional standards for new and rehabilitated general needs homes built by social housing providers.'

The same WG consultation which took place earlier this year identified that:

Part B: we are proposing a mandatory standard for the design and construction of new and rehabilitated homes built using Welsh Government subsidy. The proposed standard is the existing Development Quality Requirements (DQR) amended to reflect recommendations made to Welsh Ministers in 2014 by their DQR Review Group.

This clarifies that currently the requirement for DQR is not mandatory and secondly that it will only apply to homes built using Welsh Government subsidy.

Para. 6 The HBF would content that the removal of the DQR requirement will result in a lower standard property being provided for the affordable element of the scheme as suggested by the Council, it will merely mean that the developer will build the affordable houses to the same high standard as the private market housing units.

Summary

The HBF through the comments above raise concerns about the Council's viability update for the following reasons:

- The Council has not allowed for abnormals, opening up, contingencies and s106 costs;
- The wide variation in sales values across the Vale of Glamorgan means that extreme caution has to be applied in the use of 'average house prices' to generate Gross Development Values;
- The benchmark land values proposed by the Council are significantly below the evidence from transactional data, even allowing for the Council's intention to capture a higher proportion of uplift in land value.
- The Council's application of three bands of affordable housing does not taken enough account of the wide variations in house prices across the Vale.

From: Mark Harris
To: LDP
Subject: Vale of Glamorgan MAC"s and SPG"s consultation
Date: 28 October 2016 19:44:41
Attachments: image001.jpg
image003.png
image004.png
image005.png
image006.jpg
HBF submission Vale LDP SPG-Consultation.pdf
HBF submission Vale LDP MAC-Representation.pdf
HBF submission Vale LDP MAC"s Action Points.pdf

Please find attached HBF comments on the Vale of Glamorgan's LDP MAC's, SPG's consultation and a number of the Council's responses to the Action points.

As a result of the number of concerns raised, particularly with regard to the Viability work and its impact on the Affordable Housing policy and the concern that future development in the Vale will be constrained by the proposed new policies and SPG requirements we would request that the Inspector agrees to hold a further session in order that the outstanding issues can be fully debated.

Many thanks Mark

Mark Harris
Planning & Policy Advisor Wales
Home Builders Federation
[redacted]

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VALE of GLAMORGAN

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Representor No. 7365 / 7340 / 150
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Richard Price/ Peter Thomas	Zoe Aubrey
Address	C/O Agent	[redacted]
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on**

previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 33	☐	X	☐	X	X
MAC 49	☐	X	☐	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Please see the attached Representation and in summary, the affordable housing requirements set out in MAC 33 should be returned to the Deposit Plan requirements as set out below:

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

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

35% AFFORDABLE HOUSING ON RESIDENTIAL DEVELOPMENTS RESULTING IN A NET GAIN OF 1 DWELLING OR MORE; OR THE CONVERSION OF EXISTING BUILDINGS RESULTING IN A NET GAIN OF 2 OR MORE DWELLINGS IN:

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

Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	X

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
In order to address any questions or comments raised by the Inspector and others at the Hearing Session.

Signed:	[redacted]	**Dated:**	28/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Vale of Glamorgan Local Development Plan

Matters Arising Changes Consultation

Representation on Behalf Of

Barratt David Wilson Homes and Acorn Property Group and Village Homes

October 2016

bartonwillmore.co.uk

BARTON WILLMORE
PLANNING / DESIGN / DELIVERY

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN MATTERS ARISING CHANGES CONSULTATION

REPRESENTATION ON BEHALF BARRATT DAVID WILSON HOMES AND ACORN PROPERTY GROUP AND VILLAGE HOMES

OCTOBER 2016

Project Ref:	24125/A5/Reports	24125/A5/Reports
Status:	Draft	Final
Issue/Rev:	01	02
Date:	19th October 2016	28th October 2016
Prepared by:	Zoe Aubrey	Zoe Aubrey
Checked by:	Zoe Aubrey	Zoe Aubrey
Authorised by:	Mark Roberts	Mark Roberts

[redacted]

Ref: 24125/A5/ZA/gp
Date: October 2016

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APPENDICES

Appendix 1 Housing Allocations, including Affordable Housing Information

Introduction

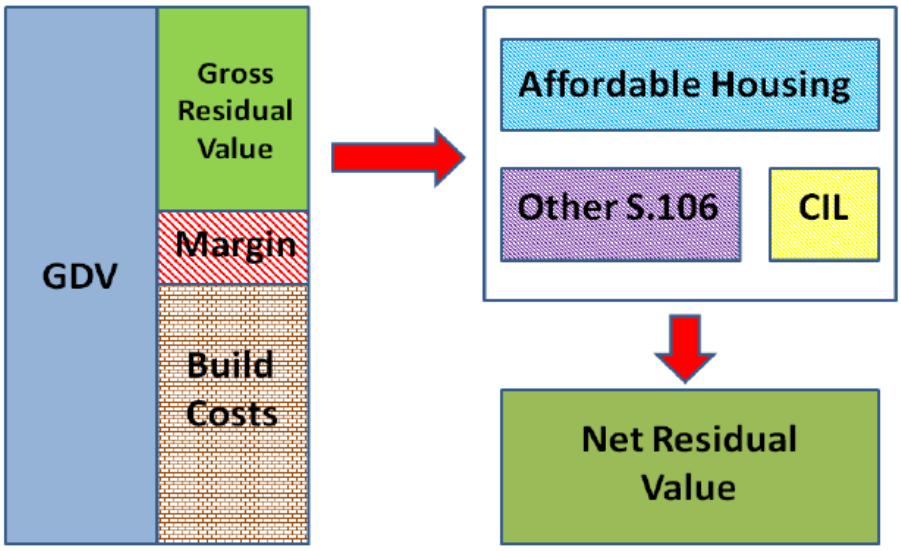
1.1 This Representation on behalf of Barratt David Wilson Homes and Acorn Property Group and Village Homes reviews the updated evidence produced by the Vale of Glamorgan Council to justify the viability evidence underpinning the VoGC affordable housing policies (SP4 Affordable Housing Provision and Policy MG4 – Affordable Housing). It continues to be the position of David Wilson Homes/ Acorn Property Group and Village Homes that the increase in the level of affordable housing provision introduced via Focused Changes FC4 and FC16 is not justified or based on a robust evidence and therefore the policies fail Tests of Soundness 2 and 3 with the affordable housing policies not being based on a robust evidence base or being deliverable within the plan period.

1.2 It should be noted that we do not agree with the methodology used by Andrew Golland Associates (AGA) and have fundamental concerns about the approach. However, it is recognised that the LDP process is too far advanced for a more appropriate method to be used and therefore this Representation focuses on identifying the continuing weaknesses in the updated evidence base set out by the Vale of Glamorgan Council in Action Point Papers 1 to 12 of Hearing Session 6 'Affordable Housing'.

Appraisal Methodology

1.3 The additional evidence set out in the Action Point Papers continues to promote a Residual Land Value appraisal methodology, which is illustrated in Figure 1 below:

Figure 1: AGA Residual Appraisal Methodology



1.4 The 'residual' amount is calculated by subtracting development costs (including build costs, fees, S106/CIL, interest on finance and developers' profit) from the overall value of the scheme (GDV - i.e. the total sale value of all dwellings developed, or transfer value in the case of affordable units). A Benchmark Land Value, reflecting a 'fair' price paid to the landowner (including Existing Use Value plus an uplift to reflect landowner expectations) is then subtracted from the residual amount. Where the residual amount is positive (by a sufficient margin), the scheme can be considered viable.

1.5 Ultimately, the resultant viability is an output of the assumptions and inputs into the appraisal. Concerns are still held in relation to a number of matters which results in the benchmark land value being too low to trigger market transactions.

Gross Development Value (Action Point 4)

1.6 The revised reduced house price data is considered acceptable.

Abnormals and Contingency (Action Point 5)

1.7 Paragraph 9 of Action Point 5 states that:

"The Viability Appraisal report uses base build costs (BCIS) with a 15% allowance for external works which is in line with other viability appraisals and has been generally accepted".

1.8 External works are not the same as site abnormals. External works are off plot works such as internal access roads and hard and soft landscaping. An allowance should also be made for abnormals, which can include (but not limited to):

- Ground contamination/consolidation/demolition;
- If there is a need for the ground to be remediated/consolidated, this will necessitate a raft foundation, which is a significant additional cost, and very common on development sites in Wales;
- If ground has been remediated, then a capping layer of inert safe material will need to be applied, which has to be imported in;
- If gas pipes are present at the site, then gas membranes will be required at significant cost;
- Drainage and onsite attenuation; and

- Land profiling, particularly on hilly areas will attract extra costs for cut and fill to ensure the foundations can be accommodated. Again raft foundation will be required here.

1.9 To allow for abnormals, we recommend an increase of 25% on the basic BCIS build cost estimates rather than 15% advocated by AGA. It is also noted, that the Development Viability Appraisal requirements identified in Affordable Housing Draft Supplementary Planning Guidance (September 2016), includes abnormals and for consistency the approach used by AGA should also include abnormals.

Developer Profit Fees

1.10 The residual appraisal model requires a number of assumptions to be made about other costs of development, including professional fees, overheads, finance and developers profit. These inputs are typically 'rule of thumb'. In relation to 'Developer Profit' returns of 17% for market housing and 5% for affordable housing continue to be assumed. The industry standard assumptions are 20% for market housing and at least 6% for affordable housing. These figures of 20% for open market housing and at least 6% for affordable housing have recently been endorsed through the Newport CIL Examination, with the Inspector's Report confirming at paragraph 31 that they were reasonable and considered to be the industry norm.

Section 106 and CIL (Action Point 5)

1.11 An allowance of £10,000 per unit continues to be made within the appraisal for S106 costs (CIL is not yet implemented). This is considered to be too low based on the formulas set out in The Vale of Glamorgan UDP Draft SPG: Planning Obligation (September 2016). Working through the Planning Obligations SPG, the potential contribution for 1 unit equates to:

Figure 2: Planning Obligation per Plot

Type of Obligation	Residential Development Threshold	Formula	Contribution Per Unit
Sustainable Transport	10	£2200/dwelling or £2200/100^{m2} floor space	£2,200
Education	10	Contributions per dwelling (depending	£13,203

		on available capacity in local schools) Nursery = £1,745 Primary = £4,850 Secondary = £5,468 Post 16 = £1,140 Total = £13,203	
Training and Development		One trainee (£1200) per 500^{m2} of new floor space	
Community Facilities	25	074sqm of community floor space per dwelling = a financial contribution of £1,208 per dwelling.	£1,208
Public open Space	5	2.4ha per 1000 population = 55.68m^2 per dwelling or £1,100 per person = £2,552 per dwelling	£2,552
Public Art	10	1% of Build Costs	
Biodiversity	Assessment on a case by case basis	No specific formula	
TOTAL			**£19,163**

1.12 The above figure of £19,163 per unit does not include any allowance for public art, biodiversity measures, public open space maintenance and the S106 legal and administration fees. Paragraph 7.7 of the Draft Planning Obligations SPG states:

"Developers are expected to pay the Council's legal fees in drafting and preparing a Section 106 Agreement, including any work for an Agreement that is not signed. Legal fees will be charged at the hourly rate for the Council's solicitor. These are in addition to planning application fees and other costs.

The Council charges a fee for progressing and the subsequent monitoring of planning agreements or obligations in addition to the planning application fee to reflect the additional work which goes above and beyond the normal cost of assessing a planning application. The fee is calculated on the basis of 2% of the total financial contribution being sought under the

agreement, or 20% of the planning application fee, whichever is the greater, subject to a minimum fee of £200".

1.13 The legal fee would therefore equate to at least an additional £380 per plot, bringing the total S106 contribution to £19,543 per unit plus open space, public art and biodiversity measures. Furthermore, recent examples of Section 106 contributions are set out below and it should be noted that Public Open Space maintenance contributions are not included due to David Wilson Homes setting up a management company. These figures are also not based on the Draft Planning Obligations SPG but are still significantly more than £10,000 per plot.

- 2014/00460/ FUL - 74 residential units at land adjacent to St Joseph's School, Penarth - £13,172 per unit; and

- 2014/01424/FUL - Land adjacent St Brides Road, Wick - £14,145 per unit.

1.14 Whilst paragraph 15 of Action Point 5 states that £10,000 is higher than other Local Authorities, and £10,000 provides a generous buffer, the developments which have been analysed in the Action Point 5 are not subject to the new contributions required under the draft Planning Obligations SPG. The new requirements must form the basis of the figure used for S106 contributions in the viability exercise because they will be applied to S106 contributions going forward. Therefore a minimum figure of £19,543 should be used in the appraisal for the cost of Section 106 contributions.

Sprinklers and Part L (Action Point 5)

1.15 The introduction of the cost associated with sprinklers is supported. However, the appraisal still ignores the costs associated with new dwellings meeting 'Part L'. AGA believe these costs to be neutral, but this is considered unlikely; any increase in specification will naturally result in cost increases. We believe that an allowance of around £1,500 per unit would be of the correct magnitude.

Benchmark/Threshold Land Value (Action Point 3)

1.16 Once all of the costs described above have been subtracted from GDV, a benchmark land value is used to determine whether or not the residual amount is sufficient to provide a competitive return to the landowner, plus a reasonable buffer to ensure schemes remain viable with changes in conditions. Action Point 3 deals with benchmark land values but fails to provide a logical, robust or appropriate approach to identifying benchmark land values. The approach should be

based on transactional data. In relation to market evidence in paragraph 3 of Action Point 3, the Council state they can only rely on the evidence that is available, which is limited. However, transactional data is available on the HMLR website with it being within the Council's ability to retrieve the data for a small fee. In light of the Inspector's steer for a more 'market orientated approach', it is unclear why the Council has not sourced the data direct from the HMLR with it being the Council's responsibility to produce the evidence base to support their Development Plan. Furthermore, there has been a significant number of transactions within the Vale of Glamorgan since the LDP process started and this evidence is considered to be the most robust evidence available to base the affordable housing requirement upon.

Through the LDP Examination a range of transactional data has been provided to the Council and figure 3 below sets out a summary of transactional data that has been sourced from the HMLR website, demonstrating that the benchmark land value in the Vale of Glamorgan should be set at a minimum of £1 million.

Figure 3: Summary of Transactional Data in the Vale of Glamorgan

Sub Market Area	**Average Sales Price Per Hectare**	**Average Sales Price Per Acre**
Rural	£1,976,511	£800,207
Rural (excluding Cowbridge)	£1,710,993	£692,710
East Vale	£2,098,378	£849,546
Penarth	£1,750,999	£708,906
Rural South & Coast	£1,635,655	£662,209
Barry East	£1,083,041	£438,478
Barry West	no sites	-
Vale of Glamorgan Average	**£1,709,262**	**£692,209**

Source: HMLR

1.17 Paragraph 10 of Action Point 3 sets out the land values achieved on Council owned land. It is worth noting that the examples cited in Barry relate to brownfield land where significant site constraints had to be addressed including contamination which would affect the land value, setting aside policy requirements at the time. Despite this a minimum land value of £500,000 hectare was achieved. It is also considered that the policy context has not changed significantly since these transactions were completed having reviewed the information provided by the Council at the Hearing Session (Policy MG 2 – Housing Allocations, including affordable housing information) **(contained within Appendix 1)**. Within the evidence it is confirmed that the requirement for affordable housing was the same, at 30%, for the majority of sites in Barry for example. As stated above, it is the Council's responsibility to evidence their own LDP in this regard. Whilst some data is confidential, completed transactional data is publically available on HMLR website and Figure 3 provides a summary of this information to ensure that the benchmark land value is based on transactional data.

1.18 Paragraph 11 of Action Point 3 states that:

"The Council considered that there needs to be a balance struck between the need to provide realistic values that reflect the market and land owner's reasonable expectations, against the national policy drive to deliver more affordable housing through the planning system which will inevitably drive down land values to a certain extent."

1.19 Whilst this is noted, the benchmark value identified for the Local Authority must recognise that the sale of land operates in a transactional market. This issue was considered recently at White House Farm, Stokesley (PINS REF APP/G2713/A/12/2179922) where the Inspector identified at paragraph 33 that:

"*It was also suggested that the benchmark land value should be taken from the 2009 viability study carried out for development plan purposes. Since market conditions fluctuate over time, this would not be consistent with the RICS advice, which emphasises the need for site value to reflect the workings of the market". (our emphasis).*

1.20 In addition, RICS Guidance Viability in Planning (2012) advises at 3.3.3 and E1.9-1.10 that the benchmark land value should be reflective of the workings of the market, and states:

"When considering what site value to include, the relevant value should also be in accordance with the definition of viability for planning purposes in 2.1, which is defined as follows:

- *Site value should equate to the market value subject to the following assumption; that the value has regard to development plan polices and all other material planning considerations and disregards that which is contrary to the development plan.*

In arriving at a site value based on the definition in 3.3.3, regard should be given to prospective planning obligations. The purpose of the viability appraisal is, of course, to assess the extent of these obligations while also having regard to the prevailing property market. There is of course a spectrum ranging from CIL testing where there is no planning policy change through to a whole-scale policy change within the local plan. It follows that if the latter end of the spectrum is being tested, the first assumption in the definition of site value would fall away, whereas with the former, it would be necessary to retain this assumption. There must, however, be a 'boundary' placed on the effect on land, to reflect new policy or the burden of CIL charge, in terms of restricting any reduction so that it does not go below what land would willingly transact at in order to provide a competitive return to a willing landowner".

1.21 PPW references the RICS guidance as being 'useful guidance' on page 36.

1.22 Paragraph 11 of Action Point 3 continues to state:

"Therefore, the Council stands by its methodology in considering an 'uplift' from alternative use value as an appropriate land value benchmark subject to a reality check. This approach has been endorsed elsewhere throughout Wales and many LDPs have been adopted on this basis".

1.23 Paragraphs 12 to 18 of Action Point 3 then detail land value benchmarks used in other Local Development Plans and CILs, including Monmouthshire, Caerphilly and Rhondda Cynon Taff. Having reviewed the LDP Inspector's Reports for each LDP, CIL Inspector's Reports (where applicable) along with the associated affordable housing evidence, it is clear that in each Local Authority the development industry were promoting higher benchmark land values to trigger the release of land. Various extracts are set out below:

1.24 Paragraph 2.9 of Monmouthshire LDP - Affordable Housing Strategic Viability Study (Final Report, October 2010) states:

"However, the workshop did indicate that land values are now considerably lower than they have been recently and '£500,000 per acre' (or say £1.2m per hectare) was quoted as a 'going rate' in the context of greenfield sites. Depending on constraints and existing use, the value of

brownfield land was said to be around £250,000 per acre (or £0.6m per hectare) but this figure was given very much as a broad indication of the 'going rate".

1.25 Paragraph 5.9 of Monmouthshire LDP Inspector's Report January 2014 states:

"Questions have been raised with regard to elements of the viability assessment, including house price assumptions, the use of a notional 1ha site with no constraints, the omission of the cost of SUDS, abnormal costs and the level of the benchmark. These were supported by reference to the large housing allocation at South Sebastopol and discussed in depth at the hearings".

1.26 It should also be noted that in relation to Monmouthshire, paragraph 15 of Action Paper 3 is considered to be misleading. The Inspector's Report in relation to the LDP only references and confirms the £650,000 per hectare figure and no reference is made to the £250,000 per hectare for strategic greenfield sites.

1.27 Paragraph 6.7 of the Caerphilly LDP Inspector's Report states that:

"Representatives of the housebuilding industry contend that this approach is unrealistic, because of the large difference between industrial use values plus 25% uplift and residential land values (based on District Valuation Service figures for 2009)."

1.28 Paragraph 25 of the Caerphilly CIL Inspector's Report states that:

"There were challenges to these land values most notably in terms of residential development. Three examples were quoted at the Hearing sessions claiming much higher levels (ranging from £300,000 – £530,000 / acre) but these appeared to relate to 2006/7 planning permissions with lower affordable housing provision."

1.29 Paragraph 24 of the RCT LDP Inspector's Report confirms that:

"The house builders submitted transactional evidence on a limited number of sites which indicated higher values were being paid for land and it suggests that the benchmarks should be raised in Zones 2 and 3 to £225,000 and £250,000 respectively on green field sites. What is also clear it that each of the Local Authorities is failing to deliver a 5 year supply of housing land.

The lack of a deliverable housing supply may be a function of the benchmark land value being set too low in the Authority to stimulate the release of sites in each of the authorities."

1.30 What is noticeable in relation to the three above mentioned authorities is that none of them currently have a 5 year land supply, with the supply as follows in each LPA:

- Caerphilly – 1.5 years;
- RCT 1.5 – years; and
- Monmouthshire – 4.1 years.

1.31 The above review of the delivery of housing in the authorities demonstrates the implications of setting benchmark land values too low to encourage market activity. It is also noted that the work undertaken to set the benchmark land values in all of these authorities has been completed using the same methodology and fundamental concerns are held over this methodology, with the uplift on existing use value not being sufficient to trigger market transactions and the views of the development industry not being taken on board in reaching conclusions on appropriate benchmark land values.

1.32 It is considered that Landowners in the Vale of Glamorgan are unlikely to accept between £450,000 to £700,000 per hectare when transactional data confirms that land values range between £1million to nearly £2million per hectare as set out in Figure 3 have previously been achieved.

1.33 In relation to the other authorities reviewed, it is unclear why they are considered comparable to the Vale for Glamorgan and no evidence is provided to confirm that they are suitable comparisons and why Cardiff is dismissed as a suitable comparison. Whilst the Inspector encouraged the LPA to look at other areas, it does not make them automatically comparable. It is considered far more appropriate to use actual transactional data which is readily available from the HMLR's website and summarised in Figure 3 of this Representation.

1.34 The figure below compares average house prices in the various authorities, which demonstrates that average house prices in the Vale of Glamorgan are significantly higher than the other authorities (except Cardiff and Monmouthshire where they are broadly similar) with house prices being a function of land value.

Figure 4: % Difference in Average House Prices per House Type

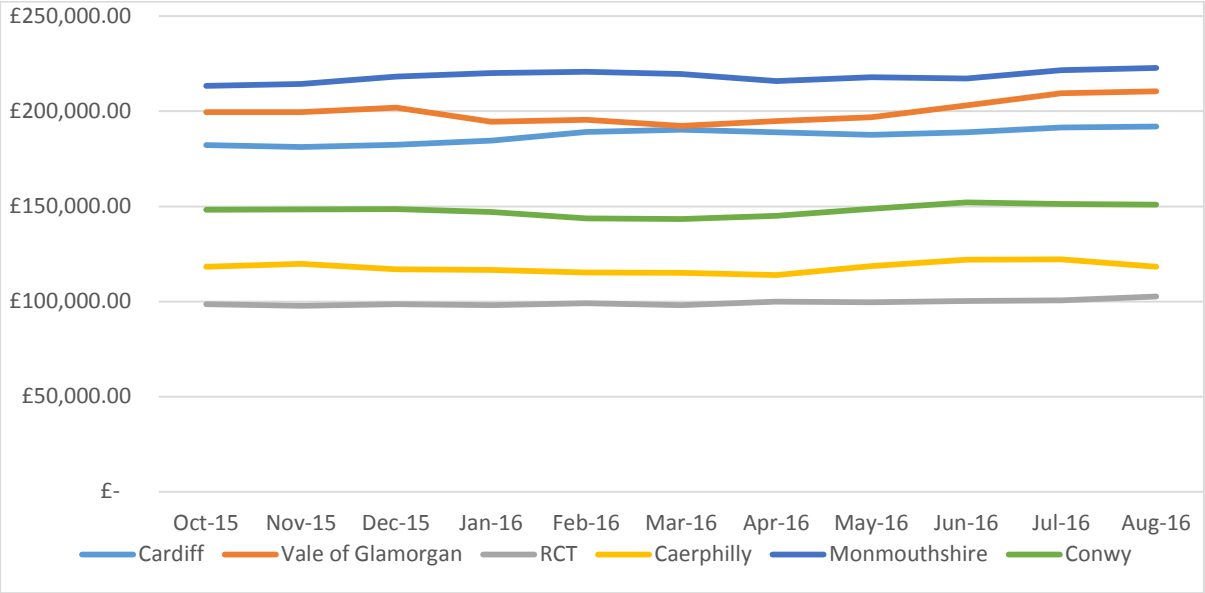
	% Difference in Average House Prices per House Type (£)

		Terraced	*Semi-detached*	*Detached*	*Average*
Local Planning Authority	*Caerphilly*	44	4	39	39
	Cardiff	-12	-5	N/A	8
	Conwy	24	34	36	26
	Monmouthshire	4	16	8	-3
	Rhondda Cynon Taf	52	42	36	48

Source: Rightmove (October 2016)

1.35 Paragraph 10 of Action Point 3 states that Cardiff is not a good comparable because the market and supply side are structured differently. This statement is considered to be incorrect with the average house prices in the Vale of Glamorgan and Cardiff being broadly similar over the last 12 months, as set out in Figure 5 below:

Figure 5: Average Housing Prices October 2015 to September 2016



Source: Land Registry House Price Index (Oct 2015 – Sept 2016)

1.36 Since the Affordable Housing Session held in January 2016, the Cardiff Local Development Plan has been adopted and the LDP Economic Viability Report prepared by Peter Brett Associates (2014) has been endorsed. The benchmark land values identified in the report are:

- Urban/Small site £2m hectare (£800,000 per acre); and

- Fringe/Large sites £1.5m hectare (£607,288 per acre).

1.37 The Fringe/Large site benchmark figure has subsequently been accepted as robust by an Inspector at Appeal (Land at the North and East of Lisvane, Cardiff APP/Z6815/A/14/2224216) with paragraph 50 point vi stating:

"The benchmark value of the land is £600,000/acre based on work undertaken on behalf of a consortium of developers for the Cardiff CIL examination and is the value that was achieved on the Cefn Mably Road site".

1.38 The figures accepted for Cardiff are broadly in-line with the transactional data provided for the Vale of Glamorgan and given that house prices are also similar, this adds significantly weight to basing the benchmark land value in the Vale of Glamorgan on transitional data from the area.

1.39 Paragraph 22 of Action Paper 3 refers to the HCA's Area Wide Viability Model (AWVM) suggesting that benchmark greenfield land values are between £100,000- £200,000 per hectare (10 to 20 fold agricultural land). The AWVM is a strategic tool specifically designed, among other purposes, to test the formulation of planning policy including the viability of CIL. This is achieved by undertaking high-level residual valuation appraisals on sites grouped into common typologies. Residual values are established by deducting the costs of development from the value of completed units within a discounted cash flow.

1.40 The model uses the concept of threshold land values to provide a viability benchmark. These can include an existing use value plus a premium or benchmarked land value. Differing threshold land value options can be defined together with typology specific densities, dwelling mixes, build costs, build periods, sales values and sales periods. The amount of affordable housing and the cost of providing it can also be factored into each typology. Therefore like the approach employed by AGA, the approach is based on a residual model and the outputs are a direct function of the inputs and the model is not considered to be a robust comparison, with the uplift to existing use value needing to be sufficient to trigger market activity.

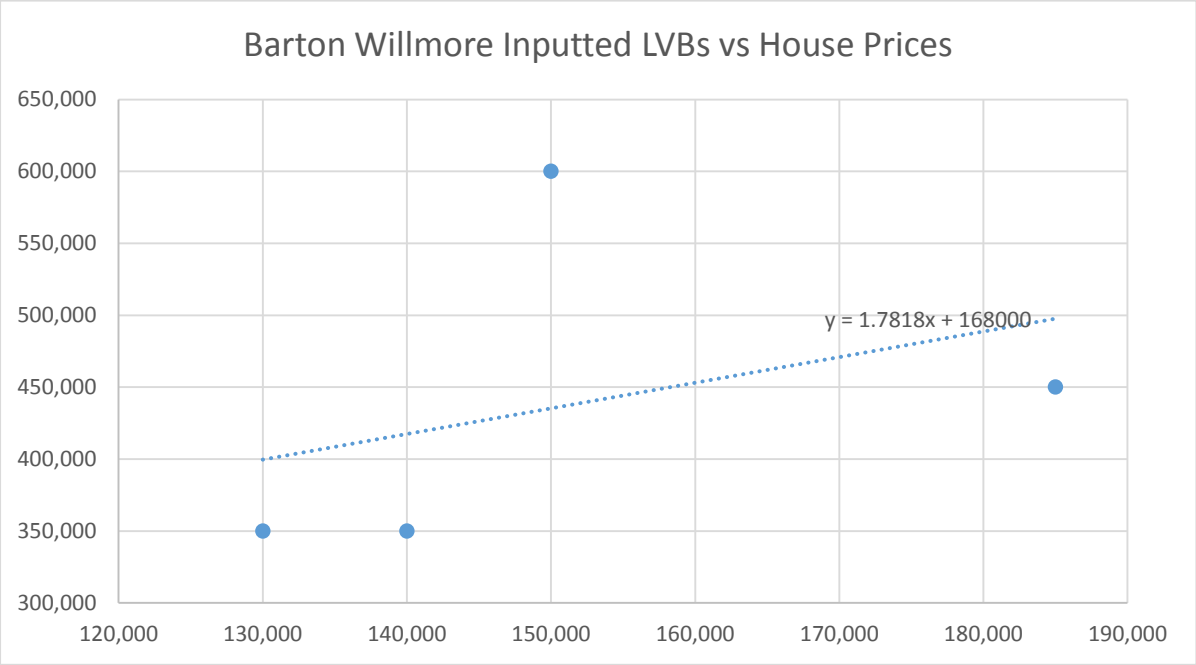
1.41 Paragraphs 19 to 21 confirm that Appendix A contains a comparison between a 3 bed terrace house in the Vale of Glamorgan and other local authorities and benchmark land values to identify the appropriate benchmark range for the Vale of Glamorgan. However, this approach is considered to be flawed, unjustified and also contains a number of errors.

1.42 Barton Willmore has re-run the exercise set out in Appendix A of the Council's Response which identifies the Land Value Benchmarks ("LVBs") for each housing market within the LPA boundary (i.e. Rural, East Vale, Penarth and Dinas Powys, Rural South, Barry West and Barry East) utilising the same data (see Figure 6 below). The data has been plotted through a scatter graph with a linear trend line applied (see Figure 7 below).

Figure 6: House Prices per New-Build 3-Bedroom Terrace House (Mid-Point) set Against Land Value Benchmark

Local Planning Authority	Prices (Mid-Point)	Land Value Benchmark
Monmouthshire	185,000	450,000
Caerphilly	140,000	350,000
Rhondda Cynon Taf	130,000	350,000
Conwy	150,000	600,000

Figure 7: Barton Willmore Inputted Land Value Benchmarks versus House Prices



1.43 As demonstrated within **Figure 7** above, when the Vale of Glamorgan Council's data is inputted into a scatter graph with a linear trend line, the resulting equation differs from that which is relied upon by the Council (i.e. y = 1.7818x + 168000 not y = 1.686x + 215407). Clearly, this

is a significant fault as the equation directly impacts the imputed LVB figures per housing market area contained within the Council's second table within Appendix A.

1.44 Furthermore, the Council's second table contains a house price value for each of the Vale of Glamorgan housing market areas. No referencing which confirms the source of this information is provided. The data contrasts with the corresponding data included within Figure 8 of 'LDP Hearing Session 6: Action Point 4 Vale of Glamorgan Council Response', which provides the following values for 3-bedroom terraced houses:

Figure 8: House Price Data within Vale of Glamorgan Council Evidence

Housing Market Area	House Prices for 3-Bedroom Terraced Houses (2016 Viability Update – referred to within Table 5 of 'LDP Hearing Session 6: Action Point 4 Vale of Glamorgan Council Response')	House Prices (assumed for 3-Bedroom Terraced houses) (Appendix A of 'LDP Hearing Session 6: Action Point 3 Vale of Glamorgan Council Response')
Rural	£219,833	£291,000
East Vale	£208,030	£245,000
Penarth & Dinas Powys	£272,008	£208,000
Rural South & Coast	£181,251	£171,000
Barry West	£186,098	£169,000
Barry East	£167,466	£158,000

1.45 The inconsistencies within the data and the lack of justification / rationale within the Council's response to Action Point 3 make the response impossible to follow and therefore it is considered that in the absence of any detailed justification / rationale for the assumptions made within the calculations, the Council's evidence in response to Action Point 3 should not be relied upon to identify the benchmark land value. Instead, transactional data should be used, which is readily available from HMLR website.

1.46 Action Point 8 sets out the result of the re-run appraisals but it is considered that the appraisals need to be re-run, taking into the account the following:

- Development costs in line with practice elsewhere using BCIS as a basis with 20% uplift for externals and abnormals;
- Additional cost of £1,500 for Part L;
- S106 costs increased to a minimum of £19,534 per plot; and
- A benchmark land value that will stimulate market activity.

1.47 Whilst paragraph 5 of Action Point 8 states that 'the results show strong residual values', the above additional costs need to be factored into the appraisals, alongside recognising a range of benchmark land values in the Vale of Glamorgan which will allow transactions to be stimulated. The Vale of Glamorgan has produced some transactional data which confirms much higher land values. Whilst it is stated that these transactions happened in a different policy context, the percentage of affordable housing in Barry remains the same at 30%, and at 30% affordable housing the residual land value set out in Table 1 of Action Point 8 in Barry West and Barry East are both less than the previous values achieved. In relation to the Rural South and Coast, the difference is considerable with the residual land value at 35% being £900,000 less than what was previously achieved. This will clearly stagnate market activity in the area.

1.48 The Council reference a number of sites where the higher affordable housing requirement has been achieved. The following observations are noted:

- Darren Close – the S106 Agreement was negotiated under the previous SPG and the applicant refused to pay 1% of build cost for public art.
- Three of the S106 Agreements in the Penarth and Dinas area have not been signed and it cannot be assumed that they will be signed or indeed implemented.
- In Barry East the requirement for affordable housing remains the same at 30% and a higher value has been achieved at Land to the East of Pencoedtre Lane than the current resulting benchmark of £340,000, with the achieved land value being quoted at £580,000 per acre (£1.4 m per hectare).

Conclusion

1.49 In conclusion, the latest evidence produced in Action Point Papers 1 to 12 of Hearing Session 6 'Affordable Housing' does not support the affordable housing requirements set out in MAC 33 and 49. The affordable housing requirements continue to fail to comply with Tests of Soundness 2 and 3. In order to comply with Tests of Soundness 2 and 3 the affordable housing policies should be based on transactional data as evidence in Figure 3 of this Representation.

Appendix 1 Housing Allocations, including Affordable Housing Information

POLICY MG 2 – HOUSING ALLOCATIONS, INCLUDING AFFORDABLE HOUSING INFORMATION

Green = application approved; Yellow = pending application; Red = site not yet come forward

	Site Name	Size (Ha)	No. of Dwellings Allocated in LDP MG2	No. of Dwellings approved	Application Reference	Affordable Housing Policy Requirement (relevant at determination date)	Affordable Housing Secured	In-kind obligations	Financial Obligations
Strategic Housing Sites									
1	Phase 2, Barry Waterfront	48.55	1700	2000 (outline) 378 (reserved matters approved to date) 316 (reserved matters pending) = 694	2000 dwellings approved in outline under reference 2009/00946/OUT. 2012/00732/EAR- West Pond 111 dwellings. Superseded by 2014/00834/RES – **112** units- under construction 2012/00733/EAR superseded by 2014/00484/RES - West Pond **138** dwellings- under construction 2012/00806/EAR- West Pond **128** dwellings- under construction 2015/01032/RES – South Quay Parkside – **91** dwellings – application pending. 2015/01224/RES – South Quay Parkside **76** dwellings – application pending. 2015/01305/RES – South Quay Parkside **89** dwellings – application pending. 2015/01458/RES – South Quay Parkside **44** dwellings –	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing. The approved Barry Waterfront Development Principles Document also required up to 30% Affordable Housing provision on this site.	15% affordable housing (80:20 social rented/intermediate split). NOTE: The consortium of developers submitted a viability assessment as part of planning application 2009/00946/OUT, which was then reviewed by the District Valuer, an independent expert for the Council, to analyse the submitted information. The Council agreed to a reduced package of planning obligations in light of this viability assessment with review mechanisms in the s106.	Development viability to be appraised at 500 dwelling or 5 year intervals. FIRST OBLIGATIONS: Off site Highway Works at Barry Island (worth £1,010,000), public open space on site including 13 x LAPs, 2 x LEAPS, 1 x NEAP, a temporary LEAP, maintenance of POS, a 210 place Primary School with Nursery on a 1.5ha site, Ecology mitigation works, 15% affordable housing on site (split 12% social rented, 3% Intermediate) ADDITIONAL OBLIGATIONS (subject to viability): Up to 30% Affordable housing, 1% build costs for public art	FIRST OBLIGATIONS: Sustainable transport facilities (£835,000), Highway contribution (£1,625,000), Public Open Space (£100,000), Community Facilities (£300,000), ADDITIONAL OBLIGATIONS (subject to viability): Off site highway works (£993,000), Sustainable Transport facilities (£800,000), Welsh Medium education (£956,100), school transport (£62,500), POS (£700,000), Community facilities (£500,000), Ecology compensation (£200,000), pollution monitoring (£12,000). Based on first obligations, average s106 cost per dwelling = £1,430 (up to 2000 units) or £1,682.35 (based on 1700 units)

					application pending. 2015/01481/RES – South Quay Parkside **16** dwellings – application pending.				
2	Land at Higher End, St. Athan	9.78	220	100	Part consent - outline and reserved matters approved for **100** units (2009/01368/OUT/ 2013/01148/FUL 2015/00335/RES). Under construction.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable housing (at a ratio of 65:35 social rented/intermediate split) in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% Affordable Housing on site (65% Social Rented), 1 x LEAP on site,	Community facilities (£110,000), Sustainable transport facilities (£100,000), POS maintenance (£60,000) Average s106 cost per dwelling = £2,700
				5	2015/01152/OUT Erection of five detached dwellings, new access and associated works (including demolition of existing garage) – Received 2/10/15.	35% - as defined within the Council's draft Supplementary Planning Guidance on Affordable Housing, and LDP policy MG4 (as amended by the focussed changes)	Pending decision	Pending decision	Pending decision
3	Land at Church Farm, St Athan	8.4	250		Nothing received to date.	-	-	-	-
4	Former Stadium Site / Land adjacent to Burley Place, St. Athan	202	65		Nothing received to date.	-	-	-	-
5	Land to the east of Eglwys Brewis, St. Athan	10.9	300		Nothing received to date.	-	-	-	-
6	Land adjacent to Froglands Farm, Llantwit Major	4.4	90		Nothing received to date.	-	-	-	-
7	Land between Northern Access Road and Eglwys Brewis Road, Llantwit Major	15.8	375		Nothing received to date.	-	-	-	-
Key Settlement: Barry									
8	Barry Island Pleasure Park	1.18	124	25	Part of the site - Approval for **25** units at Appeal under planning reference 2014/01358/FUL. 2year permission. Not yet commenced on site.	35% affordable housing as defined within the Affordable Housing Updated Viability Study (2014) LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning Guidance on Affordable	None - The applicant submitted a Viability Appraisal to the Council as part of the approved planning application. The Appeal Inspector agreed that the costs associated with the development were so high that the 25 flats would be necessary to	None.	None.

						Housing.	support the commercial ground floor element, but with no scope for any financial contributions or any affordable housing provision through a Section 106 Legal Agreement. The development must be begun within two years post the decision.		
9	White Farm	1.14	177	177	Outline approved under planning ref: 2002/01636/OUT. Reserved matters approved under 2010/00123/RES – approved by Appeal Inspector for **177** dwellings. Under construction.	20% affordable housing as defined in the Council's Unitary Development Plan and Affordable Housing SPG.	20% affordable housing in accordance with Unitary Development Plan.	Delivery of 36 Affordable houses on site. Transfer Public open Space Land to the Council for £1. Highway works - New roundabout at Whitewell/The Pastures and signalised junction at Colcot Rd / Whitewell Road, Colcot Rd / Highfield Rd / Winston Rd. Developer to lay out the POS	Public Open Space Sum £395,365.00 £115,000 for open space maintenance Average s106 cost per dwelling = £2,883.41
10	Land to the east of Pencoedtre Lane	2.8	67	67	Outline approved under 2008/01531/OUT. Reserved matters approved under 2010/01225/RES (**67** dwellings) completed on site.	30% affordable housing, as defined within the Council's Unitary Development Plan.	30% affordable housing, in accordance with the Council's Unitary Development Plan.	30% Affordable Housing Public Art (1% of the build costs = £44,143) Public open space (55.4sqm per dwelling) Sustainable transport scheme in vicinity of the site	Community Facilities £998.50 per dwelling (£66,899.50) Sustainable transport contribution £2000 per dwelling (£134,000) Average s106 cost per dwelling = £2,998.50
11	Land to the west of Pencoedtre Lane	1.3	40		Nothing received to date.	-	-	-	-
12	Ysgol Maes Dyfan	1.44	45	47	2015/00075/FUL (**47** dwellings) – S106 signed 28/5/15 – under construction.	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing	30% Affordable Housing on site (80:20 social rented/intermediate split)	30% Affordable Housing on site	Community Facilities (£46,292.50), Education (£203,273.88), Public Art (£26,329), Public open space (£107,160.47), Sustainable Transport (£94,000) Average s106 cost per dwelling = £10,150.12
				34	2015/00076/FUL (**34** Dwellings) – S106 signed 26/6/15 - under construction.	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing	30% Affordable Housing on site (80:20 social rented/intermediate split)	30% affordable housing	Community facilities contribution (£33,949), Education contribution (£101,636), Public Art contribution (£18,102), Public open space

									contribution (£77,520), Sustainable Transport contribution (£68,000) Average s106 cost per dwelling = £8,800.20
13	Barry Magistrates Court	0.41	52	52	2012/01114/FUL (**52** dwellings) Site completed	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	100% affordable housing scheme.	100 percent Affordable Housing	Public Open Space (£103,500) Average s106 cost per dwelling = £1,990.38
14	Court Road Depot, Barry	1.6	50	-	Nothing received to date.	-	-	-	-
15	Holm View	1.2	50	-	Pre-application received	-	-	-	-
16	Hayes Wood, The Bendricks	1.8	55	-	Nothing received to date.	-	-	-	-
Service Centre Settlement: Cowbridge									
17	Cowbridge Comprehensive Lower School	0.8	21	21	2011/01248/FUL (**21** dwellings) - Site completed	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	6 affordable units on site (equating to 28.5%) with a further financial contribution of £30,885 as an off-site contribution for the additional 0.3 of a unit.	Affordable Housing (6 units), Public Art (1% of build costs)	Public Open Space (£47,880), Education Contribution, (£81,008), Sustainable Transport Contribution (£42,000), Affordable Housing contribution (£30,885) Average s106 cost per dwelling = £8,137.50 (excluding AH)
18	Cowbridge Comprehensive 6th Form Block, Aberthin Road	0.52	20	-	Nothing received to date.	-	-	-	-
19	Land adjoining St. Athan Road, Cowbridge	4.3	130	-	Pre-application received	-	-	-	-
20	Land to the north and west of Darren Close, Cowbridge	27	390	475	Outline application received (2015/01505/OUT) for 475 dwellings. The Council's Planning Committee approved the application at the January 2016 planning committee, subject to the signing of a Section 106 agreement.	40% affordable housing, as defined within the Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning Guidance on Affordable Housing.	The applicant has agreed to provide 40% (190 units) (70:30 social rented/intermediate split) affordable housing on site, in accordance with the Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning	The applicant has agreed to: Affordable Housing (40%), Public Open Space - Local Areas of Play (LAPs), 2 Locally Equipped Areas of Play (LEAPs), and 1 Neighbourhood Equipped Area for Play (NEAP), 2 hectare primary school site	The applicant has agreed to: Sustainable Transport (£950,000), Education (£4,131,866.76), Community Facilities (£200,000), Public Art (£30,000) Average s106 cost per dwelling = £11,182.87

							Guidance on Affordable Housing.		
Service Centre Settlement: Llantwit Major									
21	Plasnewydd Farm	0.8	130	149	2014/00831/FUL (**149** dwellings) Application approved 23/1/15. Not yet implemented on site.	30% as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing and LDP Policy MG4.	30% (80:20 social rented/intermediate split) in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (45 units) Affordable Housing, Great Crested Newt mitigation measures, public open space, public art	Community Facilities (£147,286), Primary / Nursery education facilities (£295,654), open space (£77,520), sustainable transport (£298,000) Average s106 cost per dwelling = £5,493.00
22	Land adjacent to Llantwit Major Bypass	2.4	70	64	2014/00995/FUL – application received for **64** dwellings on part of the site. Currently under consideration.	35% as defined within the Council's draft Supplementary Planning Guidance on Affordable Housing (2015), LDP Policy MG4 (as amended by the focused changes), and the Affordable Housing Updated Viability Study (2014).	Pending application.	Pending application.	Pending application.
Service Centre Settlement: Penarth									
23	Land at Upper Cosmeston Farm, Penarth	7.8	235	-	Nothing received to date.	-	-	-	-
24	Land adjoining St. Joseph's School, Sully Lane	2.4	80	74	2014/00460/FUL (**74** dwellings) submitted 25/4/14 The Council's Planning Committee resolved to approve the application in September 2015 subject to S106 agreement.	40% in accordance with the Council's Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning Guidance on Affordable Housing (2015).	35% - The applicant agreed to 35% affordable housing (80:20 tenure split), in accordance with the Council's Affordable Housing Viability Study (2013). The threshold for affordable housing increased during the process of the application, and officers considered that the application was at such an advanced stage that it would not be reasonable to retrospectively impose this requirement.	The applicant has agreed to: 35% Affordable Housing, Public Art to 1% of build costs, Public Open Space to be provided on site in the form of at least 1 No. Local Area for Play (LAP), and 1 No. Local Equipped Areas for Play (LEAP) with four types of equipment, Maintenance of the Public Open Space	The applicant has agreed to: Sustainable Transport (£148,000), Community Facilities (£73,149), Education (£686,929) Average s106 cost per dwelling = £12,271.32
25	Headlands School, St. Augustine's Road	2.2	65	-	Nothing received to date.	-	-	-	-
Primary Settlement: Dinas Powys									
26	Land at and	13.2	300	-	Cabinet resolution	-	-	-	-

	adjoining St. Cyres School, Murch Road				(Minute C2195) on 10/02/2014 to dispose of and market the site. Council has marketed the site. Ongoing negotiations with preferred bidder / developer. Submission of planning application anticipated in 2016.				
27	Land off Caerleon Road, Dinas Powys	2.5	75	70	2014/00282/OUT submitted 27/1/14 (**70** dwellings). Application was reported to January 2016 Planning Committee, and Members resolved to approve application subject to Section 106 agreement.	40% - affordable housing as defined within the Council's draft Supplementary Planning Guidance on Affordable Housing (2015), LDP Policy MG4 (as amended by the focused changes), and The Council's Affordable Housing Updated Viability Study (2014)	40% - The developer has agreed to provide 40% affordable housing on site, in accordance with the viability appraisal set out within the Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes), and the Council's draft Supplementary Planning Guidance on Affordable Housing (2015).	The applicant has agreed to: 40% Affordable Housing, Provide POS on site to meet the Council's Standards, public art on the site to the value of 1% of the project budget	The applicant has agreed to: Sustainable Transport (£2000 per dwelling = £140,000), Community Facilities (£988.50 per dwelling = £69,195), Education (£260,338.68) Average s106 cost per dwelling = £6,707.62
28	Land at Ardwyn, Pen-y-Turnpike	1.6	15	18	Application 2014/00167/FUL approved 11/11/2014 for 17units.	35% affordable housing as defined within LDP Policy MG4 (prior to the focused changes) and the viability evidence contained within the Affordable Housing Viability Study (2013).	35% (6units) affordable dwellings (80:20 tenure split social rented/intermediate) – in accordance with LDP Policy MG4 (prior to the focused changes) and the viability evidence contained within the Affordable Housing Viability Study (2013).	35% Affordable Housing, Public art (1% build costs)	Deed of Variation: Off-site Affordable Housing £101,790, Education £101,242.82, Public Open Space £41,041, Sustainable Transport £36,000 Average s106 cost per dwelling = £9,904.65 (excluding AH)
					Application 2015/00095/FUL, increased number of dwellings to**18** dwellings - Approved 2/7/15 – development under construction.	40% affordable housing, as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	Increase in the number of dwellings to 18 and following the evidence contained within the Affordable Housing Updated Viability Study (2014) the developer was required to deliver an additional affordable dwelling via an off-site contribution.		
29	Land at Cross Common Road	2.3	50	50	2015/00392/OUT Outline application currently under consideration for up to 50 dwellings	40% affordable housing, as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing	Pending application.	Pending application.	Pending application.

						Updated Viability Study (2014).			
Primary Settlement: Llandough (Penarth)									
30	Land south of Llandough Hill/Penarth Road	5.2	130	-	Pre-application received for residential development of circa 130 homes and associated access, public open space and landscaping.	-	-	-	-
31	Land north of Leckwith Road	0.6	15	21	Outline application 2014/01401/OUT Proposed residential development of 21 dwellings on land to the north and south of Leckwith Road, (including land at Leckwith Motor Company) and associated ancillary works (on larger site than the LDP allocation). Approved 1st October 2015 by the Council's Planning Committee subject to a legal agreement.	40% affordable housing, as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	40% - The applicant has agreed to 40% affordable housing to be delivered on site (80:20 tenure split social rented/intermediate)	The applicant has agreed to: 40% (80:20 split) affordable housing, public art on the site to the value of 1% of build costs	The applicant has agreed to: Sustainable Transport (£2000 per dwelling = £42,000), Education (£123,036.24), Recreation facilities (£2,280 per dwelling = £47.880), Community Facilities (£988.50 per dwelling = £20,758.50) Average s106 cost per dwelling = £11,127.36
32	Llandough Landings	6	120	-	Nothing received to date.	-	-	-	-
Primary Settlement: Rhoose									
33	Land north of the Railway Line, Rhoose	25.82	650	350	Eastern Half: Outline consent approved under 2010/00686/EAO for **350** dwellings approved in January 2014. Two subsequent Reserved Matters applications were approved in April 2015 for 126 and 224 dwellings under applications: 2014/0639/RES and 2014/00344/RES.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable Housing (105 units) (80% social rented,20% intermediate housing), in accordance the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable housing (80% social rented, 20% intermediate housing), 3 Local Areas for Play, a Neighbourhood Area of Play, Public Art (1 percent build costs minus £61,234), Multiuse Games Area and Changing Facilities	Community facilities (£345,000), Education contribution (£1,115,387), Off- Site Highway contribution (£140,000), Public Art (1% minus £61,234), Sustainable Transport (£700,000) Average s106 cost per dwelling = £6,572.50 (excluding Public Art)

				350	Western half of Site: application 2014/00550/OUT for **350** units approved in May 2015. Two subsequent Reserved Matters applications are currently under consideration for 231 and 119 dwellings, with associated works under applications: 2015/01070/RES and 2015/01072/RES.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing, and the Council's Affordable Housing Viability Study (2013)	30% (105units) affordable housing (80% social rented / 20% intermediate housing), in accordance the Council's Adopted Supplementary Planning Guidance on Affordable Housing and the Council's Affordable Housing Viability Study (2013).	30% affordable housing on site (80% social rented, 20% LCHO), Public Art on site (1% of build costs), Public Open Space scheme 1 x LEAP and 2 x LAPs, School Site (1 hectare)	Highway works contribution (£20,000) Top-Up Highway Works Contribution (£120,000), Community Facilities (£988.50 per dwelling = £345,975), Education Facilities (£3712.65 per dwelling = £1,299,427.50), Sustainable Transport (£2000 per dwelling = £700,000) Average s106 cost per dwelling = £7,101.15
34	Land south of the Railway Line, Rhoose	2.65	87	87	Application for **87** units approved under application 2012/00937/FUL in May 2014.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (26units) affordable housing delivered on site in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing, split as 21 social rented (80.8%) and 5 Low Cost Home Ownership (19.2%).	Affordable housing (26 dwellings / 30%), 1% Public Art, Public Open Space	Community Facilities (£85,999), Education Contribution (£343,196), Environmental Mitigation Contribution (£15,000), Open Space Maintenance Contribution (£58,038), Public Art Contribution (£41,139), Sustainable Transport Contribution (£174,000 less Highway Works Costs) Average s106 cost per dwelling = £8,245.65
Primary Settlement: Wenvoe									
35	Land to the west of Port Road, Wenvoe	6.98	140	131	2013/00884/OUT Residential development for up to 140 dwellings 2014/00452/RES – 131 dwellings approved. Dwellings under construction. 2015/00601/RES Reserved Matters for part of site (relating to Outline consent 2013/00884/OUT) for a site total of **132** dwellings and associated landscaping and works. Application currently under	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing in total, comprising of 25% affordable housing (80:20 split) delivered on site, and a 10% contribution in lieu of on site delivery. A viability assessment was jointly commissioned by the Council's Planning Department and the applicant, in response to the applicant's concerns regarding viability and the requirement for affordable housing. The Council and the applicant agreed to the above provision following this evidence, in accordance with the Council's Affordable	25% Affordable Housing, Public Art (£20,000), Woodland Walk	10% Additional Affordable Housing contribution (£786,000), Community Facilities (£988.50 per Dwelling = £129,493.50), Education Contribution (£3,766.25 per Dwelling = £493,378.75), Public Open Space commuted sum (value calculated at time), Sustainable Transport (2,000 per Dwelling = £262,000) Average s106 cost per dwelling = £6,754.75 (excluding AH and Public Open Space maintenance)

					consideration.		Housing Viability Assessment (2010).		
Minor Rural Settlements									
36	Land adjoining to Court Close, Aberthin	0.75	20	-	Pre-application received.	-	-	-	-
37	Land to the east of Bonvilston	7.2	120	120	Pending application 2015/00960/FUL for 120 dwellings.	40% affordable housing (70:20 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	Application pending.	Application pending.	Application pending.
38	Land to rear of St David's Church in Wales Primary School, Colwinston	2.5	65	64	2014/00242/FUL approved for **64** dwellings - 15/01/2014. Development has started on site.	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing in accordance with the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change). – comprising of 25% (16units) affordable housing (80:20 split) delivered on site, and a 10% contribution in lieu of on site delivery. The Council agreed to this following the submission of a viability assessment, which demonstrated that the site had site specific development constraints that created abnormal development costs, including the presence of shallow rock across the site, Dwr Cymru Welsh Water requirements, the need to supply mains gas to the site and the topography of the site.	25% Affordable Housing on site, Public art to the value of £15,000, On site public open space and sustainable drainage,	Affordable Housing Contribution (£519,124), Drainage Contribution payable to DCWW (£457,000), Education Contribution (£203,273.88), Off site Public Open Space (£46,008.12), Drainage and POS commutted sum (£80,000), Sustainable transport contribution (£128,000) Average s106 cost per dwelling = £7,145 (excluding AH and drainage contribution to DCWW) Average s106 cost per dwelling = £14,285.65 (excluding AH only)
39	ITV Wales, Culverhouse Cross	7.1	250	224	2013/01152/OUT for 243 units residential dwelling, approved 31/03/2014. 2014/01079/RES for **224** approved 12/03/2015. Under construction.	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing in accordance with the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change). – comprising of 24% (54 units) affordable housing (80:20 split) delivered on site, and a	More than 13.9 square metres of Childrens Play Space per Dwelling, Public Art (value of £50,000), Recreational Facilities (0.3 hectares of land), 24% Affordable Housing onsite	Community facilities (£988.50 per Dwelling = £221,424), Education (£3,344.81 per Dwelling = £749,237.44), Sustainable Transport (£2,000 = £448,000), 11% Off Site Affordable Housing Contribution

							11% contribution in lieu of on-site delivery. The Council's Housing Section considered it more worthwhile to use an off-site contribution to deliver some affordable housing off site in areas of higher need such as Barry, where there are plenty of opportunities available to invest in delivering more affordable housing.		Average s106 cost per dwelling = £6,333.30 (excluding AH)
40	The Garden Emporium, Fferm Goch	2.2	40	40	2012/00862/OUT & 2014/00008/RES for **40** units approved 4/4/2014 - Development near completion.	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% (14 units) affordable housing (80:20 tenure split) delivered on site in accordance with the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing, public art, public open space	Community facilities (£39,540), Education (£116,686), School transport (£39,000), Sustainable transport (£80,000), Play equipment (£15,000) Average s106 cost per dwelling = £7,255.65
41	Ogmore Residential Centre	3.25	84	70	2009/00489/OUT 2013/00862/RES for approved 9/5/2014 for **70** dwellings. Development under construction.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (21 units) affordable housing (80:20 tenure split) on site, in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% Affordable Housing, Public open space on site, traffic regulation orders, Highway works	Community Facilities (£988.50 per Dwelling £69,195), Education (£3,930.95 per dwelling £275,166.50), Sustainable transport (£1666.67 per dwelling £116,666.90) Average s106 cost per dwelling = £6,586.12
42	Ogmore Caravan Park	3.7	82	100	2009/01273/OUT approved 23/09/2011 for residential development. 2014/01108/RES approved 26/5/2015 for **100** dwellings in total. Development under construction.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (30units) affordable housing (80:20 tenure split) on site, in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable housing provision, 1% public art	Communities facilities (£988.50 per dwelling = £98,850), Education (£4,661,80 per dwelling = £466,180), Public Open Space (£2,280 per dwelling - = £228,000), Sustainable transport contribution (£2,000 per dwelling = £200,000) Average s106 cost per dwelling = £9,930.30
43	Land to the East of St Nicholas	4.4	100	96	96 dwellings under application 2015/00249/FUL – currently under consideration.	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence	Application pending.	Application pending.	Application pending.

						contained within the Affordable Housing Updated Viability Study (2014).			
				21	21 dwellings under 2015/00662/FUL– Development under consideration.	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	Application pending.	Application pending.	Application pending.
44	Land off St. Brides Road, Wick	4.0	100	124	2014/01424/FUL Change of use of agricultural land to residential development (C3) including the development of **124** residential dwellings, public open space, landscaping, highway improvements and associated engineering works. – approved 31st November 2015. Works commenced on site in January 2016.	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	35% (44units) affordable housing (80:20 tenure split). The assessment of the development had been on-going since December 2014 and at the point at which the application was considered, the application was extremely advanced. Following consultation with the Council's Housing Section, it was considered that the application was at such an advanced stage that it would not be reasonable to retrospectively impose this requirement of 40% (70:30 tenure split) upon the applicant at the very end of the process. The relevant requirement for Council agreed to 35% affordable housing.	On site Public Open Space, Public Art (1% build costs), Sustainable Transport (Footway link), 35% affordable housing (80:20 tenure split)	Education (£1,270,588.40), Community Facilities (£122,574.00), Sustainable Transport (£248,000.00 minus the cost of footway link) Average s106 cost per dwelling = £13,235.18
45	Land off Sandy Lane, Ystradowen	4.2	85	40	Part of site - 2013/00856/OUT 2014/01483/RES (Badgers Brook Rise) - approved on 13/05/2015 for **40** dwellings. Development under construction.	35% affordable housing as defined in the Council's adopted SPG on Affordable Housing, and LDP Policy MG4 prior to the focused changes.	35% (14 units) affordable housing (80:20 split) in accordance with the Council's adopted SPG on Affordable Housing, and LDP Policy MG4 prior to the focused changes.	Public Art (1% build costs), no less than 2,216 Public Open Space, 35% Affordable Housing	Community facilities (£39,540), Education (£347,906.48), Off-site Public Open Space (£26,765.43), Sustainable Transport (£80,000) Average s106 cost per dwelling = £12,355.29
46	Land west of Swanbridge Road, Sully	20	500	350	Part of site - Application submitted 2013/01279/OUT Residential development with associated access	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence	Application pending.	Application pending.	Application pending.

					and associated works (max **350** dwellings) – pending decision	contained within the Affordable Housing Updated Viability Study (2014).			
			Total Allocated	**7,829**					
			Total with Planning Permission	**4270**					
			Total pending current planning applications	**1,346**					

VALE of GLAMORGAN

BRO MORGANNWG

For Office use only
Representor No. 164
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Simon Morris	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 33	✓	☐	☐	☐	☐
MAC 49	✓	☐	☐	☐	☐
MAC 84	✓	☐	☐	☐	☐
MAC 89	☐	✓	☐	☐	✓
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

- MAC 33 – We are wholly supportive of the increase for new affordable housing delivery over the Plan period.

- MAC 49 – in the new paragraph proposed as 6.XX, we would recommend additional wording being "..unless the developer provides **robust** viability evidence…"

- MAC 84 – is there a need here to reference the Cabinet approval to not levy any planning obligations on wholly affordable housing schemes (save for reasonable local transport contributions)?

- MAC 89 – this is the proposed change to the Rural Exception Policy. We would strongly object to the proposed new wording here and would request that this is removed. We feel that to impose a cap of 10 units for rural schemes would ultimately be prohibitive to the delivery of rural sites. We believe that the existing wording of paragraph 7.54 is sufficient as it stands and provides you with flexibility to determine whether the scale is proportionate to an existing settlement. We would however suggest that 'demonstrable housing need' is also referenced here.

- MAC 89 (continued) – paragraph 7.55 – we would suggest that the word 'zoned' or 'partner' Registered Social Landlord is referenced here (first line).

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	✓
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	27.10.16.

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. 170

Date Received……

Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name Friends of the Earth, Barry & Vale	Keith Stockdale	Max Wallis
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 192	☐	☐x	☐x	☐x	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
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2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Objection to MAC192 Additional *Housing allocation at Upper Cosmeston Farm*

This additional housing allocation fall down on its merits, but also needs reassessment in the light of the Welsh Government statement that they see a by-pass for Dinas Powys is essential and will provide funds for it. This new road would accommodate traffic increases that the Lavernock road cannot.

We refer to the criteria in used in the Council's *Extension to Cosmeston Farm SA 2016* which are their standard categories for site Sustainability Assessment. For guidance on using them, we use the LDP_Sustainable_Settlements_BkgdPaper2013. The *Cosmeston Farm Site Statement 2016* is based on the SA, so falls down if the SA is faulty (as in this case).

The LDP officer supplied the supporting documents, including the following in the HIGHWAYS Response (by Neil Hart) 23 May 2013:

The concerns associated with this proposal are centred around the scale of the development, the traffic flows it will generate and its effect on the existing highway infrastructure. Lavernock Road is already heavily used by commuter traffic to Cardiff and leads to the known congestion spots of 'The Merrie Harrier', Dinas Powys and Windsor Road, Penarth. <u>The priority in being able to develop this site will be the ability to demonstrate that the traffic from a development of this size can be either accommodated by the existing highway infrastructure, or identify the highway improvements required, that will result in nil detriment to the existing traffic situation.</u>

HIGHWAYS Objection (Lee Howells) 2 Sept 2016 The Highway Authority would advise that the previous comments / requirement are still applicable.

Based on this analysis, we

object to housing on what was to be a Green Wedge in the LDP, with no replacement for this Green Wedge proposed. It would impact negatively on the natural environment (criterion 9). Coastal locations are to be reserved for facilities that need to be on the coast; this one adjacent to the multi-designated wildlife site of the Severn Estuary SAC , particularly merits being safeguarded against urban expansion.
object to the extension (sprawl) of low/intermediate density housing into the countryside (not efficient use of land, criterion 8).
object that development this far out of town does not meet the access-for-all criterion (3) that "Existing services and facilities are easily accessible from the site by walking, cycling or public transport". All the extension site is further from Lavernock road bus route than the 200m standard for walking to a bus-stop, much is beyond the 400m maximum. Walking distances to facilities defined in the appraisal document (Local Centre: Post office / Community centre and GP/dentist are far beyond the 800m and 1000m standards).
object at inadequate assessment by the Highways Dept who fail to address permeability by walking and cycling to the existing Cosmeston/Lavernock urban area, fail to address the need for a second road access to such a large site (in case of emergency and a road blockage at a single entrance) and fail to address the need to provide for buses through a development that extends to 500metres from the current bus route.
object that it cannot properly provide for 'affordable' housing that needs accessible services within walking distances and on public transport routes
object the site would add to the causes of climate change (), by increasing the need to travel and increasing travel distances. In increasing traffic in congested streets, it causes delays to existing vehicle-journeys and their CO2 emissions.
object that it will have a negative effect on biodiversity, through interfering with a bird migration route. Though mentioning the Ramsar designation, the Council did not take into account the fact that Cosmeston is a staging post for migrating birds and they use this field near the cliff edge for landing after crossing the Severn Estuary or for assembling prior to flying across it. This is more serious than loss of local biodiversity, so criterion 9 should be scored double negative.
object that it does not use land effectively and efficiently (criterion 8); Welsh policy protects land in the undeveloped coastal strip from development that does not need a coastal location.
object it does not reduce the need to travel and enable the use of more sustainable modes of transport (criterion 12). It would cause increased congestion delaying the buses, making them less attractive with less efficient operation.
object it would not maintain and enhance the viability of Penarth (criterion 14) or enhance community spirit (criterion 5), but add to traffic congestion on our roads and pressure on limited parking in the town centre, parking that should be reserved for existing residents with mobility limitations. Though called 'edge of town' it's really an out-of-town development with inferior community opportunities to those in Sully.

These objections show that the positive scoring in the Council assessment is badly faulty (theirs scores positively the above bad access-related criteria). Moreover, the Council does not assess the traffic flows and effect on the existing highway congestion that a development of this scale will generate. Lavernock Road is already heavily used by commuter traffic to Cardiff and leads to the known congestion spots of 'The Merrie Harrier', Dinas Powys and Windsor Road, Penarth. This is quoted from the Highways Dept. objection of 2013, which they reaffirmed in 2016.

The Council's Cosmeston Farm Statement 2016 fails to report their Highways requirement to: demonstrate that the traffic from a development of this size can be either accommodated by the existing highway infrastructure, or identify the highway improvements required, that will result in nil detriment to the existing traffic situation.

This Highways requirement is upheld in their June and Sept.2016 responses; we support it too. The requirement of *nil detriment to the existing traffic situation* may be impossible to meet. It's particularly important when the Council intends to develop a Park& Ride facility at Cosmeston, which in itself with require bus-priority measures and freeing buses from congested traffic. A road-scheme at the problematic Westbourne Rd/Lavernock Rd junction is feasible, but not the dedicated bus lanes envisaged by SEWTA in giving its support. So nil detriment to traffic is a vital requirement.

The Highways Dept themselves see no way to meet 'nil detriment to traffic', nor are there any proposals in the LDP. Yet the Statement wrongly asserts "no insurmountable infrastructure requirements or other constraints". This ignores the constraint to implement bus priority measures on strategic Park&Ride facilities

The Infrastructure Plan makes this clear: 2.2.30 "Therefore, in order to consider the proposed park and ride facility at Cosmeston, bus priority measures will also need to be provided on the corridor from Cosmeston to Cardiff Bay" and 2.2.31 "bus priority measures are considered necessary at the following key strategic transport corridors: … • Lavernock Road to Cardiff via The Barrage (this is additional, due to the requirement to implement bus priority measures on routes where strategic Park and Ride facilities are to be provided).

We object there is a sewage problem, despite the reply from DWCC *The site is served by our Cog Moors WwTW for which there are no issues in accommodating the foul only flows.* The Cog |Moors works allows untreated sewage to bypass during storm times. During the Bathing Season they use UV lamps to reduce the sewage bacteria, but out-of-season they switch off the UV. Any increase in foul sewage does add to these untreated discharges from Lavernock Point and worsen the water quality, whether or not DCWW see this as an issue. The untreated discharges not only worsen water quality at Barry's bathing beaches but also enter the waters of the Severn Estuary SAC /SPA conservation area.

We object that the Council's SA and Site Statement for MAC192 are badly flawed, departing from professional standards. They must be subject to critical examination at a further LDP session, which should establish that MAC192 is unacceptable.

Moreover, using the limited road capacity to service housing in this location is strategically wrong. A priority in the RTP is • *Ensure that land use development in south east Wales is supported by sustainable transport measures* (2.25). The Dinas Powys corridor is where the 'Metro' transport measures are focused (modernised rail; a DP bypass that will relieve the existing road for rapid transit buses), necessary housing development should go there too.

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I want to speak at a hearing session.	☐x
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Whole representation. To cross question the Council over what we consider are faulty assessments from them, and to allow examination of our contrary assessments/evidence.	

Signed:	[redacted]	**Dated:**	28 October2016

If this form represents a petition please indicate how many people it represents.	

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Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 170
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name Friends of the Earth, Barry & Vale	Keith Stockdale	Max Wallis
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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MAC 12	☐	☐x	☐x	☐	☐
MAC 37	☐	☐x	☐x	☐x	☐
MAC 38	☐	☐x	☐	☐x	☐
MAC 99	☐	☐x	☐x	☐x	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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The Waste sections as amended (MAC 10 and 12) are quite unsound.

They fail to acknowledge that the *Waste Planning Background Paper* remains on the faulty basis of the Regional Waste Plan 1st Review 2008 (RWP) that's been revoked and superseded.

Instead of the necessary rewriting, the MAC changes try to paper over the glaring cracks by dropping reference to the RWP The *Paper* misrepresents (see 3.1.1) the major European directives, in ignoring the 2008 revised *Waste Framework Directive* (rWFD). It also ignores the *Roadmap to a Resource Efficient Europe* (EC 2011: COM(2011) 571) and the waste reduction/prevention targets in the Welsh CIM (Collections, Infrastructure and Markets Sector Plan, July 2012) sector plan (3.2.7).

Without a background paper revised to properly reflect changed policy since 2011, the LDP waste sections cannot but be unsound and cannot satisfy the fWFD requirements for a Waste Plan.

and adding the 2012 CIMS while pretending its old allocations need no review. It misrepresents the CIMS and ignores the waste sections of the Environment (Wales) Act 2016. The latter 'Green Paper' policy change was heralded in 2013, but the VoG chose to ignore it for redrafting the LDP policy, but its finalisation in March 2016 means the LDP now has to take it into account.

The Vale's commitment to the Prosiect Gwyrdd contract based on incinerating 35% of its projected waste has to be recognised as misconceived; it would waste materials that can and should be recycled. The LDP needs to record that the 22% efficiency Viridor plant falls abysmally short of *"high efficiency energy from waste plants"* (3.2.3 of *Background Paper*) with TZW setting 60% efficiency as the target, and justify why the Vale is choosing to send our municipal waste to this rather than an "efficient" EfW plant.

The PG/Viridor 25-yr contract needs to be assessed with regard to the new Environment (Wales) Act 2016. This proposes to ban key materials from incineration, the purpose being to:

- *Ensure that valuable recyclable materials/resources are not burnt; and*
- *Support the upstream duties to segregate and separately collect materials – residual waste containing specified materials will not be accepted at EfW facilities.*

The new Welsh policy takes up – and brings forward - the 2011 *Roadmap to a Resource Efficient Europe* which called for revised 2020 recycling targets and an end to the incineration of recyclable and compostable material by the end of the decade. The Explanatory Memorandum says http://gov.wales/docs/desh/publications/160429-explanatory-memorandum-en.pdf

> 201. In order to maintain a high resource value, it is vital that recyclable materials are kept separate from other wastes at source... the best way to achieve high recycling rates and deliver wider economic benefits.
>
> 202. The Welsh Government is working towards a high degree of segregation of recyclable materials, with recyclable materials separated either by the producer of the waste or sorted by the operators of the collection vehicle into separate compartments of the vehicle at the kerbside. Many recyclable materials are landfilled or mixed with other wastes prior to separation at intermediate facilities, leading to cross contamination and the production of a lower quality recyclate.
>
> Separate Collection 203.The Waste (England and Wales) Regulations 2011 require 4 materials (paper, glass, plastic and metal) to be separately collected where technically, economically and environmentally practicable

The LDP lacks the necessary flexibility to meet this. It's quite unsound in failing to address the legal requirement to introduce kerbside-separated collections of four materials. The LDP's rewriting of ss. 5.82-86 should include waste prevention and recycling targets and outline how the Vale plans to meet them. . The *Waste Prevention Programme for Wales* WG1 (March

2013) includes an *annual reduction of -1.2% in household waste (against the 2007 baseline) over the period until 2050.*
It needs to admit that the comprehensive network of waste installations required by policy (TAN21, Proximity Principle and Regional Self-sufficiency) does not exist in the Vale and the SE Region, shown by the VoG sending its mixed recyclables and its incinerator ash to England. It must also admit that its current waste incineration contract has poor energy recovery (~22% compared with the Welsh 60% aim and the 40% readily achievable by CHP plants) and therefore aim to divert its waste to more efficient recovery processes (eg. manufacturing RDF for export to CHP incinerators abroad as do Bristol and Swansea).

The waste monitoring targets (Appendix B) are unsound - misdirected and full of uncertainty
PT29 fails to mention the types of waste installations needed by the VoG to meet policy – viz. processing for its many thousands of tonnes incinerator ash and for separating mixed recyclables collected by the Council, and set provision of these as a target. Likewise the capacity for recycling C&D waste and secondary aggregates. Delete "to be confirmed at a regional level" for which no mechanism exists. The 'core indicator' is not the RWP's "amount of land" but the range/capacity of the necessary installations for each purpose. Add core indicators on efficiency of energy recovery and CO2 emitted, also on the annual reduction of -1.2% in household waste under the Waste Prevention Programme for *Wales* WG18016 (against the 2007 baseline)and the measures taken in the VoG under this programme.

MAC10 new para**. Replace for factual accuracy and utility with**
Towards Zero Waste (TZW) is the is the overarching waste strategy document for Wales, modified by the Environment (Wales) Act 2016. TAN21 (Waste) and the Collections, Infrastructure and Markets Sector Plan (CIMS) implement TZW up to 2013. The CIMS covered the management of all waste in Wales, giving guidance on improving recycling on infrastructure developments to address the waste management needs for Wales. For the South East Wales region, the CIMS estimated a requirement for additional waste management facilities capable of handling between 421,000 and 871,000 tonnes by 2024-2025, much of which is increased recycling facilities. Much was to be provided by industry. One outstanding need is for incinerator ash disposal or processing facilities, as this is currently exported out of the region, contrary to the proximity and regional self-sufficiency principles.

MAC12 Deletes section and refs to the Regional Waste Plan 1st Review 2008 2.19-2.21
Instead keep 2.19-21 in amended form as follows
2.19 The Welsh government has revoked Regional Waste Plans (RWPs) which are no longer to provide a long-term strategic waste management strategy and land-use planning framework. All work in the Vale of Glamorgan based on taking forward the RWP is therefore void.
2.20 The RWP 1st Review comprised two main elements:

- The RWP Technology Strategy provided strategic emphasis on incineration technology for waste management / resource recovery facilities required in South East Wales, particularly high efficiency CHP plants; and
- The RWP Spatial Strategy, which set excessive acreage requirements for waste management facilities, saying that B2 industrial sites are generally suitable.

However, the new Welsh policy is based on

> *The recasting of national planning policy on waste is intended to facilitate a comprehensive, flexible, integrated and adequate land use planning framework for the delivery of sustainable waste management in Wales.*
>
> *The rWFD has identified that we need to think about waste as a valuable resource rather than an unwanted burden….*

2.22 the rWFD as implemented in the Environment Act requires local authorities in their planning functions to ensure no harm to human health and minimise harm to the environment. TAN 21 says

> 1.10 *The land use planning system* has an important role to play in facilitating sustainable waste management and should.... encourage sensitive waste management, enhance the overall quality of the environment and *avoid risks to human health.*

MAC37 5.84 Policy SP 8 identifies the Council's preferred locations for in-building waste facilities, which have had regard to the site selection guidance contained in the South East Wales Regional Waste Plan 1st Review (2008) and national planning policy prior to 2014. Present policy advises that ~~local planning authorities should in the first instance examine whether existing class B2 and major industrial sites could adequately accommodate~~ new waste management facilities should support the network of integrated waste management facilities set out within the Collections, Infrastructure and Markets (CIM) Sector Plan and be assessed in terms of tonnage/yr rather than acreage.

Insert: Much of the Operational Port of Barry Docks however, lies close to dwellings and small businesses visited by the public, while some lies close to the Cadoxton Ponds SINC conservation area, which have to be avoided under Directive 4 grounds (see 2.21 as amended). Parts of Barry Docks and the Atlantic Trading Estate lie in Flood Zone C1/2, which is unsuitable for installations deemed vulnerable that include incinerators.

The part of SP8 on "Open Air facilities such as…" is poorly drafted. It apparently allows hazardous wastes such as incinerator ash processing and huge stores of waste woodchips, as have suffered week-long fires in several locations in SE Wales. Flammable materials and hazardous wastes should be excluded in general – the extension to allow all B8 warehousing sites is quite unacceptable. It's not enough to say facilities giving risk of fires and of hazardous dust particles could be excluded as 'conflicting with existing neighbouring uses', as the VoG Council has shown in practice that it ignores these in planning on grounds that they are the NRW responsibility in licensing. And the NRW licensing has led to successive major fires in wood-chip stores.

MAC38 delete THE OPERATIONAL PORT OF BARRY DOCKS, place instead under policy MG9 along with Atlantic Trading Estate and Llandow Trading Estate

Amend the new Note on Policy MG9

≈ Sites affected by zone C1 or C2 flooding as identified on 2015 Development Advice Maps; note this excludes the use of areas at flood risk from use for waste management activities that are deemed vulnerable

new Policy MD20

The SA is defective, so the policy is unsound

The wording 2. THE PROPOSAL HAS REGARD TO THE WASTE HIERARCHY, PROXIMITY PRINCIPLE AND THE REQUIREMENTS OF THE WASTE FRAMEWORK DIRECTIVE is poor and gives uncertainty.

Wording needs to cover the "Waste Plan" as a whole, not simply the Directive and selected principles (Hierarchy and PP). The phrasing "UNACCEPTABLE HARM TO HEALTH" does not comply with legal requirements, as expressed by TAN21:

> 1.10 *The land use planning system* has an important role to play in facilitating sustainable waste management and should.... encourage sensitive waste management, enhance the overall quality of the environment and *avoid risks to human health.*

It refers only to a Road Network, not to rail facilities as preferred for moving large tonnages of materials. It fails to refer to flooding and fire risks – the latter can impact seriously on neighbouring uses as recent fires in waste woodchips have demonstrated.

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VALE of GLAMORGAN
BRO MORGANNWG

RECEIVED
21 OCT 2016
Regeneration and Planning

For Office use only
Representor No. 548
Date Received 21/10/2016
Date of Acknowledgement 24/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	MARK + JANET FROST	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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Part 2: Your Comments on the Matters Arising Changes Schedule.

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Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC42 p. 21	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

(1) Increased size of housing units proposed. The enlarged number appears to have been suddenly doubled, some way down the line, this in contrast to the large number of dissenting voices and feedback that the Vale of Glamorgan has clearly received.

(2) Congestion will become a more regular and more acute experience for those living in Cosmeston and Penarth generally. As Penarth is not a large employer most of these new dwellings will create increased traffic flow on its few routes out to Cardiff

(3) The Park and ride is proposed at a place which is currently an asset to the area, you would wipe this out by ignoring brownfield options in the edge of Barry and elsewhere

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21 OCT 2016
Regeneration and Planning

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

Signed:	[redacted]	**Dated:**	17-10-16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN

BRO MORGANNWG

For Office use only
Representor No. 903
Date Received 24/10/2016
Date of Acknowledgement 24/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	LYNDE CARNELL	
Address	[redacted]	RECEIVED 24 OCT 2016 Regeneration and Planning
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 192 MQ2(23)	☐	☒	☐	☒	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
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Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

The increase in number of houses is not sound because.

(1) The road infrastructure has no provision, nor is there any room for the provision of dealing with an excessive amount of vehicular traffic from these houses.

(2) There has not been a satisfactory assessment of the impact of the vast increase of vehicular traffic bottlenecking at Cogan Spur lights, or Dinas Powis / Penarth lights at Merrie Harrier

(3). There is no, nor can there be provision for adequate public transport (i.e. bus lane) to ease traffic conjestion either side of Lavernock Rd.

(4) The proposed park & ride at Cosmeston has not been properly assessed. (no dedicated bus lane possible into Cardiff or Barry)(loss of "pleasure parking" at Cosmeston Lakes).

(5) Erosion of village life at Sully & Penarth — they will become one huge annexe of Cardiff.

(6) Lavernock Rd has only just recovered from years of flooding. Extra houses will exacerbate this again.

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24 OCT 2013
Regeneration and Planning

Please use additional sheets if required.

Please state how many additional sheets have been used .....

YOU SHOULD COMPULSORY PURCHASE "THE PADDOCKS" AND RE-INSTATE TRAIN LINE

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:		**Dated:**	

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

[redacted]

26th Oct 2016

Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

Ref: Vale of Glamorgan LDP - MG2 (23) Land at Upper Cosmeston Farm, Lavernock.

I wish to submit my objections to the above proposal on a number of grounds.

It is proposed to use 22.2 hectares of greenfield agricultural land. This is contrary to the Green Wedge policy and suggests developing an area of coast, where such development should be prevented.

The original LDP suggested a site of 470 odd houses and this was reduced to 235 after strong objections. This has now more than doubled without any consideration to those objections. It would appear it was the easy option after the WAG asked for provision for 500 more dwellings in the Vale. This is a lazy alternative and suggests that the Vale have not taken this issue seriously on behalf of the people who voted them onto the council.

Flooding is already a problem on Lavernock Road and causes a traffic build up when the road is reduced to one lane (see pictures attached). If this agricultural land is developed, it will aggravate this problem. There will be no natural soak away if this 22.2 hectares of land are developed.

The proposal to build nearly 600 houses will increase traffic (with up to 1500 daily vehicle journeys) on already congested and overused roads. There is nowhere in Penarth to increase the road capacity to accommodate this and the suggestion of a Park & Ride at Cosmeston is a nonsense. The majority of car owners would have to drive to Cosmeston Park and so, will naturally, continue their journey by car. The bottlenecks at Cogan and the Merrie Harriers will get substantially worse, to which there will be no solution. Cogan already suffers above acceptable levels of pollution - how much worse will this become with additional traffic?

Penarth is already at breaking point with regard to education and healthcare. All the schools are over subscribed and doctors and dentists are full. Do our local councillor's not care about their constituents and their standard of living? It would appear not. Although land has been set aside for a junior school on the site, this is no guarantee that it will actually be built.

By developing the local coastline, where such development should be prevented, the local authority if missing the opportunity to link Cosmeston Park with the coastal path.

Finally, the LDP has overestimated the required number of dwellings in the area by a possible 44%. The population growth for the Vale has been grossly overestimated.

JANE BARKER

[redacted]

29 September 2016

Mr VL Robinson
Operational Manager Development Management
The Vale of Glamorgan Council
Dock Office
Barry CF63 4RT

Dear Mr Robinson

VoG LDP 2011-2026: Matters arising changes & draft affordable housing & planning obligations supplementary planning guidance consultation – Your ref: P/Pol/LB/LDP/21

I am writing to you in response to the consultation from 16 Sept to 28 Oct regarding the above. I will also copy this letter by e-mail to ldp@valeofglamorgan.gov.uk as invited, and I would be grateful if you would acknowledge receipt of this letter.

I have a number of criticisms to make of the VoG council's response to the Inspector's comments and efforts to obtain clarification and justification from the VoG for the proposals initially made, listed below.

Hearing Session 11: Action Point 1 – Position Statement Further to Action Points 5 and 6 of Hearing Session 1, Council to provide justification/ rationale for the scale of development proposed within Bonvilston and St Nicholas. Specifically, the Council should: • Justify the scale of growth relative to the existing built form, including an explanation as to how the development would impact upon the character of the area; • Explain how the scale of growth can be delivered in accordance with the legislative requirement to preserve or enhance the character or appearance of the respective Conservation Areas/ listed buildings; and • Justify the scale of development relative to the availability of facilities and services, with particular reference to whether the development would be compliant with the Plan's own objectives (particularly Objectives 2 and 3) and the sustainability principles that underpin PPW. Further to the discussions at the hearing, the Council should explain how the functional relationship between clusters of settlements is considered to enhance the sustainability of the identified settlements.

In page 3 paragraph 10 the Vale of Glamorgan council (VoG) states: However, for the most part, the new development will be viewed in the context of the existing built form, which includes the modern houses on Ger-Y-Llan. The development of the site will increase the size of the village and extend the settlement limits further north and east into the existing countryside. Nevertheless the Council contend that this will result in a logical extension to the village that takes its lead from the existing pattern of development in St. Nicholas, which will help to retain the existing character of the area.

This is not in any way a logical extension as the density of housing proposed is vastly greater than existing.

In page 4 paragraph 11 VoG states: In terms of the scale of growth relative to the existing built form, it is noted that in 2011 (LDP base date) St. Nicholas had 141 dwellings. Therefore, this allocation represents an increase of approximately 83% when compared to the existing village in terms of dwelling numbers. In terms of area, the existing village covers a land area of approximately 20.5 hectares and the allocated site is approximately 4.4 hectares (approximately 21% of the existing village). This variance reflects the relatively low density of the existing village, which includes many large houses in large plots and an overall density of less than 10 dwellings per hectare (dph). Whereas, the LDP seeks to make better use of land in accordance with

sustainability principles and has set a minimum density of 25dph in the minor rural settlements. Some objectors have stated that this higher density would be out of character with the rest of the village, but the Council does not agree.

This variance reflects the massive difference in the density of housing that has grown organically over many years with that which is currently proposed. The starting point is not that currently proposals reflect the erstwhile lower density.

In page 4 paragraph 12 VoG states: In addition, while the density in parts of the village is relatively low, that is principally as a result of large rear gardens, rather than as a consequence of the dwellings themselves being separated by significant spaces…… The village, therefore, has the character of a higher density village than the headline figure of 10 dwellings per hectare might suggest.

This statement is absurd. Housing density = No of houses ÷ Area. The ratio house area:plot area is spurious.

In page 4 paragraph 13 VoG states: Therefore, the Council is satisfied that the future development of the site can be undertaken at higher densities than parts of the village without harming its overall character.

This statement is again absurd, as housing density is a major determinant of environmental character

In page 4 paragraph 13 VoG states: In terms of the potential impacts of a development of this scale on the character of the area in respect of matters such as traffic and demand on infrastructure… In terms of traffic, the site will be accessed from the main A48, which is a strategic highway corridor, as opposed to through the village itself. The vehicle movements generated by the development will have a negligible effect on the overall vehicle movements on this main road and as such, traffic impacts from the development are unlikely to have any significant effect on the character of the village. Furthermore, the site is within easy walking distance of facilities within the village which should minimise the need to travel by car to access local facilities in the village. In terms of other infrastructure, the existing settlement of St. Nicholas is considered to be capable of accommodating growth of this scale without the need for significant infrastructure improvements, which could affect the character of the area. The impacts on heritage assets are considered further below.

The extra traffic generated will add to the growing gridlock affecting the A48 through St Nicholas. There are no facilities within the village other than the primary school and the church. All other facilities will need to be reached by car.

In page 4 paragraph 57 VoG states: By locating development in sustainable minor rural settlements such as St. Nicholas and Bonvilston, the Council has sought to maximise the opportunities for residents to meet their daily needs in their locality, thus reducing their need to travel, and where travel is necessary there are sustainable alternatives to the private car.

There are no facilities within the village for residents to meet their daily needs in their locality. Other than the primary school and the church, all needs will need to be reached by car.

Yours sincerely

Dr Paul Williams

[redacted]

BY E-MAIL - LDP@valeofglamorgan.gov.uk

Your ref.: **ID 1784**

28 October 2016

LDP Team
The Vale of Glamorgan Council
Dock Office
Barry
CF63 4RT

Dear Sirs

Local Development Plan - Independent Examination - Matters Arising Changes

I wish to make the following representations on and objections to the Matters Arising Changes Schedule in the context of the Council's Responses to relevant Action Points arising from Hearing Sessions of the Public Examination held between January and March 2016:

1. MAC 213 - Land to the East of St Nicholas - MG2(43):
   a. No account or substantially inadequate account has been taken and no explanation has been given by the Council of significant problems relating to the proposed development described in detail in:
      i. My Representations number 1 Main (ID 1784/4), number 2 Sustainability (ID 1784/3) and number 4 Site Assessment (ID 1784/2).
      ii. My Hearing Statements for Hearing Sessions number 1 and number 11.
      iii. My oral representations at Hearing Sessions number 1 and number 11.
   b. Powerful objections were raised to the proposed development of 100 houses. The Council has responded by increasing the number of houses to 117 which represents an increase of 83% in the size of the village.
   c. No reference has been made to the decision of the Council to provide two separate vehicular accesses to the site within 72 metres of each other from the A48 which is heavily congested at peak periods.
   d. No reference has been made to the decision of the Council to achieve access to the main part of the site by demolition of a good property in the Conservation Area.
   e. The Council has decided to proceed with the grant of planning permission for 100 of the 117 houses in advance of the decision of the Inspector on the LDP. This irresponsible action by the Council has pre-empted that decision and turned the whole process of independent examination of the LDP by the Inspector involving substantial resources, cost and time (for the Council, members of the public who have participated in the process in good faith and the Inspector) into a complete farce.

2. MAC 78 - Open Space:

   a. The provision of 0.48 hectares of open space at St Nicholas (MG25(10)) has been deleted from the LDP in order to squeeze an additional 17 houses into the site. The Council has claimed that this is justified by the use of the playing field at St Nicholas Church-in-Wales Primary School. The Council has claimed (Hearing Session 18, Action Point 7, paragraphs 2.5 & 3.6) that "...the playing fields are made available for public use outside of school hours, in the evenings and weekends for informal recreational use." At 2.05 pm on 28 October 2018 (during the half-term holiday when children require a playing field), the only gate into the playing field from the public footpath was padlocked. The only access to the field was through the private grounds of the School. Such access, which involved opening shut gates from the road into the School grounds, is unlikely to be acceptable to the School authorities. Furthermore, in order to reach the playing field from the development site, children would need to walk or cycle along the narrow and dangerous roads in the centre of the village (please see my representations on village road capacity, including item 7 of my Main Representation number 1 (ID 1784/4)).

   b. The statement in MAC 209 that the site at ITV Wales (MG2(39)) "...will deliver 1.03 hectares of public open space..." is inconsistent with the deletion of that open space in MAC 78.

3. MAC 61 & 62 - Transport (Policy MG/16). This section totally fails to address the critical congestion issues on the main highways including the A48 and the Culverhouse Cross roundabout which were the subject of Hearing Session 17. The specific issues raised in my Representation number 3 Highways (ID 1784/1) have been ignored. The Council's response to Hearing Session 17 Action Point 5 is complacent in the extreme. The existing traffic together with the prospective growth in traffic up to 2026 is **unsustainable** without action to mitigate the effect of that growth at key junctions such as Culverhouse Cross. The Council, together with the Welsh Government and Cardiff City Council, has no plan to deal with the congestion arising from the existing and prospective volume of traffic at Culverhouse Cross.

   Policy SP 7 states "All new developments that have a direct impact on the strategic transportation infrastructure will be required to deliver appropriate improvements to the network." Paragraph 5.65 of the Deposit LDP states "The delivery of planned housing ... will be dependent upon the implementation of key sustainable transport and highway improvement schemes." Policy SP 7 and paragraph 5.65 have been ignored by the Council in making housing allocations in the LDP. Paragraph 5.65 has not been and is not being applied in the consideration of planning applications. Planning applications are being required only to show the estimated traffic movements related to the specific development which is the subject of the application. This is ludicrous as the effect on traffic is the aggregate of all relevant developments plus other factors which increase traffic as set out in my Representation number 3.

Yours faithfully

Tim Knowles

ID No: 2041
Date received: 13/10/2016
Date Acknowledged: 17/10/2016

Vale of Glamorgan Council

Consultation Representation Form: Supplementary Planning Guidance on Affordable Housing and Planning Obligations

Guidance Note

The Council has prepared draft Supplementary Planning Guidance (SPG) documents on Affordable Housing and Planning Obligations. The SPGs were prepared as background evidence to the Public Examination of the Vale of Glamorgan Local Development Plan. The background evidence is available to view on the Council's website at: www.valeofglamorgan.gov.uk/LDP.

The Draft SPGs were approved by Cabinet on 14th December 2015 (Cabinet Minute C3022) and at the Council's Economy and Environment Scrutiny Committee on 5th January as a material consideration in the Development Management process.

Sections 1 and 2 of this consultation form will request basic personal information from you (and your client if applicable).

Sections 3 and 4 will provide you with the opportunity to set out any comments you have in relation to the Draft SPG on Affordable Housing and Planning Obligations.

When commenting:

- Please complete using block capitals and black ink/typescript.
- Please use additional sheets if necessary.
- Please reference relevant page and paragraph numbers from the draft SPGs. This will assist the Local Planning Authority to understand the context of the issues you raise.
- Please indicate if you are submitting other material to support your comments.

The consultation will commence on Friday 16th September 2016, and will close at **midnight on Friday 28th October 2016**. If require further information regarding the Draft SPGs or the emerging LDP, please contact the LDP team:

Address: The LDP Team,
Development Management
The Docks Office,
Barry Docks,
Barry,
Vale of Glamorgan,
CF63 4RT

Telephone : 01446 700111 Email: LDP@valeofglamorgan.gov.uk

Please return all completed forms to the LDP Team using the above postal address, or via email.

This form may be photocopied if necessary. It is also available on the Council website at: www.valeofglamorgan.gov.uk/LDP.

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

REC
Regeneration and Planning

Section 1: Personal Details			
Title	DR	**First Name:** Joan	GREEN
Surname:	GREEN.		
Company (optional):			
Email Address:	[redacted]		
Address 1:	[redacted]		
Address 2:	[redacted]		
Address 3:			
Town:			
County	[redacted]		
Country:	[redacted]	**Postcode:** [redacted]	
Are you acting on behalf of a client?	Yes / No *(If 'Yes', please complete Section 2. If no, go on to Sections 3 and 4.)*		

Section 2: Clients Details			
Clients Title:		**First Name:**	
Surname:			
Company (optional):			
Email Address:			
Address 1:			

MG2 (23) Land at Upper Cosmeston Farm Lavernock. Reponse to LPD 10.10.16 J Green
Ref. ~~404~~ 29 1

The proposal to build 500units of affordable housing on land at the above site will be devastating for those already living in the Cosmeston Community and for others in Penarth who enjoy walking across the cliffs at weekends. Any problems encountered during the process will have effect on the site below, built in the 1980. There would seem to be very good reasons why the builders choose then, not to build further back to the boundary. They are all identified in your current appraisal some with serious consequences

The land is currently owned by the Welsh Office and is in agricultural use. This has benefits for the people living on Cosmeston Drive particularly in periods of heavy rain. The field absorbs much of the water, the remainder running down the drive and pooling at Lavernock Rd. Climate change identifies the prospect of more winds and heavy rain. Which will have an effect on this site together with further erosion of the cliffs?

AS far as the site itself is concerned the building process will involve constant noisy, heavy traffic exiting on to an already pressured Lavernock Rd. If and when this site is established it will mean at least an additional 2000 cars. Most homes have two cars, and this together the proposed Cog development will have an interesting effect on the rush hour and on a town with no car parks.

There are many serious problems identified in the appraisal. The site itself has archaeological artefacts. Also a history of past use as a waste dump. This will have an effect on the ground loading of the sight and its ability to sustain 500 houses. The intention to build to within 10m of the boundary is of concern. Given the vulnerability of the cliffs to coastal erosion

Other matters of concern relate to the fact that there is a main river running thru the vicinity which it is hoped will drain off excess surface water. If it does not, then what? The vulnerability of Cosmeston Lakes is also identified in relation to the proposal. The site is also crossed by a strategic foul public sewer which may require diversion! The site is also has conservation status of European protected species.

All of the above auger potential problems for the current residents of Cosmeston and require investigation by appropriate independent agencies. They are acknowledged in the document. Welsh Water, Natural Resources Wales, Glamorgan Gwent Archaeological Trust. In addition there should be a Health Impact Assessment which measures the effect of a project on the health of the local people, also an Environmental impact assessment particularly in relation to the coast.

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The results of these investigations should be available to the local population before any further decisions are made. It would useful to employ a civil engineer for an objective assessment of the site and other independent professionals as required.

[redacted]

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13 OCT 2016
Regeneration and Planning

Address 2:			
Address 3:			
Town:			
County:			
Country:		**Postcode:**	

Section 3: Affordable Housing SPG - Your Comments

Please see attached.

[redacted]

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(Please use additional sheets if necessary).

Section 4: Planning Obligations SPG - Your Comments

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13 OCT 2016
Regeneration and Planning

(Please use additional sheets if necessary).

Please return all completed forms to the LDP Team, Development Management, The Docks Office, Barry Docks, Barry, Vale of Glamorgan, CF63 4RT, or by email to LDP@valeofglamorgan.gov.uk by no later than **midnight on Friday 28th October 2016.**

All information submitted will be available for public inspection and cannot be treated as confidential.

VALE of GLAMORGAN
BRO MORGANNWG

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19 OCT 2016
Regeneration and Planning

For Office use only
Representor No. 2065
Date Received 19/10/2016
Date of Acknowledgement 19/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Steven Carpenter	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 50	☐	☑	☑	☑	☑
MAC 112	☐	☑	☑	☑	☑
MAC 217.	☐	☑	☑	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

RECEIVED
Regeneration and Planning

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

I personally feel that all 3 MAC's previously mentioned are not suitable for this area.

The site should be totally moved & demolished to a more appropriate site. People have worked hard to move in and live in a good, safe environment and their rights should be protected.

There is already sufficient affordable housing in this area.

RECEIVED

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Regeneration and Planning

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	16/10/16.

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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RECEIVED
1 0 OCT 2016

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. …….2076……

Date Received…….24/10/2016……

Date of Acknowledgement…26/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Mr R.G THOMAS	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC 208	☐	☐X	☐X	☐X	☐X
MAC42	☐	☐X	☐X	☐X	☐X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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MAC 208 LAND TO THE REAR ST.DAVID'S SCHOOL COLWINSTONE

HS2+3/AP9

HS4/AP3

CC50

APPENDIX 5 MG2 (38)

PAGE 284.

This 2.55 hectare Greenfield site is located adjacent to the west of the St David's Church in Wales Primary School in Colwinston.

THIS WORDING IS INCORRECT – THE SITE IS EAST TO THE SCHOOL .

THIS SITE IS NOT A GREEFIELD SITE IT IS UNDER CONSTRUCTION.

THIS SITE WAS ALLOCATED IN THE FIRST PHASE LDP.

THE FIRST PHASE LDP WAS SCRAPPED AND ALL WITHIN IT .

WHY WAS THIS SITE THEN CARRIED FORWARD ? NO ONE CAN ANSWER THIS ?

MAC42 PROPOSED MINOR RURAL SETTLEMENT BOUNDARY COLWINSTONE

PAGE 383 MAP

MAP MAC 42

(HS12/AP03)

POLICY MD5

THIS NEW BOUNDARY REPLACES THE OLD SOUTHERN CONSERVATION AREA AND NORTH SETTLEMENT AREAS.

THIS BOUNDARY HAS COMPLETE DISREGARD TO YOUR POLICIES AND IS TOO TIGHTLY DRAWN

AND THERE IS NO RHYME OR REASON TO IT.

E.G ;-

IT ENCOMPASSES A LARGE GARDEN AT PROPERTY HOUSE CALLED HENDRE FOR NO REASON INCLUDES THE DISPUTED LAND TO THE REAR OF ST. DAVID'S SCHOOL AND THE VALE OF GLAMORGAN COUNCILS OWNED ST.DAVID'S SCHOOL AREA ? GOES AROUND THE VILLAGE STREET LINE THEN FOR NO REASON GOES IN AND OUT AS A SPIKE IN CHURCH FARM YARD FOR NO FAIR OR UNDERSTANDING REASON ?

THIS NEED'S URGENT LOOKING AT AND RECTIFING .

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐X
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	24/10/2016

If this form represents a petition please indicate how many people it represents.	SEVEN (7)

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. …….2250……

Date Received….28/10/2016……

Date of Acknowledgement …28/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Barry Town Council	
Address	Emily Forbes, Town Clerk, [redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC 33	X	☐	☐	☐	☐
MAC 52	☐	X	☐	☐	X
MAC 57	X	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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MAC 33 - Affordable Housing Requirement.

Barry Town Council supports both the increased Affordable Housing requirement (as based on the evidence derived from the 2015 Local Housing Market Assessment) and the changes in the Affordable Housing unit totals to be derived from Plan allocations, windfall and small sites.

MAC 52 – Provision of Community Facilities.

The following amendment is sought to the wording of the supporting text (Paragraph 6.51) to the provision of community facilities in MAC52 –

"In accordance with the recommendations of the assessment, Policy WG 7 allocates land for the provision of new community infrastructure, to be provided in association with housing allocations at Barry Waterfront, St Cyres, Ogmore Residential Centre and Cosmeston Farm, Penarth. ~~Additionally, the Policy identifies those settlements where additional planned growth would result in a shortage of community facilities locally, in which the Council will seek new or enhanced facilities through Section 106 contributions or Community Infrastructure Levy.~~ **In addition, where the most up to date evidence of need demonstrates that the needs of new developments cannot be met by existing facilities, Policy MG 7 requires that new or enhanced community facilities will be sought through Section 106 contributions or the Community Infrastructure Levy in accordance with Policy MD4. At the time of adoption of the Plan ~~T~~the Community Infrastructure Background Paper represents the Councils latest evidence of need. It identifie~~d~~s the following settlements as being likely to require new or improved facilities during the Plan Period as a result of planned growth: Barry, Cowbridge, Dinas Powys, Llandough, Llantwit Major, Penarth, Rhoose, St Athan, Sully and Wenvoe. Where in future Place Plans are adopted as Supplementary Planning Guidance to the Local Development Plan and they provide more up to date evidence of community facility need in an area these will be considered as material to the requirements for contributions.**

The Welsh Government – Development Plan Prospectus (published 14 January 2015) states: *"Place Plans will encourage greater community engagement in local planning decision making by allowing communities to shape their localities. Place Plans will set out the more detailed thematic or site specific guidance to supplement the policies and proposals presented in an LDP. Town and Community Councils will be able to work pro-actively with LPAs so that resources are used more effectively".*

Barry Town Council has previously made representations to the Vale of Glamorgan Council to undertake joint working in line with Welsh Government advice to produce a Place Plan for Barry. This option has been agreed in principle by confirmation from the Community Liaison Committee (19th March 2014) that: *"the Cabinet on behalf of the Council write to the Welsh Government to express an interest in Barry / Penarth Towns being considered as pilots for Place Plans and seeking appropriate resources to enable the pilots to be undertaken."*

The proposed wording change seeks to enhance and lead to more effective delivery of Community Facilities Policy.

MAC 57 Retail Hierarchy.

Barry Town Council supports the splitting of the previously proposed policy and the inclusion of existing edge of centre and out of town retail parks within a new Policy. Furthermore, references to National Policy and the need to meet the requirements of the Sequential Test for new retail development is also supported.

Please use additional sheets if required.

Please state how many additional sheets have been used ……

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**x**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	27th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. …….2251……

Date Received…….28/10/2016……

Date of Acknowledgement …28/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Colwinston Community Council	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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			Test 1	**Test 2**	**Test 3**
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	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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When the draft LDP was first published the Community Council were dismayed that the rural settlement boundaries were to be removed, even though those for larger settlements were to be retained.

In principle we support the reinstatement of the boundaries, even if there is the odd line on the map that we don't agree with. We wish to protect the village boundary and support infill development in the future.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	√
I want to speak at a hearing session.	
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	27/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR

BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

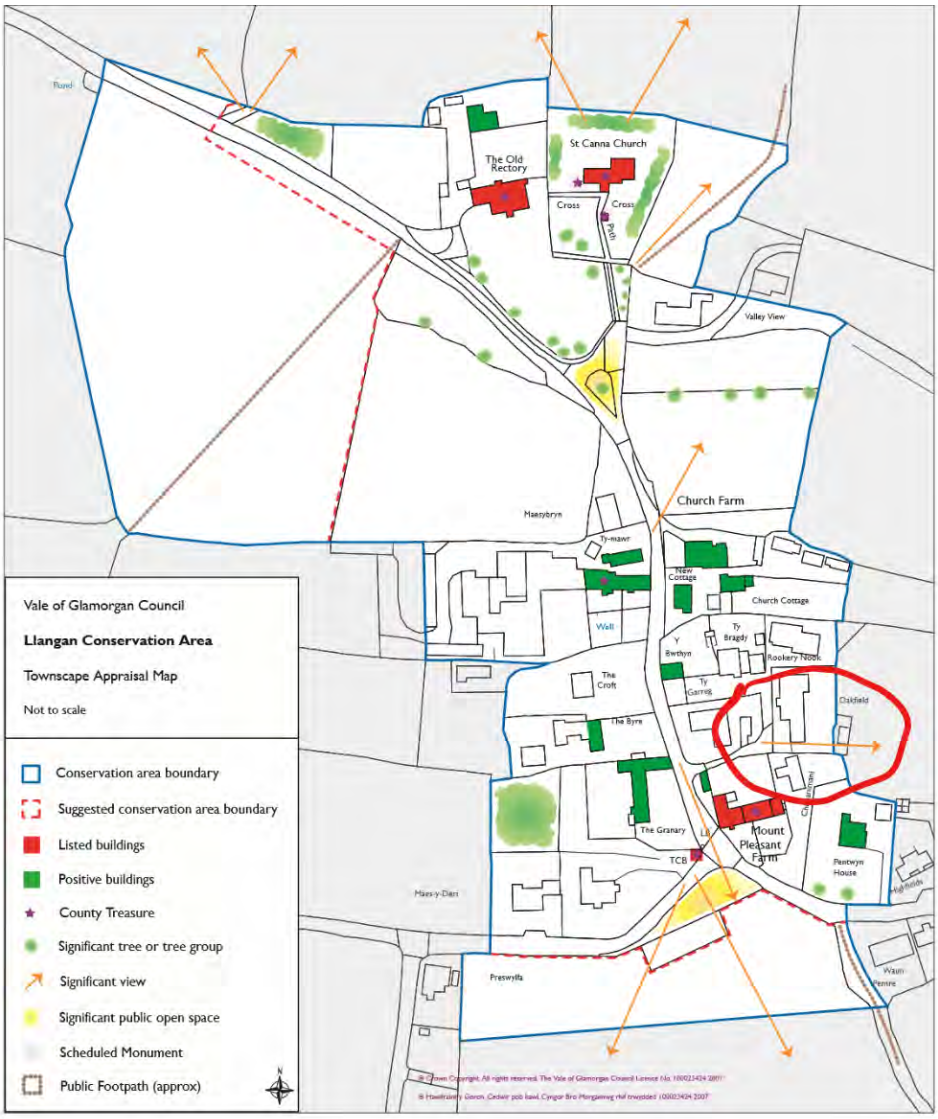
ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Appendix 1

Conservation Plan



Appendix 2

Legal Undertaking

UNDERTAKING

I, David Lyn Foster, Chief Executive to The Vale of Glamorgan Council (hereinafter called "the Council") am duly authorised to give this Undertaking for and on behalf of the Council, which shall hereafter be bound by it and all of its terms.

The Council hereby undertakes to Stanley Harding of South Rise, Llangan in the Vale of Glamorgan that it will:-

(1) Use its best lawful endeavours to remove from the site known and situate at OS Parcel No. 3869 ("the site") at the earliest possible date, whether by legal proceedings or other lawful means, Mr. William Carrol and any other person who then occupies the said site and to prevent their return; and

(2) Upon the site becoming vacant to:

(a) remove all structures and facilities placed on the site with all due expedition; and

(b) disconnect all services that have been connected to the site with all due expedition; and

(c) reinstate the said site to a condition similar to that enjoyed prior to the granting of unlawful planning permission with all due expedition.

(3) Terminate the licence and grazing rights granted to Mr. Carrol on or about 20th December, 1994 in accordance with any lawful right to do so.

Signed:.....David Foster..... Dated: 1st May, 1996.

David Lyn Foster,
for and on behalf of The Vale of Glamorgan Council

David B. Morris **19th October 2016**

My ref: DBM/LDP2252

Local Development Planning Team
The Vale of Glamorgan Council
Dock Office
Barry Docks
Barry CF63 4RT

Dear Sir/Madam

Vale of Glamorgan Local Development Plan 2011 – 2026: Matters Arising Changes and Draft Affordable Housing and Planning Obligations Supplementary Planning Guidance Consultation.

I enclose a response on behalf of Cowbridge with Llanblethian Town Council (Town Council) in relation to the Matters Arising Changes (MAC) to the draft Local Development Plan (LDP) specifically those changes affecting the Town Council area in Cowbridge, Llanblethian and Aberthin.

The Town Council recognises the need for some additional housing in the Cowbridge area. However it has consistently opposed the scale of development allocation as proposed in the draft LDP in recent years. The reasons for its opposition to the original LDP allocation of 540 houses are well documented in previous responses to you.

To have a further 105 houses proposed as part of the intended MAC LDP changes only seeks to exacerbate the Town Council's concerns. No regard has been taken within the LDP for the impact on the local infrastructure in relation to greater flood prevention requirements; increased traffic congestion with an estimated 750 vehicles resident within the town; greater call for local school placements with an estimated 1000 extra pupils; increased town centre congestion with increasing number of vehicles moving along the High Street/Eastgate/Westgate and feeding into and out of this main town arterial roadway. Overall the impact on the operation of the town as a key residential, business and tourist service centre in the Vale.

….Continued

Of the 105 houses proposed some 85 have been allocated for the development on the land to the north and west of Darren Close (Darren Farm) increasing the total housing from 390 to 475. The Town Council have consistently opposed such large scale development on the outskirts of Cowbridge and to be asked to comment on the MAC when outline planning permission has already been granted is unacceptable, especially since the LDP has not been approved. The Town Council remains totally opposed to the scale of the development on this site.

The Town Council are also strongly opposed to extending the settlement boundary of Aberthin in Court Close to accommodate the building of an additional 20 houses. The Town Council have already forwarded their objections to this development as part of the planning application process, which were in regard to safety concerns for traffic and pedestrians, flood risk issues and the extension of the settlement development boundary for Aberthin.

Of particular concern to the Town Council for the developments at Darren Farm, the land adjoining St Athan Road and the land adjoining Court Close, Aberthin are the additional greater risks of flooding, which have not been considered within the LDP for these particular sites.

The scale of the proposed housing development allocation for Cowbridge including the 130 properties on the land off St Athan Road will add at least 30% to the local population. Cowbridge has been identified in the LDP as a key service centre in the Vale and yet no consideration has been given as to how this increase in residential population will impact on the daily operation of the town.

In short the Town Council remain totally opposed to the scale of additional burden that the Vale of Glamorgan Council proposed LDP is placing on the current local community. Has the Vale of Glamorgan Council fully taken into account the development of Brownfield sites within the Vale in accordance with Welsh Government policy? The Town Council asks that the Vale of Glamorgan Council even at this late stage reduce the proposed allocation of housing for Cowbridge, Llanblethian and Aberthin to a more sustainable level.

Yours sincerely

[redacted]

David B Morris
Town Clerk.

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. 2252

Date Received 21/10/2016

Date of Acknowledgement 21/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name David Morris, Town Clerk	Cowbridge with Llanblethian Town Council	
Address Cowbridge Town Hall 21 High Street Cowbridge	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	2252	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 30	☐	X	X	X	X
MAC 187	☐	X	X	X	X
MAC 188	☐	X	X	X	X
MAC 40	☐	X	X	X	X
MAC 76	☐	X	☐	X	☐
MAC 82	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Cowbridge with Llanblethian Town Council would object to the following Matters Arising Changes to the LDP 2011 – 2026

MAC 30 – Growth Strategy for the Key Settlement, Service Centre Settlements, Primary Settlements and Minor Rural Settlements.

Paragraph 5.18 – the redrawing of the settlement boundary for Cowbridge which extends out north and west of Darren Close in order to accommodate an extensive development that has been increased from 390 houses to 475. This proposed settlement boundary extension for the development is on agricultural land (Greenfield) and does not meet the policy of the Welsh Government to develop on brown field sites of which there are many within the Vale area. The plan is not appropriate since by extending the settlement boundary no consideration has been made in the LDP for the impact on the town centre in relation to increase traffic congestion, additional parking requirements, need for improved public transport links and additional local school placements, even though Cowbridge is still identified in the LDP as a key Service Centre for the Vale of Glamorgan. In addition there is a high risk of flooding as the development is on high ground taking away the natural flood plains. Due to these reasons the plan will not be effective.

MAC 187 – Land adjoining St Athan Road, Cowbridge

The substantial increase in housing development proposed for Cowbridge is unsustainable without consideration for improved flood prevention and infrastructure in relation to traffic flow and public transport improvements. Before any development on this site is approved outline planning permission must first be approved to include how the road system will be improved for traffic entering from St Athan Road to the junction with East Gate and Primrose Hill which is already congested from commuter/school traffic from the current residential properties in this area. The proposed plan again impacts on agricultural land, it is not a brown field site and has potential impacts on the local archaeological sites. It is therefore not appropriate.

MAC 188 – Land to the north and west of Darren Close, Cowbridge.

As already stated, the redrawing of the settlement boundary for Cowbridge which now incorporates the land that extends out north and west of Darren Close is not appropriate to accommodate an extensive development that has been increased from 390 houses to 475. This development is on agricultural land (Greenfield) and does not meet the policy of the Welsh Government to develop on brown field sites of which there are many within the Vale area. The plan is not appropriate since by building an additional 475 houses in Cowbridge no consideration has been made in the LDP for the impact on the town centre in relation to increase traffic congestion, additional parking requirements, need for improved public transport links and additional local school placement. By changing the settlement boundary for Cowbridge this development is within the Cowbridge area but it is not within the Town Council boundary, it is still situated in the Penllyn Community Council boundary area who will be responsible for setting and receiving the Community Council precept payments from this development, but do not have to sustain the impact that such a large development will bring to the town. In addition there is a high risk of flooding as the development is on high ground taking away the natural flood plains. Due to these reasons the plan will not be effective.

MAC 40 – Proposed Minor Rural Settlement Boundary – Aberthin Settlement Boundary

The Town Council object to extending the development boundary for Aberthin to allow development to take place in Court Close. This proposed development area was not approved by the Vale Council previously due to traffic safety issues, flood risk and overdevelopment. It is not identified as an area for development on the current UDP and nothing has changed to allow such development to take place. Therefore the LDP is inconsistent with other plans and is not appropriate. Consequently it will be ineffective.

Please use additional sheets if required.

Please state how many additional sheets have been used ONE……

Part 2 Continued

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Cowbridge with Llanblethian Town Council would object to the following Matters Arising Changes to the LDP 2011 – 2026 (Continued) -

MAC 76 – Proposed Minerals for Safeguarding Deletions (Residential Sites) – Aberthin Settlement

Cowbridge Town Council object to the deletion of the of the area designated for Limestone minerals in order to allow the extension of the residential development boundary of Aberthin to accommodate new housing on the agricultural (Greenfield) site contrary to Welsh Government policy for development to take place on Brownfield sites.

MAC 82 – Proposed Minerals for Safeguarding Deletions (Residential Sites) – Cowbridge Settlement

Cowbridge Town Council object to the deletion of the of the area designated for Limestone 1 and Limestone 2 minerals in order to allow the extension of extensive increased residential development on these sites on effectively agricultural (Greenfield) land contrary to Welsh Government policy for development to take place on Brownfield sites.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	**x**

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
With the changes to the development boundaries for Cowbridge and Aberthin (MAC 30, 188, 4, 76 and 82) that has allowed an increase in housing allocation the Town Council wishes to demonstrate again the unrealistic burden being placed upon the Town in terms of its infrastructure and effect on the town centre, especially in regard to traffic congestion and car parking. A situation which is made materially worse by the addition of the 105 houses. The Council feels strongly that its concerns should be presented in person to the Inspector . If granted to present to the Inspector, this will be done by representatives from the Town Council – Councillors' Mr David G Morgan and Mr Alec T Trousdell, who have previously represented the Town Council at the LDP Hearings.

Signed:		**Dated:**	

If this form represents a petition please indicate how many people it represents.	15 (Town Councillors)

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 2253
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Dinas Powys Community Council	Christine Reeves
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	2253	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC60	☐	X	☐	X	X
MAC82	☐	X	X	X	X
MAC196	☐	X	X	X	X
MACMaps	☐	X	X	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

MAC60 – Amendments to MG 15 OBJECT

The Community Council has already submitted objections in relation to the designation of Camms Corner and Castle Court/The Parade as separate neighbourhood centres (MG12 and MG15) given they function as a single centre. Thus it would be more appropriate for the combined area to be designated as a Local Centre, consistent with the other, smaller centres in Dinas Powys.

In the absence of such amendments, the Community Council considers the proposed changes to MG 15 to be unsound as they would apply less stringent and different tests in relation to the Camms Corner and Castle Court/The Parade centres compared with those applied to Dinas Powys Village and Cardiff Road, even though the former has an equally important retail role for the Murch area of Dinas Powys. Indeed the number of retail units at the Murch exceeds those in either of the other areas.

On this basis, given there is no clear distinction in the role or offer at a local centre compared with a neighbourhood centre, the Community Council would suggest that the policy tests should be the same for both types of centre.

The Community Council would also question why the effect on dead window frontage and amenity is only relevant in neighbourhood centres and not in local centres and again would suggest that any policies should apply equally to both types of centre.

MAC82 – Amendments to MD2 and MD3 (Point 6) OBJECT

The Dinas Powys Community Council strongly objects to the proposed changes to the wording of MD2, point 6 relating to the effect of new development on highway safety and congestion. The wording proposed, namely adding ***"to an unacceptable degree"*** is unsound. It is not clear what may be an 'acceptable' level of compromise in terms of either highway safety or congestion, nor who will decide this.

Further, such wording allows new development to compromise highway safety and increase traffic congestion and, as such is inconsistent with Point 1 of the policy as such impacts would clearly fail to positively contribute to the context and character of the surrounding natural and built environment. It would also be inconsistent with overall planning objectives, inter alia, to achieve a clean and healthy environment (Environment Strategy for Wales (2006) as set out in the LDP para 2.4 – 2.5); to reduce transport safety and security (One Wales: Connecting the Nation – The Wales Transport Strategy (2008) as set out in the LDP, para 2.12); and improve the health of communities and reduce the number of accidents and injuries (Our Healthy Future (2009) as set out in LDP, para 2.14).

Please use additional sheets if required.

Please state how many additional sheets have been used ***1***

MAC196 Appendix 5, Site Allocation MG2 (26) St Cyres, Dinas Powys OBJECT
(i) Dinas Powys Community Council objects to the proposed additional text at paragraph 2 as it refers to the St Cyres development contributing towards the provision and enhancement of existing local infrastructure and facilities in **Penarth**, as detailed within the various background papers and in accordance with Policy MD4.

Site MG2 (26) is located within Dinas Powys and the residents of the proposed housing will clearly look to Dinas Powys for their services and facilities. Therefore it is local infrastructure and facilities within the village that should be enhanced if this site is developed and the policy should be worded accordingly.

To suggest that local infrastructure in Penarth be enhanced is counter to one of the key objectives of planning policy which is to produce sustainable communities, as travel between Dinas Powys and Penarth is only easily achieved by car and the roads between the two have already been shown to be some of the most congested in the Vale of Glamorgan.

(ii) The Community Council objects to the proposed removal of the specific requirement to provide public open space on the St Cyres site. This is a large, greenfield development site and the retention of some of the site as public open space is essential for the wellbeing of existing and future residents of Dinas Powys. It should therefore be explicitly required by the LDP and the proposed wording of Policy MD4 is inadequate to guarantee that.

(iii) The Community Council also objects to the final additions proposed to paragraph 2 which seeks to place particular emphasis on improved access to Eastbrook Station for walking and cycling. Not only is such an emphasis not necessarily appropriate given the railway service is constrained and only provides access to limited destinations, but Dinas Powys has two railway stations and, for walking and cycling, it may be more appropriate for residents in the new housing area to use Dinas Powys station. This will depend on the final masterplan for the site but pedestrian and cycle access from the new housing westwards into the existing road and pedestrian routes would seem to be an essential requirement of any masterplan and this would make Dinas Powys station as, or more accessible, than Eastbrook. The only reason for favouring Eastbrook station over Dinas Powys is for car borne commuters, as it has a small (and inadequate) car park, but this is not relevant for pedestrians or cyclists.

(iv) The Community Council would also suggest that this section of the LDP should include a commitment to ensuring the overall masterplan for the St Cyres site should not prejudice the future delivery of the Dinas Powys By-pass should funding become available for this essential road scheme in the future. Whilst the Community Council are fully aware that there is no committed funding for the scheme at the present time, a recent statement by Ken Skates, the Welsh Government Secretary for Economy and Infrastructure, has indicated support for a Dinas Powys Bypass. On the 5th October 2016 it was reported that Mr Skates, responding to a question by Andrew RT Davies AM, said the bypass is a "unique issue that needs to be resolved" and he has asked his officials to liaise with the local authority to "identify a solution that can be fully funded" (BBC website).

It is therefore essential that, nothing in the LDP should prejudice such a proposal, even if the Vale of Glamorgan Council are currently unable to actively support it.

MACMaps – Omissions OBJECT
The Community Council objects to the absence of amended plans to reflect matters discussed during the Hearing Sessions and request additional changes are made to the Proposals Map to ensure the designations in the Dinas Powys area are correct and accurately reflect policies and recent discussions.

In particular:

- The Council would question why the changes to the Dinas Powys settlement boundary put forward following Hearing Session 12 (Action Point 1) have not been included in the MACMap changes, given the Council indicated there was an error on the original Proposals Map; and
- The Council would suggest that the site boundary for MG2 (26) and all other proposed designations are checked to ensure they are entirely consistent with and do not prejudice, the delivery of a Dinas Powys By-pass in the future, should funding become available.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	**X**

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
The DPCC would wish to be represented at any discussions relating to development in Dinas Powys and transport/traffic issues. This is to ensure that the Inspector is aware of the Community's views and can benefit from local knowledge.

Signed:	[redacted]	**Dated:**	28/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. …….2260……

Date Received…….28/10/2016……

Date of Acknowledgement …28/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Carole Alexander	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	2260	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
MAC 30	☐	√	√	√	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
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Llanmaes Community Council makes note of the Matters Arising Change Schedule and the changes to settlement boundaries. In addition to comments made at earlier stages of the process we wish to comment on proposed settlement boundaries within our community boundary.

We note that a small farm building development (locally known as Frolics Farmhouse or sometimes as Tremains Farm) to the north of the Llantwit Major bypass has been included within the proposed settlement boundary of Llantwit Major. There is no association between this group of buildings and the town of Llantwit Major and we would suggest that it be treated consistently with close by farm buildings (e.g. Bridge House Farm) and not associated with any particular settlement.

Part 3: What Happens Next?

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	√
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28 October 2016

If this form represents a petition please indicate how many people it represents.	

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Midnight on Friday 28th October 2016

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Dŵr Cymru
Welsh Water

[redacted]

The LDP Team,
Vale of Glamorgan Council,
Dock Office,
Barry Docks,
Barry,
CF63 4RT

Enquiries: Rhys Evans/Ryan Norman
[redacted]

28th October 2016
Sent via email

Dear Sir/Madam,

MATTERS OF ARISING CHANGES / PLANNING OBLIGATIONS SUPPLEMENTARY PLANNING GUIDANCE CONSULTATION

I refer to your email dated the 15th September 2016 regarding the above consultations. Welsh Water appreciates the opportunity to respond and we offer the following representation:

Matters of Arising Changes

We support the proposed changes to the Plan to reflect the updated Statement of Common Ground and our recent consultation responses on the capacity of our infrastructure to accommodate the additional allocations. Following changes to the site boundary of MG2 (23) Land at Upper Cosmeston Farm however, it is now also crossed by a 3 inch trunk water main which needs to be reflected in the changes.

It is noted that MAC80 introduces a new policy for identifying local search areas for solar energy. Consideration will need to be given at planning application stage to the impact of such development on our infrastructure when details of individual proposals are known.

Planning Obligations Supplementary Planning Guidance

We support the use of planning conditions and related Section 106 (of the Town & Country Planning Act 1990) agreements.

Welsh Water has a duty to improve, maintain and extend its water and sewerage systems under the respective sections 37 and 94 of the Water Industry Act 1991 and we aim to ensure that sufficient infrastructure exists for domestic developments. Investment in our water and sewerage infrastructure is managed in rolling 5 year

Asset Management Plans (AMP) which seek to ensure appropriate large scale investment is undertaken to provide capacity for growth.

The current AMP, AMP 6, runs from April 2015 to March 2020 in which we are investing at record levels with overall expenditure at some £1.5bn. However, even with this level of investment we still have to prioritise carefully and balance the competing demands including ensuring that customer bills remain affordable – this ultimately means that we and our customers cannot afford to do everything we would wish to do.

As a 'not for profit' business our Industry Regulator Ofwat also expects that some of the cost associated with delivering new development is passed on to the developer through infrastructure charges, requisitioning charges, connection charges and other contributions. Where development will create a need for additional capacity in advance of our AMP investment, developers can also fund upgrades to our infrastructure via the planning obligations process and the provisions of a Section 106 agreement. We would therefore recommend that the SPG makes specific references to water and sewerage infrastructure in paragraph 6.2 under the heading *'Essential Infrastructure'*.

We hope that the above information will assist you as you continue to progress the LDP. In the meantime, should you require any further information please do not hesitate to contact us at [redacted] or via telephone on [redacted]

Yours sincerely,

[redacted]

Rhys Evans
Lead Forward Plans Officer
Developer Services

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 2396
Date Received 25/10/2016
Date of Acknowledgement 27/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Welsh Government	Paul Vining
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC42 HS2&3/AP05	X	☐	☐	☐	☐
MAC05 HS2&3/AP05	☐	X	☐	X	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Please see attached.

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	**X**

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
The Welsh Government is prepared to support the Council in respect of MAC42 HS2&3/AP05. The Welsh Government is prepared to speak at the LDP Examination in respect of its objection to MAC05 HS2&3/AP05.

Signed:	[redacted]	**Dated:**	25 October 2016

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Vale of Glamorgan Local Development Plan Examination

Matters Arising Changes
MAC05 - HS2&3/AP05: Green Wedge

REPRESENTATIONS SUBMITTED ON BEHALF OF THE WELSH GOVERNMENT

Introduction

1. The Welsh Ministers own an extensive area of land to the south-west of Penarth, including land at Cosmeston. Part of the land is allocated for residential development in the deposit *Vale of Glamorgan Local Development Plan 2011-2026* (Policy MG2) and a further area is proposed to be allocated for residential development in the *Matters Arising Changes Schedule* (MAC42 – HS2&3/AP05). The Welsh Government supports the additional residential allocation which it intends to bring forward for development at the earliest opportunity and well within the plan period.

2. As part of the MAC, the Council proposes to amend the boundary of the green wedge between Penarth and Swanbridge, as shown on page 346 of the MAC Schedule. The Welsh Government supports that change but believes that an additional area of land should also be excluded for the green wedge, as shown on the annotated plan attached.

National planning policy

3. National planning policy on green wedges is set out at section 4.8 of *Planning Policy Wales Edition 8* (SD104). Points to note:

   - Paragraph 4.8.1 – the stated purpose of green belts and green wedges is *"...to protect open land."*

   - Paragraph 4.8.1 – *"Both Green Belts and green wedges must be soundly based on a formal assessment of their contribution to urban form..."*

   - Paragraph 4.8.11 – *"Local planning authorities should only maintain green wedges where they can demonstrate that normal planning and development management policies cannot provide the necessary protection..."*

   - Paragraph 4.8.12 – *"In defining green wedges it is important to include only land that is <u>strictly necessary</u> to fulfil the purposes of this policy. Factors such as openness, topography and the nature of urban edges should be taken into account. <u>Clearly identifiable physical features should be used to establish defensible boundaries</u> ..."* (underlining added)

   - Paragraph 4.8.12 – *"The general policies controlling development in the countryside apply in green wedges, but there is, in addition, a general presumption against development which is inappropriate in relation to the purposes of designation."*

4. In the Welsh Government's view, the subject site does not meet the national planning policy criteria for green wedge designation and there is no necessity for it to be afforded the additional level of protection that such designation bestows.

Comments on behalf of the Welsh Government

5. Both the Welsh Government – see the quotes above – and the Council – *Green Wedge Background Paper* (SD40, para 3.4) – have acknowledged that in defining green wedges, only land that is strictly necessary to fulfil the purposes of the policy should be included. It follows that all land to be included in a green wedge should be capable of justification. In the Welsh Government's view, it is not appropriate for the subject site to be included in the green wedge designation.

6. In the *Green Wedge Background Paper* (SD40), under the heading of "Assessment Methodology" the Council states that green wedges must be assessed against four objectives (para 7.2)

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

   The inclusion of the subject site in the green wedge is not necessary to meet these objectives.

7. Part of the subject site comprises the large complex of farm and other buildings at Lower Cosmeston Farm. These do not contribute to the openness of the area. Moreover, they directly abut the residential development area proposed in Policy MG2 so that, when that site is developed in the next few years, the complex will inevitably appear to be part of the built-up area.

8. The remainder of the subject site comprises agricultural land that adjoins the Policy MG2 allocation. It is enclosed by the building complex at Lower Cosmeston Farm, Lavernock Road, Fort Road and the disused railway line. It is relatively small in size. Given the advice in para 4.8.12 of PPW, it would be more appropriate for the green wedge boundary to follow Lavernock Road and Fort Road, which are clearly identifiable physical features.

9. The subject site is a small part of the proposed green wedge. Omitting the subject site from the green wedge would not lead to urban coalescence as there would remain a very extensive area of open land to the south-west of Fort Road and between it and Swanbridge. The setting of the built-up area would not be prejudiced by omitting the subject site.

Conclusion

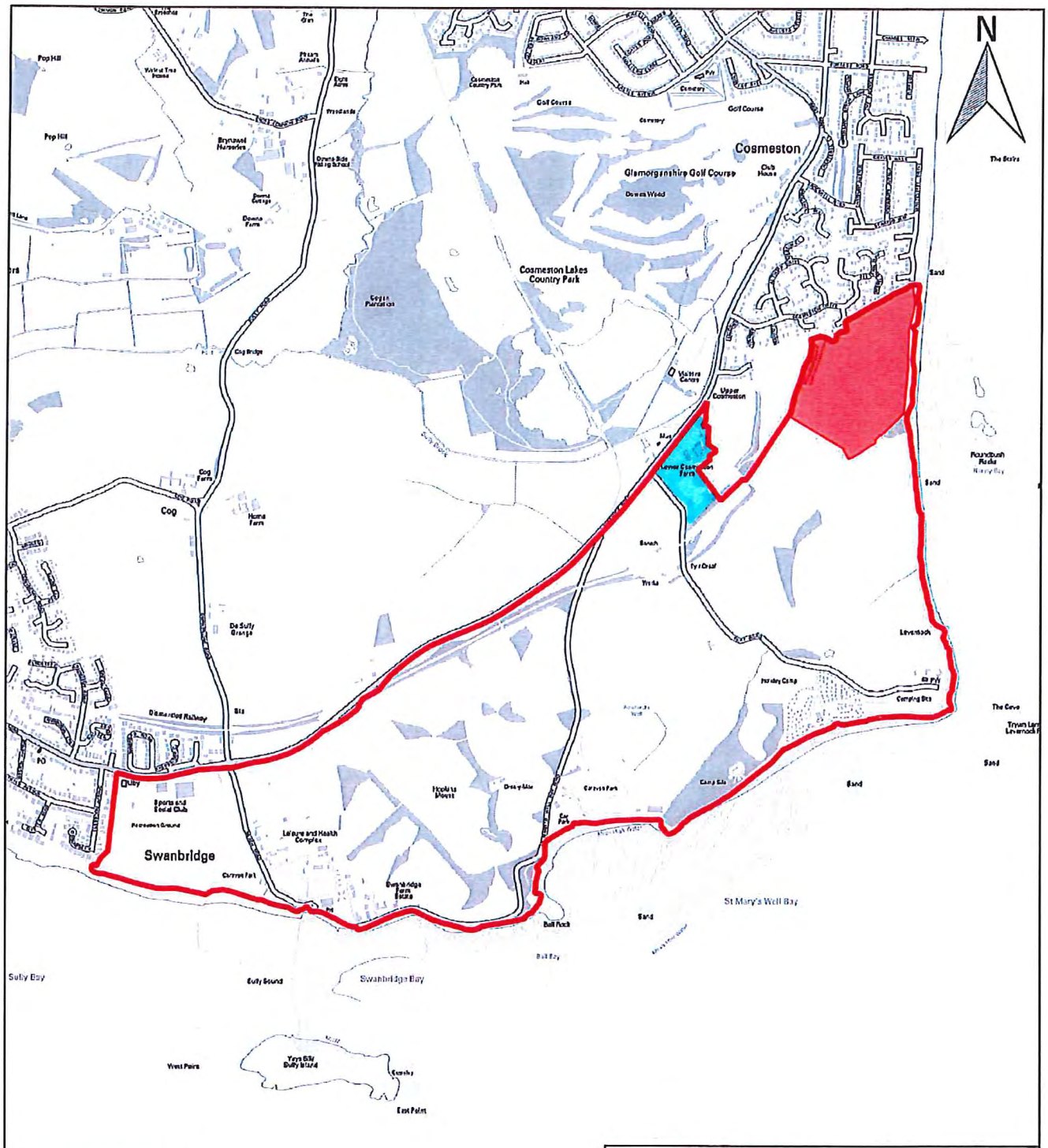
10. It is requested that the LDP Proposals Map be amended in line with the Welsh Government's representations.

Paul Vining BSc(Hons), DipTP(Dist), MRTPI
Director
WYG Group,[redacted]

25 October 2016

A081259-6

Vale of Glamorgan LDP 2011-2026 Matters Arising Changes
Map MAC05 (HS2&3/AP05) Green Wedge Amendment - South Penarth to Swanbridge - Policy MG18 (06)



Not to Scale

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© Hawlfraint y Goron a hawliau cronfa ddata 2016 Arolwg Ordnans 100023424

Key:

Area to be removed from allocation

Additional area to be removed from allocation

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 2439
Date Received 26/10/2016
Date of Acknowledgement 26/10/2015

Vale of Glamorgan Local Development Plan 2011-2026

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Hendre Limited and Wells Investments	Keith Warren
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	2439	

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			Test 1	Test 2	Test 3
MAC 30 and consequential changes below	☐	X	X	X	X
MAC 33	☐	X	X	X	X
MAC 42	☐	X	X	X	X
MAC 62	☐	X	X	X	X
MAC 81	☐	X	X	X	X
MAC 85	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Matters Arising Change MAC 30 is objected to on the grounds that settlement boundaries are applied to Minor Rural Settlements. The village of Sigingstone is defined as a Minor Rural Settlement where, according to Pragraph 5.19, such settlements play an important role in *'underpinning sustainable rural communities'*. However, the boundary is proposed to be drawn tightly around the village and reflects the previous UDP boundary. Contrary to the new paragraph 5.21 below, there is no scope for limited expansion of the village and opportunities for growth are confined to development within existing residential curtilages.

5.21 Settlement boundaries have been drawn around each of the towns and villages in the LDP settlement hierarchy and are clearly defined on the Proposals Map. Settlement boundaries play an important role in ensuring the delivery of sustainable development by encouraging development within the sustainable settlements identified in the LDP Hierarchy. They also assist in protecting the surrounding undeveloped countryside from inappropriate development, in line with natianal planning policy, by delineating the extent of built development. The delineation of settlement boundaries therefore helps to support and reinforce the delivery of the Plan's objectives and strategy and provides a key policy mechanism for managing growth within the Vale of Glamorgan.

The Minor Rural Settlements (MRS) have been defined as such following the LDP Inspector's request that the Council revisit the previous sustainability 'scores'. This has resulted in Sigingstone being upgraded from an outdated score of 5 to an updated scores of 6. The imposition of settlement boundaries is so restricted in those MRS defined as being sustainable but with no allocations, and effectively means that they now have no growth options within them, thus by default now making them unsustainable, with no prospect of retaining existing facilities.

The above will result in a consequential impact on the following proposed changes described below:

MAC 33
The above increases the target for affordable housing from 2,914 dwellings up to 3,252 under revised Policy SP4. Whilst it is accepted that there may be scope for 'rural exceptions' forms of housing adjacent to village boundaries, this by definition will be small scale and, following the imposition of settlement boundaries, removes the degree of certainty required to facilitate adequate affordable housing provision.

MAC42
The above refers to Policy MG2 – Housing Allocations. Over half of these have already received planning permission and a number, including Barry Waterfront, will deliver a lower proportion of affordable housing. In order for the Plan to meet the required Soundness Tests, there is a need for some low growth provision in villages such as Sigingstone, not only to make them sustainable and to allow certainty as to what actual growth will be allowed in each, but to provide a balance and suitable 'spread' of proportional development in view of the disproportionate allocations in MRS such as Fferm Goch, Wick, St Nicholas, Bonvilston, Ogmore and Colwinson.

Additional information is attached which effectively demonstrates that the proposed development in these villages will have a greater landscape impact than that associated with the a minor extension proposed to the village of Sigingstone. Please refer to the illustrations entitled Sigingstone Minor Rural Settlement (2); Colwinston Minor Rural Settlement; Wick Minor Rural Settlement; and Fferm Goch Minor Rural Settlement.

MAC 62
The change relates to Transport proposals with the continued aim of encouraging walking and cycling. Sigingstone is on National Cycle route 88 including a short, flat walking or cycle ride to the employment centre of Llandow. which as stated earlier has meant that in the updates sustainability test Sigingstone has improved from 5 to 6. However, walking or cycling to work in the employment centre of Llandow will not be encouraged if no development is proposed within a reasonable distance.

MAC 81
The above, in relation to Policy MD1 – Location of Development, fails for Sigingstone as development which would otherwise reinforce the role of the settlement is proposed to be severely restricted.

MAC 85
Whilst it is accepted that the previous policy allowed for additional growth in villages which already had large allocations, the imposition of tightly drawn boundaries in other villages will restrict any flexibility which would otherwise allow for sustainable forms of development on sites such as that promoted, which are not affected by flooding, heritage, landscape or biodiversity constraints.

Part 3: What Happens Next?

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	√

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
The parts of the representation relating to the proposed limited options for growth in sustainable villages such as Sigingstone.

Signed:	[redacted]	**Dated:**	28th October 2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

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BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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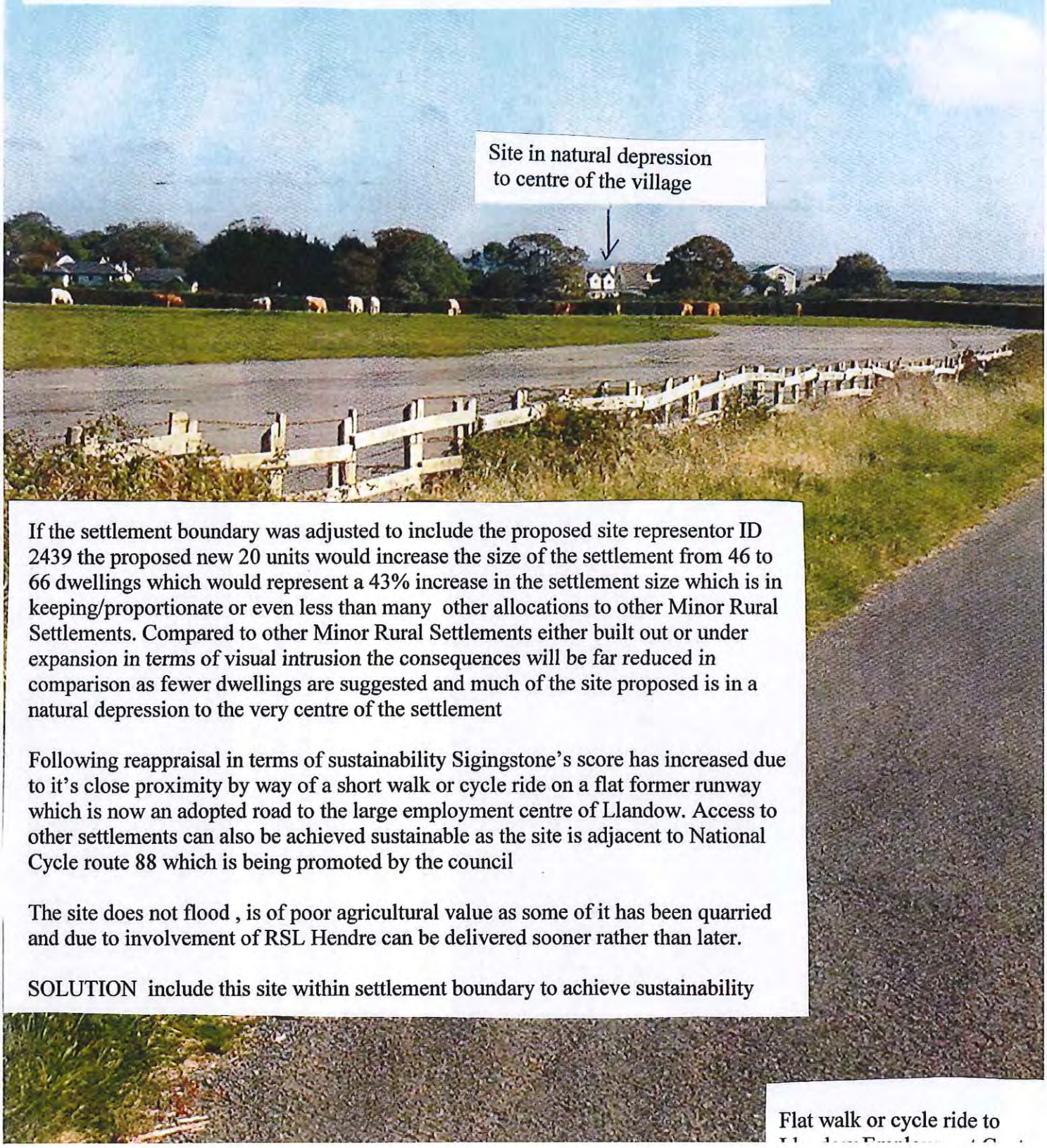
Sigingstone Minor Rural Settlement

At the Alternative Sites (2) Hearing the Vale of Glamorgan Council made the following observations. 'The site would be a visual intrusion to the local countryside, it would be over development of the settlement and as only 20 units were put forward it's none inclusion would not make the plan unsound as later on it could be included as part of the windfall allowance'

As a result of the imposition of a proposed settlement boundary even tighter than the existing UDP boundary this settlement has now become unsustainable as there has been no new development other than extensions or conversions for over 40 years.This makes the plan unsound.



If the settlement boundary was adjusted to include the proposed site representor ID 2439 the proposed new 20 units would increase the size of the settlement from 46 to 66 dwellings which would represent a 43% increase in the settlement size which is in keeping/proportionate or even less than many other allocations to other Minor Rural Settlements. Compared to other Minor Rural Settlements either built out or under expansion in terms of visual intrusion the consequences will be far reduced in comparison as fewer dwellings are suggested and much of the site proposed is in a natural depression to the very centre of the settlement

Following reappraisal in terms of sustainability Sigingstone's score has increased due to it's close proximity by way of a short walk or cycle ride on a flat former runway which is now an adopted road to the large employment centre of Llandow. Access to other settlements can also be achieved sustainable as the site is adjacent to National Cycle route 88 which is being promoted by the council

The site does not flood , is of poor agricultural value as some of it has been quarried and due to involvement of RSL Hendre can be delivered sooner rather than later.

SOLUTION include this site within settlement boundary to achieve sustainability

Flat walk or cycle ride to

Sigingstone Minor Rural Settlement

Candidate Site ID 2439

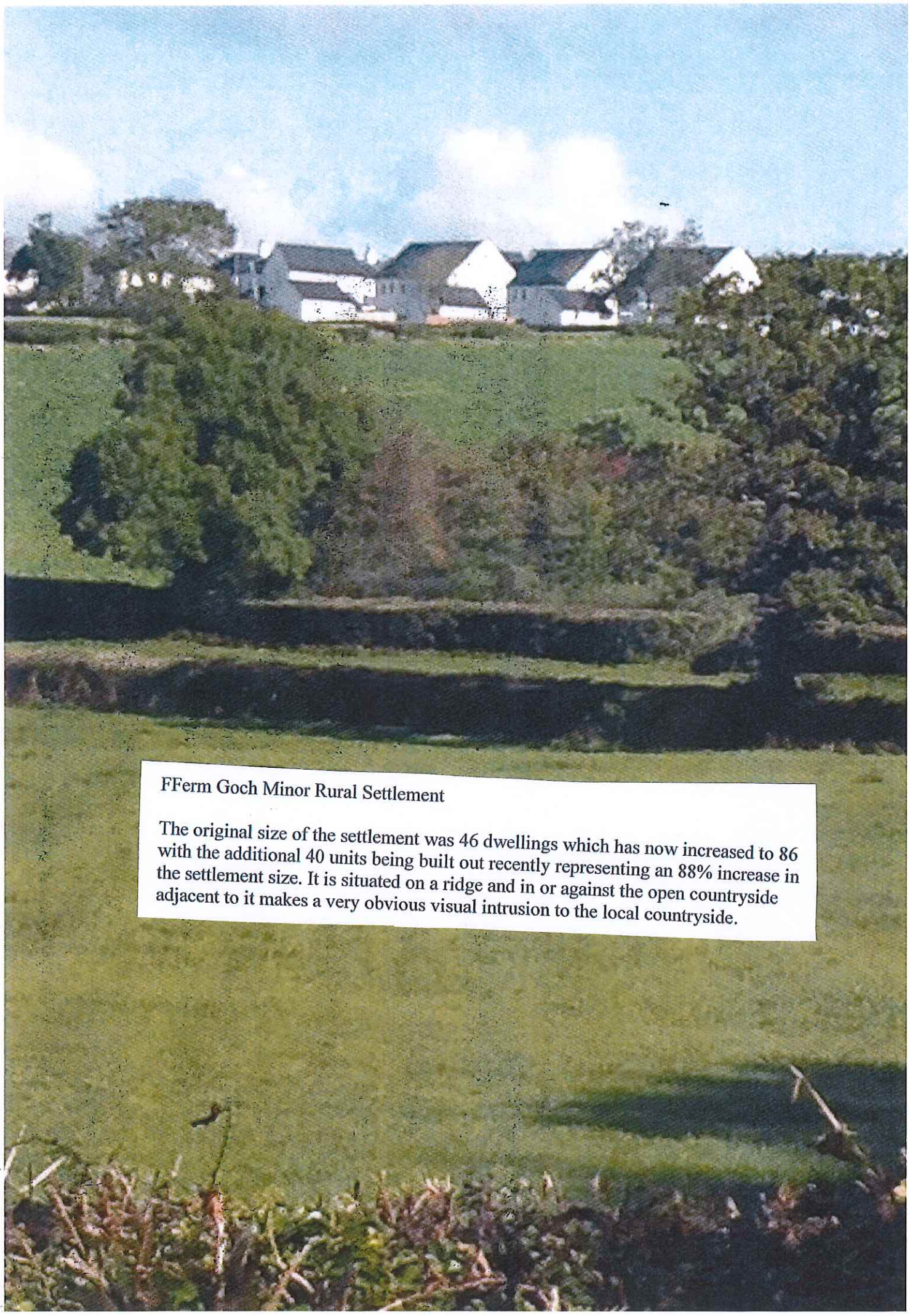
Site shown to evidence it's situation in the centre of the village in a natural depression which reduces the visual impact it has in the countryside. This site does not flood and the ground is rippled due to previous quarrying, it can be delivered immediately and help make Sigingstone sustainable Please include within settlement boundary

Colwinston Minor Rural Settlement

The original size of the settlement was 156 dwellings which will increase to 220 with the additional 64 units currently under construction and when built out will represent a 41% increase in the settlement size. It is clearly a visual intrusion to the local countryside.

Wick Minor Rural Settlement

The original size of the settlement was 231 dwellings which will increase to 355 with the additional 124 units currently under construction and when built out will represent a 54% increase in the settlement size. It clearly is a visual intrusion to the local countryside.



FFerm Goch Minor Rural Settlement

The original size of the settlement was 46 dwellings which has now increased to 86 with the additional 40 units being built out recently representing an 88% increase in the settlement size. It is situated on a ridge and in or against the open countryside adjacent to it makes a very obvious visual intrusion to the local countryside.

VALE of GLAMORGAN
BRO MORGANNWG

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Representor No. 2501……

Date Received……

Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Legal & General	Darren Parker
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	2501	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MG9 (2) (MAC54)	☒	☐	☐	☐	☐
MG10 (MAC 55)	☐	☐	☐	☐	☒
MG16 (MAC61)	☒	☐	☐	☐	☐
MG25 (MAC78)	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

L&G fully support the proposed allocation of an employment site as per MG9(2). Located within the Enterprise Zone (EZ) (MG10) L&G is keen to work in conjunction with EZ partners to realise the employment potential of the site. The allocation is necessary to achieve the jobs/homes balance sought in the Vale of Glamorgan. The site at Port Road near Cardiff Airport is capable of accommodating a broad spectrum of employment types across the B1, B2 and B8 use classes. L&G endorse the allocation text as follows:

POLICY MG10 - ST ATHAN - CARDIFF AIRPORT ENTERPRISE ZONE

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

Flexibility around the employment uses catering for the needs of the aerospace industry and high tech manufacturing will ensure the success of the Cardiff Airport Gateway Development Zone.

At MAC 55 and specifically para 6.63 we would request the addition of the text as shown underlined below:

In order to deliver a high quality, comprehensive and sustainable development on this strategically important site, a Masterplan will be required to guide the development at the St Athan and Cardiff Airport Enterprise Zone considering the elements set out within Policy MG10. For the Cardiff Airport Gateway Development Zone must be produced this will to include the following elements:
a) Employment - the strategic employment site will be developed for B1, B2 and B8 uses, which will be required to be related to appropriate manufacturing, research and development.
b) Land for the extension of Porthkerry Country Park – Given the fine landscape qualities of the Vale of Glamorgan, and the need to promote sustainability, development to the south of Port Road is only considered acceptable as part of a comprehensive development including the transfer to the ownership of the Vale of Glamorgan Council (together with appropriate negotiated financial contributions) of land for a 42 ha extension to Porthkerry Country Park (Policy MG 25 refers).
c) The <u>feasibility of the</u> provision of an energy centre, such as a Combined Heat and Power (CHP) Plant, to ensure the development has high sustainable credentials.
d) Sustainable transport infrastructure including consideration of a route for a potential rail link to Cardiff Airport across the site to ensure the development does not compromise future proposals to enhance sustainable access to the airport.

This would accord with the The Council's policy on planning obligations as set down in Policy MD4 'Community Infrastructure and Planning Obligations' of the Vale of Glamorgan LDP, which states: 'Where appropriate and <u>having regard to development viability</u> (MAC84), the Council will seek to secure new and improved community infrastructure, facilities and services appropriate to the scale, type and location of proposed developments through the use of planning obligations and / or the Community Infrastructure Levy. Community infrastructure may include the provision or improvement of (FC31):

L&G also support the highway and public transport improvements proposed to the Airport as follows:

POLICY MG16 - TRANSPORT PROPOSALS
LAND FOR THE FOLLOWING TRANSPORTATION SCHEMES IS ALLOCATED:
RAIL
6. ELECTRIFICATION MODERNISATION OF THE VALLEY LINES VALE OF GLAMORGAN LINE.-MAC
BUS
7. A4050 CULVERHOUSE TO CARDIFF AIRPORT.
HIGHWAYS
16. IMPROVEMENTS TO THE A4226 BETWEEN WAYCOCK CROSS, BARRY AND SYCAMORE CROSS, A48 (FIVE MILE LANE). (The A4226 (Five Mile Lane) connects Barry at the Waycock Cross roundabout with the Sycamore Cross junction on the A48, and comprises an essential part of the highway network leading to the Enterprise Zone)-MAC 37

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☒
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	26th October 2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. ....2816.....

Date Received.....

Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Stuart Williams	
Address	Cardiff Council [redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	2816	

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			Test 1	Test 2	Test 3
MAC220	☐	✓	✓	☐	☐
MAC82	☐	✓	✓	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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MG9(11)

In relation to Strategic Site MG9 (11), Land south of Junction 34 M4 Hensol, in previous comments the City of Cardiff Council considered that the wording needed to be significantly strengthened in relation to this site which lies on a congested interchange between two heavily congested strategic highway routes (the M4 and A4119).

Cardiff's adopted LDP seeks to maximise movements by sustainable transport through the provision of on-site and off-site transport infrastructure. It sets a modal split target of 50% of journeys by sustainable travel by 2026. Providing a major car-based development on this site, without adequate mitigation, would lack coherence with the modal shift objectives of Cardiff's LDP.

The proposed MAC 220 is very minor and only relates to the requirement for a detailed travel plan with no additional mitigating measures referenced. It states: "Although the site is located in close proximity to J34 of the M4, the site is less accessible by sustainable travel modes, including walking, cycling and public transport. This will need to be mitigated and rectified, where possible, as part of the detailed development proposals. Given the proposed use and nature of the location a travel plan for future proposals will be required. Therefore, due to the location, scale and nature of the employment proposals envisioned for the strategic employment allocation, ***a detailed work place Travel Plan will be required as part of any future development proposals.*** (MAC220)" (p.264)

Development on this site would generate significant trips which could have a detrimental effect the adjacent highway network and public transport corridors. A travel plan would be insufficient in itself to mitigate these impacts and off-site improvements, such as the provision of public transport services may actually be required to successfully achieve this.

Whilst it is acknowledged that outline planning permission has recently been granted for the site, there is no guarantee that this particular permission will be implemented during the period of the LDP.

Therefore, we think that the policy should build in provision to enable the Vale of Glamorgan Council to secure off-site transport improvements, by way of S106 contributions, to mitigate the impacts of any future proposals.

MAC 82

We would question the wording of new Policy MD2 (6).

In particular, we disagree with the reference to 'unacceptable impact on highway safety' - it is our view that developments should not be permitted if it can be demonstrated that they would reduce highway safety in any way.

We would also query the proposed amendment to include the qualification "to an unacceptable degree" in relation to congestion impacts. We would prefer that the previous is retained and the revised wording should only be included if the reasoned justification for the new policy is able to clearly define what would represent causing or exacerbating congestion to an 'unacceptable degree'.

We also suggest the first two new proposed supporting paragraphs to the new policy are amended as follows:

7.XX All new development should be highly accessible by sustainable modes of travel. Enabling more journeys to be made by walking and cycling will play an important role to play in the management of movement across the area, particularly reducing the number of short trips taken by car, and will support the Council in meeting the requirements of the Active Travel (Wales) Act. Developers will be required to ensure that new developments promote and support encourage walking and cycling by giving careful consideration to through the location of new developments, and design and, access arrangements including providing facilities for, travel 'desire lines' through a development, and integration with existing and potential off-site links. Providing safe and convenient walking and cycling environments will help tackle health problems associated with physical inactivity and social exclusion factors arising from car dependency, poor access to services and public transport facilities. (MAC82)

7.XX The provision of car parking is a major influence on the choice of means of transport and the pattern of development. The Council will seek to restrict developments that generate a high level of trips (e.g. offices, shops and leisure uses) to locations well served by public transport, or ensure that where developments are not easily accessible by sustainable modes of travel, that appropriate mitigation is provided. Moreover, provision for parking at new developments will be reduced in line with improvements to public transport accessibility. The Council's standards are set out in the Parking Standards Supplementary Planning Guidance. (MAC82)

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I want to speak at a hearing session.	☐
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Signed:		**Dated:**	27/10/16

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Midnight on Friday 28th October 2016

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ID No. 2870
Date Received: 12/10/2016
Date Acknowleged: 12/10/2016

The Coal Authority

Vale of Glamorgan Local Development Plan Matters Arising Changes (Consultation)

Consultation Deadline – 28/10/2016

Contact Details
Planning and Local Authority Liaison Department
The Coal Authority
[redacted]

Date of Response
12 October 2016

Thank you for consulting The Coal Authority on the above document.

Having reviewed the document, I confirm that we have no specific comments to make at this stage.

Should you require any assistance please contact a member of Planning and Local Authority Liaison at The Coal Authority on our direct line [redacted]

Yours sincerely

[redacted]

Mark Harrison *BA(Hons), DipTP, LLM, MInstLM, MRTPI*
Principal Manager

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 3473
Date Received 27/10/2016
Date of Acknowledgement 28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Mrs Siân Kestle	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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27 OCT 2016
Regeneration and Planning

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			Test 1	Test 2	Test 3
MAC 42	☐	☑	☐	☑	☑
MAC 61	☐	☑	☐	☑	☑
MAC 36	☐	☑	☐	☑	☑
MAC 77	☐	☑	☐	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

1) TRAFFIC FLOW & CONJESTION (AFFECTS MAC 42, MAC 61 & MAC 36).

Traffic within Penarth is restricted to only 3 routes. One towards Sully & Barry. The other 2 towards Cardiff. Cardiff Bound is the B4267 and A4160.

A4160 currently has an AQMA due to air quality which has been extended. Further housing (MAC42 reference MG2 (23) and further afield in Sully) will compound this issue.

The junction of B4267 and B4055 is already an area of 'high conjestion' and is a meeting of Penarth & Dinas Powys traffic. Extra housing (MAC Ref 42, MG2 (23) and extra housing in Dinas Powys and Barry will compound this further. Over 1000 extra homes will generate a significant increase in traffic volume (The vale has a high % of commuters outside to Cardiff and further afield).

2) Transportation & Park & Ride.

MAC 36 & MAC 61 reference the Bus Park & ride at Cosmeston. This is not a sound plan for the following reasons.

1) Impact on the tourism at Cosmeston Country lakes park & use by film production companies (where will the cars park). It is also already reported to have a high crime rate for car theft & damage.

2) I dispute this is the correct place for a park and ride due to a) demand - where is the evidence and b) the road network linking to it is inadequate.

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Please use additional sheets if required.

Please state how many additional sheets have been used 1

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	25/10/16.

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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Cont...

The traffic along ~~the~~ Laverstock road is already conjested at rush/peak times. Buses would be caught in the same traffic.

3) Glamorgan Heritage Coast

MAC 77 refers to major developments unlikely to be acceptable within the Glamorgan Heritage Coast. Land proposed for MG2 (23) ~~as part~~ of MAC 42 is coastline land currently used for Agriculture. It is noted that MG2 (23) takes the site to within 10 metres of the cliff edge in places. This is not acceptable use of land a) ~~close~~ on to the coastline and b) close to a heritage and local nature reserve (Cosmeston Country Park).

4) Local Facilities.

MG2 (23) referenced in MAC 42 proposes 576 new homes. There is reference to a new primary school however there is no provision for other essential services such as GP's, secondary schools, NHS Dentists etc.. Doctors are already under pressure and ~~the~~ extra 1000+ people from the 576 homes will cause failure of NHS targets around waiting times, which are already not being met.

RECEIVED
27 OCT 2015
Regeneration and Planning

ID No: 3579
Date received: 11/10/2016
Date Acknowleged: 18/10/2016

MANAGING DIRECTOR
11 OCT 2016
Ack. + VR.

[redacted]

Prof. Bernhard Moser & Mrs. Therese Jost Moser

Tel/*Ffôn*: [redacted]
E-mail/*Ebost*: [redacted]

To Rob Thomas
Managing Director
The Vale of Glamorgan Council
Dock Office
Barry Docks
Barry , CF63 4RT

Date: 10 September 2016

Re.: Public consultation of Vale of Glamorgan Local Development Plan (LDP) 2011-2026

Dear Mr Thomas

Following a discussion with Cllr Martin Turner of Penarth town, I am writing to you in the hope that you will take notice of the concerns of the residents (Cliff Walk residents) living next door to the proposed site **MG2 (23)** (South Penarth to Sully area).

We already have submitted a representation (**ID: 3579**; see attached copy of cover letter) in March 2012 in response to the initial January 2012 LDP in which the South Penarth to Sully site was referred to as MG2 (16). The original site (MG2 [16]) proposed the construction of 450 units. Subsequent to the consolation the site was reduced to 235 units and renamed as MG2 (23). The Vale of Glamorgan sent me frequent updates confirming that MG2 (23) remained unchanged. A month ago, I was directed to a flyer posted at the entrance to the cliff walk trail indicating that site MG2 (23) in the most recent LDP was changed to 576 units (equivalent to an increase of 245% in housing units). I am shocked by this sudden and disproportionate change of plan as well as by the fact that the our original concerns (ID: 3579) have been flatly ignored!

We wish to emphasise that 1) we recognise the need for building new houses and 2) the South Penarth to Sully area lends itself to do so. But this needs to be done with the support and inclusion of the neighbourhood. We think that failing to do so raises serious questions about the purpose of public consultation.

The Cliff Walk residents request that the LDP pays respect to the high quality residential neighbourhood that contributes to the exceptional appeal Penarth has as prime residential area in the South of Wales. Therefore, we implore you to take our two main concerns seriously that have not changed since our original submission (ID: 3579; see attached copy of the cover letter).

The main concerns are:

1. Access road to MG2 (23)

The Whitcliffe Drive should not give rise to a new access road to MG2 (23). The construction traffic would be hazardous to our residential area and, due to the narrow lanes feeding into Whitcliffe Drive, would cause excess noise and congestions. Also, once the development of MG2 (23) is finished, it is obvious that many of our new neighbours would come through Whitcliffe Drive in order to evade traffic congestions on their site. It is anticipated that the residents of 576 new units will cause major problems

[redacted]

when trying to access Lavernock road on MG2 (23) and, thus, will be forced to come through Whitcliffe Drive. This would happen twice a day, during morning and evening rush hours. We will not tolerate that more traffic will destroy our peaceful residential area at the Cliff top.

2) Requirements for Green Wedges (see policy MG18 in former LDP)

As pointed out in our previous submission (ID: 3579), the cliff walk is an attraction for residents and weekend visitors alike. But it cannot absorb the onslaught of residents coming from a new small town (MG2 [23]) with well over two thousand residents (family of four/unit). In order to maintain what is good in this neighbourhood we request that (according to MG18) generous green wedges are included in the planning. As an attractive idea we previously proposed a green corridor connecting the highly popular Cosmeston park with a green wedge that should be created along the cliff and that connects via footpaths to our (existing) cliff walk area. Such a plan would ease the strain put on our residential area by the proposed massive building activities.

I hope you understand that the Cliff Walk community wishes to reach out and help finding a solution that responds to the need of new housing and, at the same time, safeguards the attractiveness of Penarth for the long-term. Therefore, we kindly ask you to integrate our concerns in a new and improved site MG2 (23) fit for Penarth.

Please acknowledge receipt of our submission in response to the newly proposed LDP.

Sincerely,

[redacted]

Therese and Bernhard Moser-Jost (in the name of Cliff Walk residents)

cc. Cllr Matin Turner

Prof. Bernhard Moser & Mrs. Therese Jost Moser

Tel/*Ffôn*: [redacted]
E-mail/*Ebost*: [redacted]

To Planning and Transportation Services
The Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

Date: 28 March 2012

Re.: **Vale of Glamorgan Local Development Plan 2011-2026, site MG 2 (16)**
Representation I.D. number 3579

To The Vale of Glamorgan Council

Please receive a collection of forms signed by the Cliff Walk neighbours who are deeply worried about the prospects of planned site **MG 2 (16)** as detailed in LDP 2011-26.

The two major worries relate to

1) traffic in and around this part of Penarth, which is already congested twice a day (road safety, cyclists, school children, environment, etc.), and

2) recreational area of the "Cliff Walk", which cannot adsorb any more people let alone the residents of additional 450 dwellings.

The overwhelming wish of the signatories is that the Council respects these worries by making bold and sustainable planning decisions that reflect a 21-century approach to the creation of living space.

As very well exemplified in the Cardiff Bay area, housing and recreational areas are created to complement each other. For instance, MG 2 (16) could be used to relieve the already densely populated area of Lower Penarth by extending the popular Penarth Marina and Cliff Walk into a park connecting the coast line with the Cosmeston Park. This would be a major attraction for locals and even more so for people from the greater areas of Cardiff and Barry.

The site MG 2 (16) as currently planned is rejected by the signatories of this representation.

Please note that numerous signatories could not be moved to fill out the official on-line representation forms simply because they were felt as being "off-putting". And in the end, "content" comes before "formality", most certainly so when it comes to democratic decision making processes.

Please acknowledge receipt of this collective representation by the **Cliff Walk residents**.

Sincerely,

Therese and Bernhard Moser-Jost

cc. Friends of Lower Penarth
cc. Upper Cosmeston Farm residents

VALE of GLAMORGAN
BRO MORGANNWG

RECEIVED
30 SEP 2016
Regeneration and Planning

For Office use only
Representor No. 3614
Date Received 30/09/2016
Date of Acknowledgement 3/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	David Reed	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

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	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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The Tests of Soundness	
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An existing judicial ruling has not been overturned (that the site should be returned to agricultural use when the current family occupiers are found an alternative site) The Council view that this is a tolerated site may be supportable but any extension will not be should a survey of local residents be undertaken. This will be especially true if the expansion encroaches on other fields adjacent to the current site, all of which are let to and used by local farmers

As previously stated the site is unsustainable and does not meet the need of Gypsy Traveller community as stated in the Fordham report and subsequent reports. There are no local facilities, nearest health provison for doctors and dentists, shops, leisure and employment are 3 miles away. There is no bus service. The access to the site is unsafe with no lighting, footpaths and the narrow lanes do not meet the requirements of the emergency services. The local school is full and has no places for local children.This has been exacerbated by the building of 40 houses on the garden centre site. The site does not foster social inclusion due to it's isolation. The view that the site is unsustainable was supported by previous planning and appeal decisions by VOG - the site was deemed to be a Hamlet and Rural Areas' settlement where development should be restricted. Llangan has conservation status and this use would not be in keeping with the village. The land is good agricultural land and should be used to encourage young local farmers to stay in farming.

Current Welsh Office directives reinforce this view.

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	x☐
I want to speak at a hearing session.	☐

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Signed:		**Dated:**	

If this form represents a petition please indicate how many people it represents.	

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 3626
Date Received 25/10/2016
Date of Acknowledgement 26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	MRS J REED OBE	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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25 OCT
Regeneration and Planning

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MAC 91	☐	☑	☑	☑	☑
MAC 112	☐	☑	☑	☑	☑
MAC 217	☐	☑	☑	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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The proposal is not sustainable and does not meet the needs of the Gypsy/Traveller community as outlined in the Fordham Report or Welsh Office Guidance.
The Vale of Glam. deemed the site unsound in the draft LDP (2012) – ~~the~~ situation has deteriorated since this date – 40 houses built close the site & approval for a riding school.
There are no local facilities, the school is full, there is no public transport, no access to health care, community, leisure or sports facilities.
Access is via a single track lane – no access for emergency services.
The open ended proposal on the number of pitches is unacceptable – the village has around 35 dwellings and will be over run if the original number of ~~24~~ 21 pitches is the ultimate aim.
The site is still subject to the Judicial Review (1997) that concurred that the single site was unacceptable development in open countryside and the Vale were instructed to return this to agricultural use. In spite of repeated requests they have not complied.
The Vale CC have refused the present occupier planning on land he owns – the resolution should be to grant planning and return the land to agricultural use in accordance with the judicial review.
It appears that the Vale CC have put little thought into this proposal and it is a knee jerk reaction to the inspectors rejection at Sely

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Please use additional sheets if required.

Please state how many additional sheets have been used .....

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I want to speak at a hearing session.	☐

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Signed:	[redacted]	**Dated:**	23 October 2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

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BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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Regeneration and Planning

VALE of GLAMORGAN
BRO MORGANNWG

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3 OCT 2016
Regeneration and Planning

For Office use only	
Representor No.	3666
Date Received	3/10/2016
Date of Acknowledgement	3/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	MR & MRS J.M. YOUNGE	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	3666	

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3 OCT 2016
Regeneration and Planning

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Guidance Notes.

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			Test 1	Test 2	Test 3
MAC 42	☐	☑	☐	☑	☑
MAP MAC 03	☐	☑	☐	☑	☑
MAP MAC 05	☐	☑	☐	☑	☑
MAP MAC 39	☐	☑	☐	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Regeneration and Planning

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

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2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

This amended proposal for building 576 houses at Cosmeston is totally unacceptable. There is no proposal to alter the infrastructure to Penarth, and traffic will become totally gridlocked.

Further, the medical services are at full capacity, schools will be unable to cope with increased population.

We are informed the sewage farm is working to full capacity!

We are deeply concerned at the sheer scale of these proposals, and the effect on the present infrastructure would be unsustainable - increasing the threat of further flooding, and contributing to "urban sprawl", between Sully and Penarth.

We urge you to completely reconsider these proposals for the sake of Penarth.

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Regeneration and Planning

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed: [redacted]	**Dated:** 01/10/16
If this form represents a petition please indicate how many people it represents.	2

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Midnight on Friday 28th October 2016

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Regeneration
Planning

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VALE of GLAMORGAN
BRO MORGANNWG

D.E.E.R
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NO:
ACK:

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18 OCT 2016
Regeneration and Planning

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Representor No. 3686
Date Received 18/10/2016
Date of Acknowledgement 18/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name		
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	3686	

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			Test 1	Test 2	Test 3
MG2 23	☐	☑	☑	☑	☑
" 42	☐	☑	☑	☑	☑
" 192	☐	☑	☑	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
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MG2 (23) 22.2 7.8 hectares 576 residential units is excessive for this location.

Welsh Water refuse to fresh water drains. Yet say no extra waste drainage necessary. With Bog Moors Treatment works already at capacity. We still get stench, and still need improved drainage as of now.

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18 OCT 2016
Regeneration and Planning

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	16/10/2016

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Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

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Representor No.	3687
Date Received	3/10/2016
Date of Acknowledgement	3/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	MR [redacted] P.L.SÖDERLAND	
Address	[redacted]	RECEIVED 3 OCT 2016 Regeneration and Planning
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	3687 [redacted]	

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MAP MAC 05	☐	☑	☐	☐	☐
MAP MAC 39	☐	☑	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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The Tests of Soundness	
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With reference to the proposal of 576 houses to be built on the site at Cosmeston, we find this totally unacceptable without any changes to the infrastructure.

The roads will become gridlocked. Commuters are already having to leave earlier and earlier to get to their place of work.

Surgeries are over subscribed. To get an appointment you have a 4 week wait. For an emergency appointment then you have to queue for approx ½ hour outside the surgery before it opens in all winds and weathers. With approx 1500 min extra people from this site alone needing medical care, this is not sustainable.

The schools are filled to capacity.

Also the green wedge will be reduced with a loss of woodland, therefore at the detriment to both wildlife and people. Green spaces are very valuable.

Extending the urban sprawl, creating a ribbon development as far as Barry, which has its own over population problem, in turn committing more cars coming through Penarth road causing major congestion.

Please think again before allowing Penarth to become swamped.

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3 OCT 2016

Regeneration and Planning

Please use additional sheets if required.

Please state how many additional sheets have been used .....

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I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	01/10/16.

If this form represents a petition please indicate how many people it represents.	2.

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ID: 3695
Received: 06/10/2016
Acknowledged: 07/10/2016

D.E.E.R
RECEIVED
ACTION BY: LDP Team
NO: 1
ACK:

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6 OCT 2016
Regeneration and Planning

[redacted]

2 October 2016

Vale of Glamorgan Planning Department

Dear Sir,

MATTERS ARISING CHANGES - LDP 2011-2026 EXAMINATION IN PUBLIC

LAND EAST OF LLANGAN - GYPSY AND TRAVELLERS SITE (Ref. MAC 112)

Being qualified to be considered under legislation/policy relating to accommodation to facilitate a gypsy lifestyle, my family have lived on the above mentioned land for well over twenty years on a sole occupancy arrangement and believe that any intention to intensify its use for the purpose of providing additional gypsy/traveller accommodation defies logic. You will be aware that a planning consent in 1994 allowing part of the land to be used as a travellers site was quashed following a judicial review and subsequently the Vale of Glamorgan refused an application for the same purpose on 26 March 1998 (Ref.98/00106/FUL refers).

I wish to register a strong objection to the matters arising change and attach for your consideration my reasons for opposing the suggested allocation identified in the Local Development Plan.

Yours faithfully

[redacted]

Mrs. K Carroll

MATTERS ARISING CHANGES

PROPOSED ALLOCATION OF LAND - LDP 2011-2026 EXAMINATION IN PUBLIC

LAND EAST OF LLANGAN – GYPSY AND TRAVELLERS SITE (REF. MAC 112)

OBJECTION – MRS. K. CARROLL

The allocation of land east of LLangan for the purpose of delivering additional gypsy and travellers accommodation within the Vale of Glamorgan is unrealistic. National Guidelines concerning the need to meet existing and future unexpected demand in this respect is not intended to encourage Local Planning Authorities to accept proposals contrary to adopted Development Plan countryside protection policies. The supportive stance of Policy MD18 for the site at Llangan is unfair and provides gypsy and traveller communities with a privileged opportunity to use land that would not be available to others.

No evidence exists to suggest that the surrounds of Llangan offer an appropriate location to address the requirements of National Guidance and "site selection " to satisfy unexpected demand for gypsy/traveller accommodation is considered unreasonable and divorced from reality. Having regard to criteria and advisory notes outlined in Policy MD 18, the following observations explain why the chosen site should be excluded from the Local Development Plan :

- There is no local (neighbourhood) need to provide additional gypsy and traveller accommodation in the area.
- The area of land identified to address potential unexpected demand for gypsy/traveller accommodation is excessive.
- The site is not within a settlement boundary (MAC 97).
- The countryside surrounding Llangan should be protected against unsustainable intrusive development.
- The rural settlement (Llangan) is not enriched with community facilities or opportunities for employment.
- The safety credentials of the rural roads approaching the site are questionable and unsuitable to serve additional development.

Finally, the suggested presumption in favour of extending existing gypsy and travellers sites should not be endorsed for any such sites located within a rural area.

Mrs K Carroll

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D.E.E.R
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ACTION BY: LDP Team
NO: 2
ACK:

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20 OCT 2016
Regeneration and Planning

[redacted]

Vale of Glamorgan Planning Department

Dear Sir,

MATTERS ARISING CHANGES - LDP 2011-2026 EXAMINATION IN PUBLIC

LAND EAST OF LLANGAN - GYPSY AND TRAVELLERS SITE (Ref. MAC 112)

Further to my observations concerning the above mentioned land forwarded you on 2 October 2016, your officers have suggested that it would be in my interests to explain why I was able to secure sole occupancy of the property. Among other things, a contributory factor was that my son suffered severe mental health problems which, to this day, requires continuing long term special care with a need also to reside at home in a tranquil location divorced from stressful environmental impacts. The suggested intensification use of the land as a Gypsy/ Travellers site could not be more harmful, both to his and my well-being. Consequently, I wish to offer this additional important reason why the chosen site at Llangan should be excluded from the Local Development Plan.

Yours faithfully

[redacted]

for Mrs. K Carroll

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 3711
Date Received 26.10.2016
Date of Acknowledgement 27.10.2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Simon White	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC50	☐	√	√	√	√
MAC112	☐	√	√	√	√
MAC217	☐	√	√	√	√
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

The site proposed is in an unsustainable location.

The roads leading to the site are in poor condition and would not support regular cars, caravans, lorries or the passing of emergency vehicles should there be an emergency.

The site is too far away from any amenities meaning that there is a requirement for vehicular transport to reach any shops, dentists, library, doctors, post office.

The local school already has insufficient capacity for the local residents, with many year groups already full. There would be no places for additional children moving to the area.

The site suffers from significant surface flooding.

There are no regular local services nearby such as bus service.

The council has failed to consult with the local community in this matter.

The small rural hamlet of Fferm Goch has already had its population doubled with the recent St Cannas housing estate. It is not sustainable to consider further population expansion in this area.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	√
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	26/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Date Acknowledged: 20/10/2016
Representor No. 3726
Date Received 20/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Richard Mann	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

***You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
MAC 50	☐	X	X	X	X
MAC 97	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Test 1 – The plan is not consistent with other plans. The current proposal is not consistent with policy MD18 or other National or Local Planning Policy.

Test 2 – The plan is not appropriate as it does not located in a safe and sustainable location; is not located in an area where the named travellers wish to live; is not suitable for expansion; does not comply with the proposed local policy; does not comply with national policy and guidance (TAN 2) Designing for Gypsy and Travellers 2007; does not comply with Rural Exception Policy; does not and cannot comply with statutory regulations for access for emergency services (highway access); has not been prepared through consultation with the local community; is not based on robust evidence (the SSA are incorrect and the site identification process is outdated and flawed); and finally the allocation of the site has been tested in the high court and has failed and the council has entered into legal undertaking to out the site back to its agricultural land classification bringing into question the ability for the council to deliver the site.

Test 3 – The plan cannot be effective as it principally fails the most important singular test / question. Is the site suitable for a large scale gypsy and traveller site ?

The simple truth is that the statements received by the travelling community themselves (Fordam 2007) confirm that they do not want a large scale sites of mixed denominations; away from services as this creates an environment of social isolation. It is no wonder then that national policy also reflects very clearly the criteria for large sites close to local facilities through what national policy describes as “sustainable locations”.

Yes, in certain circumstances, through the correct application of Rural Exception Policy can you provide approval for SINGLE sites where there is a local connection (and our objection supports the application of this policy on land currently owned by the family in our local community), however this proposal as written will give the council a blanket approval to develop a large scale travellers site in a location that is not supported by the travellers themselves, nor is supported by planning policy. It, if applied can only lead to significant fear within the local community.

Further details in respect of the objection are appended to this form.

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*

I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	**x**

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

I wish to speak to the inspector as I represent a number of the local residents in Llangan. It is essential that the Inspector is provided with the full background of the proposed site, hears from the residents to understand what their concerns are, understand how the council has not appropriately applied its own policies or national policy; has not developed the proposal appropriately with a robust evidence base, has been provided with inaccurate information; but more as a knee jerk reaction to the removal of earlier proposed sites, but perhaps more importantly has not listened to the travelling community themselves.

Signed:		**Dated:**	

If this form represents a petition please indicate how many people it represents.	

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Objections to MAC – Allocation of Llangan MG5 for the provision of 2 travellers site and future expansion MD18.

BACKGROUND

Llangan is a Hamlet of approximately 35 properties, and is subject to "conservation status". The village is accessed from the main highway network via unclassified "rural roads" of various standards. The village is residential only, that is to say there are no shops or other services in the village. There is a primary school (Llangan Primary School), but this is located approximately 1km from the village itself and 900 metres from the proposed development sites and is full to capacity (the recent planning report for 40 dwellings in Fferm Goch concluded that there was no existing or future capacity of the school) and the councils most recent update of school occupancy levels (2016) confirms that Llangan school has no additional capacity.

The Vale of Glamorgan Council had clearly agreed with Llangan Community Council who considered in the original draft LDP submission to the Welsh Government that the former Policy:

> *"does not meet the test of Soundness as set out in the Local Development Plan Manual, June 2006. Therefore, in order to make the Vale of Glamorgan Local Development Plan "Sound in regards to Policy MG 9 (previous allocation reference of Llangan in draft plan) an alternative sustainable site should be identified to provide Gypsy and Traveller accommodation over the LDP period in the Vale of Glamorgan".*
>
> *Barton Wilmore March 2012*

This was predominantly on the grounds of:

1. Sustainability.
2. Scale (the current proposal offers an open licence for the council to expand the site).
3. Previous legal commitments.
4. Conservation Status.
5. Llangan's status as a Hamlet.
6. Highway Safety and access

The above was detailed in a submission by Messrs Barton Wilmore which was supported by local residents and Llangan Community Council. The sum of these issues clearly demonstrated that the allocation of this development in a rural location went to the heart of the LDP and was deemed UNSOUND. The site was subsequently removed from the draft LDP (2012).

As for Llangan circumstances have not changed for the better. Arguably, it has become worse with the removal of the bus service (although this was erratic even when it was running); the approval of the planning permission for the stables to the lower end of the village. This riding school uses the narrow lanes and a significant increase in traffic; particularly with families not familiar with the location of the riding school at this end of the village would be a disaster.

PLANNING POLICY

A central theme running through planning policy is sustainable development. Paragraph 4.16 of PPW states that:

'In particular the planning system, through both development plans and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change'.

Paragraph 4.4.2 identifies that planning policies and proposals should:

- 'Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;
- Locate developments so as to minimise the demand for travel, especially by private car;
- Support the need to tackle the causes of climate change by moving towards a low carbon economy;
- Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;
- Play an appropriate role to facilitate sustainable building standards;
- Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;
- Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;
- Help to ensure the conservation of the historic environment and cultural heritage
- Maximise the use of renewable resources;
- Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;
- Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;
- Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;
- Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments

likely to support the achievement of an integrated transport system should be encouraged;

- Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car;
- Promote quality, lasting, environmentally-sound and flexible employment opportunities;
- Support initiative and innovation and avoid placing unnecessary burdens on enterprises;
- Respect and encourage diversity in the local economy;
- Promote a greener economy and social enterprises; and
- Contribute to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development and responding to climate change'.

Llangan is not considered to be a sustainable or suitable location for a Gypsy and Traveller site for the following reasons:

- The limited local facilities available;
- no provision of public transport.
- The settlement is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide;
- The settlement does not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan;
- The settlement does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- The site does not maximise opportunities for community development and social welfare due to its size;
- The settlement does not foster social inclusion due to the isolated location of the settlement; and
- The settlement does not contribute to improvements in health due to the isolation from services and facilities.

The assertion that the development of a Gypsy and Traveller site at Llangan does not constitute sustainable development is also supported by a number of planning applications and appeal decisions (2002/00109/FUL and (2011/00710/FUL) which are detailed in the previous Representation.

Furthermore, the Background Paper – Sustainable Settlements Appraisal Review, November 2011 sets out how the Council has developed the settlement hierarchy in the Vale of Glamorgan. Within the Background Paper, Llangan is identified under the settlement category of 'Hamlets and Rural Areas'. Paragraph 6.9 of the Sustainable Settlements Appraisal Review Background Paper confirms that such settlements require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale. Paragraph 6.10 states that:

> *'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.'*

This is then confirmed in Policy MD6 of the draft plan which states:

> *POLICY MD 6 - DEVELOPMENT WITHIN MINOR RURAL SETTLEMENTS NEW DEVELOPMENT IN MINOR RURAL SETTLEMENTS WILL BE PERMITTED WHERE:*
>
> *1. THE DEVELOPMENT **SITE HAS A DISTINCT PHYSICAL OR VISUAL RELATIONSHIP WITH THE EXISTING SETTLEMENT**;*
>
> *2. **THE PROPOSAL IS OF A SCALE, FORM, LAYOUT AND CHARACTER THAT IS SYMPATHETIC TO AND RESPECTS ITS IMMEDIATE SETTING AND THE WIDER SURROUNDINGS**;*
>
> *3. **THE PROPOSAL WOULD NOT, EITHER SINGULARLY OR CUMULATIVELY, HAVE AN UNACCEPTABLE IMPACT ON THE CHARACTER AND / OR APPEARANCE OF THE SETTLEMENT**;*
>
> *4. **THE PROPOSAL WOULD NOT REPRESENT A VISUAL INTRUSION INTO COUNTRYSIDE** OR THE LOSS OF IMPORTANT OPEN SPACE(S) THAT CONTRIBUTE TO LOCAL AMENITY, CHARACTER OR DISTINCTIVENESS;*
>
> *5. THE PROPOSAL WOULD NOT RESULT IN THE LOSS OF NATURAL OR BUILT FEATURES THAT INDIVIDUALLY OR CUMULATIVELY CONTRIBUTE TO THE CHARACTER OF THE SETTLEMENT OR ITS SETTING;*
>
> *6. THE PROPOSAL WOULD NOT RESULT IN THE UNACCEPTABLE LOSS OF COMMUNITY OR TOURISM BUILDINGS OR FACILITIES;*
>
> *7. MAKES APPROPRIATE PROVISION FOR COMMUNITY INFRASTRUCTURE TO MEET THE NEEDS OF FUTURE OCCUPIERS; AND*
>
> *8**. DEVELOPMENT IS SHOWN TO BE CONSISTENT WITH OTHER POLICIES OF THE PLAN, ESPECIALLY MD 2 AND MD 3***
>
> *PROPOSALS FOR AFFORDABLE HOUSING WILL BE CONSIDERED IN ACCORDANCE WITH POLICIES MD 1, MD 3 AND MD 7.*

It is evident by its physical location that the site has "NO *distinct physical or visual relationship with the existing settlement"*. The council's previous consideration of the site suggests that they believe the site can accommodate up to 21 pitches, which provides an indication of the level of expansion that they have in mind. Llangan is a population of circa 30 dwellings and clearly the proposed expansion would NOT be of a "*scale, form and character that is sympathetic and would respect the immediate setting of the wider surroundings*". The proposal would clearly "*represent a visual intrusion into the open countryside"* and finally the

site does "*singularly and more specifically cumulatively* (if it were to be expanded) *have an unacceptable appearance on the character of the settlement"*.

Furthermore, the Background Paper of the Vale of Glamorgan LPA identifies 'Acceptable Walking Distances' in Table 1 based on the Guidelines for Providing Journeys on Foot, The Institute of Highways and Transportation (2000) and Sustainable Settlements: A guide for Planners, Designers and Developers and Shaping Neighbourhoods, which confirms that Llangan scores zero for public transport facilities. If a Gypsy and Traveller site was allocated at Llangan, the occupants of the site would be denied sustainable access to a wide range of facilities and service.

We would refer you to the Site Accessibility Report produced on the proposed alternative site ASN 92 by Capita Symonds in March 2012 and contained within the original objection report in the former LDP consultation. It stated that:

> *"The current highway network is not considered appropriate for substantial additional traffic / development, while the lack of local services will necessitate all occupants of the area have to travel by motorised transport; The routes between the village (and site) and main highway network are considered unsafe for non-motorised users*."

By way of further reference to the potential expansion of the site. We would refer the Inspector to the revised MAC 97 Policy MD18

> *POLICY MD18 - GYPSY AND TRAVELLER ACCOMMODATION*
>
> *PROPOSALS FOR ADDITIONAL GYPSY AND TRAVELLER ACCOMMODATION WILL BE PERMITTED PROVIDING THAT*
>
> *1. IT IS DEMONSTRATED THAT THERE IS A LOCAL NEED FOR THE ACCOMMODATION*
>
> *2. THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;*
>
> *3. THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION AND ACCOMMODATION NEEDS OF THE APPLICANT;*
>
> *4. ADEQUATE ON SITE SERVICES FOR WATER SUPPLY, DRAINAGE, SEWAGE, POWER AND WASTE DISPOSAL ARE AVAILABLE OR CAN BE PROVIDED WITHOUT CAUSING ANY UNACCEPTABLEENVIRONMENTAL IMPACT; AND*
>
> *5. THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES.*
>
> *THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE*
>
> *FOLLOWING:*
>
> - ***ALLOCATED GYPSY AND TRAVELLER SITES;***
> - ***EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;***
>
> *OR*
>
> - ***SITES WITHIN EXISTING SETTLEMENTS****.*

National guidance recognises the need for a criteria based Policy in order to assess proposed private or other gypsy and traveller sites, in order to meet future or unexpected demand. Policies must be fair, reasonable, realistic and effective in delivering sites. Accordingly, Policy

MD18 sets out the criteria for new gypsy and traveller accommodation with a need for the Council to be satisfied that there is a demonstrable need for the accommodation in the proposed location. Where the proposal is considered to be justified on the basis of individual need, planning permission will be restricted to the applicant and their dependent resident family. In addition, the sustainability of the site in terms of access to essential services and facilities will also be an important factor in determining the suitability of the proposals

The Council may impose planning conditions to control business uses and associated buildings on the site to ensure that they remain ancillary to residential use. In this regard and where relevant, planning applications should be accompanied by details of any proposals for the storage of plant and equipment associated with the business activities of those living on the site.

Policy MD18 runs at complete odds with the allocation of MG5 as priority would be given to ALLOCATED GYPSY AND TRAVELLER SITES; EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES as MG5 is the **only** allocated site.

MD18 provides an appropriate form of assessment for additional sites that may be required during the life of the plan "*THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;* THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES; THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION; however separately it is acknowledged by the Council that MG5 is in a rural location, in an unsustainable location; without reasonable access to shops, etc etc and would not comply with the application of MD18. It makes no sense therefore to prioritise this site for future need.

CONSISTENCY AND FLOW OF LDP

In taking into account the information set out above we would suggest that the allocation and more specifically the preference for expansion of the site in Llangan (MG5) does not meet the core objectives of the proposed LDP in that being in a Rural Location with inadequate facilities and transport links:

- *Objective 1: To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all*. – The sites location would clearly not meet this objective.
- Objective 2: To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change. – Site location prohibitive.
- Objective 3: To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport – Site location prohibitive.

- Objective 4: To protect and enhance the Vale of Glamorgan's historic, built, and natural environment (Planning refusal on an adjacent site in May 2002 stated "*It is a proposal that would adversely affect the undeveloped rural character of the area"*
- *Objective 5: To maintain, enhance and promote community facilities and services in the Vale of Glamorgan* – The local primary school has not been consulted, had they been it would have been recognised that the school does not have capacity, nor is it projected to have the capacity.
- *Objective 7: To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs*- States that development of housing should be in sustainable locations – This is not. Furthermore, it brings into question POLICY MD18 which is discriminatory in that GT sites are treated differently from other housing allocations. An inclusive policy would see GT sites being assessed on the same basis as AFFORDABLE HOUSING and considered for ALL candidate residential sites in the LDP
- *Objective 10: To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources.*
    - *The inappropriate use of finite resources can impact on the ability of future generations to fulfil their needs. The LDP through favouring the use of previously developed land and the sustainable use of natural resources of whatever kind and wherever they are located, will contribute to preserving their availability for future generations.*

This is agricultural land in the open countryside and set within the Special Landscaped Area

G&T BACKGROUND PAPERS AND COUNCILS VIEW

The Council argue that they have always considered the site in Llangan as an acceptable proposal. This is not however the case.

In 2013 the Council undertook a revised G&T assessment which contains the following statements:

"There were some concerns raised about the site at Llangan in that it was too rural, not close to services and accessibility to the site was poor. Another concern was that this site had been used by one family for over 20 years and should it therefore be considered a private site rather than for use by the wider Gypsy/Traveller communities."

In addition, the report goes onto say in respect of Llangan:

"However it is accepted by the Council that it would be problematic to house additional travellers at this site and therefore there is no additional supply of pitches available"

It is not accepted therefore that the council itself believes that the site in Llangan is acceptable. In reality, they believe that it is worse of 2 bad sites on the basis they have not or refuse to acknowledge more appropriate, sustainable sites.

Furthermore, the former Chief Planning Officer (Rob Quick) described the site as:

The former Vale of Glamorgan Borough Council had strongly objected to the planning application the subject of the Application herein, on grounds that the proposal would intrude into the rural landscape and damage the amenity of the countryside; it considered the proposal to be contrary to the current Structure Plan and the draft Local Plan policies

RURAL EXCEPTION

It must be recognised that the Council are not only seeking to allocate the site for 2 pitches, but are also asking the Inspector to agree that the site can be expanded in the future by way of priority within MD18 to meet the needs of travellers who by definition of the updated G&T assessment do not currently reside in the County of the Vale of Glamorgan (they are not identified in the most recent G&T assessment). These are very important and relevant matters.

The Council states:

> *"Whilst the Llangan site is in a rural location, it is nevertheless close to the village of Llangan and the minor rural settlement of Fferm Goch and, furthermore, rural settings are considered to be acceptable in principle in Welsh Government Circular 30/2007"*

The council therefore recognises that the site is Rural in nature.

The Vale of Glamorgan argues that this allocation is acceptable by way of the "Rural Exception Policy". The Rural Exception Policy states

> *"At least one member of the household must have strong local connections, as defined in the Housing Act 1996, as amended by the Homelessness Act 2002."*

The Welsh Government PLANNING FOR GYPSY AND TRAVELLER CARAVAN SITES 2007 (referred to in the council's reasoning for allocating the site referred to earlier) contains the following statements in respect of Rural Exception:

a. *"Mixed uses should not be permitted on Gypsy Traveller Rural Exception Sites"*

   This being the case the argument prefering future expansion is drawn into question as the site would not in a planning policy context be eligible for working travellers or transient travellers or travellers of an alternative domination.

b. *"Rural exception site policies for Gypsies and Travellers should operate in the same way as rural exception site policies for housing, as set out in paragraphs 9.2.21 to 9.2.22 of Ministerial Interim Planning Policy Statement 01/2006 "Housing" (June 2006) and paragraphs 10.13 to 10.14 of Technical Advice Note 2 "Planning and Affordable Housing" (June 2006).* ***In applying the Gypsy Traveller rural exception site policy, local planning authorities should***

consider in particular the needs of households who are either current residents or have an existing family or employment connection."

Whilst (subject to other matters of objection) this argument could be applied to the current family occupying the site it would be inappropriate to apply it to families that do not meet this criteria, would be inappropriate for families currently outside of the settlement area and would certainly prohibit the site from future expansion on the grounds that any future families would come from outside of the local authority area (in contradiction of TAN2)

It is clear therefore that the whilst the application of the Rural Exception Policy may apply to the family currently residing in Llangan it would not apply to families outside of the local community and certainly would not be a mechanism upon which the Council can justify future expansion. Our proposal that the site upon which the family in Llangan currently own and have historically sought residential consent for would fall within the Rural Exception Policy and therefore must be considered as an alternative allocation.

The Council recognises that it is the family's intention in Wenvoe to remain there:

> *"This allocation will accommodate the need of those currently occupying Llangan site and the Wenvoe site (following the expiry of the temporary planning permission,* ***and in the event that no further planning permission is either sought or obtained for that site****)."*

and this matter will be discussed later in this report.

LEGAL HISTORY

We would like to bring to the attention of the Inspector a brief history of the site. The former South Glamorgan County Borough Council granted planning permission to itself in 1994 for the purpose of allocating the site for development to accommodate a single family of travellers.

The local community challenged the decision as it was blatantly obvious that the permission did not accord with local or national planning policy. Officers were found in the High Court to have manipulated and withhold information from the Planning Committee and the permission was subsequently overturned on the grounds that the application constituted an unacceptable development in the open countryside. (Court of Appeal South Glamorgan County Council Exp Harding CO/510/95) 27th November 1997 Mr Justice Scott Baker.

It is worth noting from the transcript that Mr Justice Scott Baker concluded that the application was directly connected with "Llangan, a tiny hamlet in the Vale of Glamorgan". Mr Justice Scott Baker did not accept / acknowledge that the much further settlement Fferm Goch had any impact on the description or assessment of the site location and it is clear that the council are referring to Fferm Goch to present some form of "loose" connection to the settlement. It is important therefore that this is recognised. We would not describe Barry (in the context of residential planning applications) as being a wider

suburb of Cardiff. The site is located just outside the boundary of Llangan and should be assessed accordingly.

Mr Justice Scott Baker goes onto state that the Planning Officer had raised concerns (but were not reported to the planning committee) that "*the size of the application site which relates to the entire field rather than the area occupied by the caravans. Granting permission for this field will establish the principle of development on the entire site – a strategic objection must therefore be raised"*

The VoG at the time supported the objection against the former South Glamorgan also on many grounds which included the following:

c. Unacceptable development in the open countryside
d. Access to the site

The VoG subsequently entered into a legal undertaking (Appendix 5) with the resident sponsoring the Judicial Review to take "*all lawful steps to remove the buildings*" that were subsequently erected by South Glamorgan on the site and return it to Agricultural status. The next "lawful" stage according to the VoG is the current review of the LDP.

Whilst planning policy has evolved over this period in time, the principle of development in the open countryside and the physical restriction to the site have not and it is therefore illogical to once again promote the site for residential occupation which is in complete contradiction to the position of the VoG during the judicial review.

The legal undertaking and the High Court Judgement brings into question the deliverability of the site in the context that the High Court has already judged that the site is inappropriate for residential development being in the "Open Countryside" with "restricted access". The Rural Exception Policy (we will challenge the application of this policy later in this submission), that the Council refers to in its submission, expressly requires the Council to engage with the Local Community to discuss how the site may be delivered. The Council has not undertaken this consultation with either residents or the Local Community Council. Residents are fearful of the potential of a large scale traveller's development and this is a material planning consideration, especially as the council refers to future expansion which is considered an "open ended" allocation.

SOCIAL NEEDS OF THE GYPSY AND TRAVELLING COMMUNITY – SUSTAINABLE DEVELOPMENT

The G&T Fordham assessment undertaken by the VoG went into much greater detail than the latest review (2016) around the social needs of the travelling community and it stated that tensions are created when families are placed together against their wishes. In this respect suggesting that site is capable of future expansion is not sustainable at a social level.

Indeed, the Fordham report detailed interviews with the travelling community in the area who expressed the clear desire to be located close to public services and in an area which had the benefit of public transport to ensure that social exclusion did not develop. It is

unsurprising that this principle is also reflected in national guidance which promotes locations within close proximity of these services.

The report confirmed that isolated, rural sites restricted access to Health, Education and welfare facilities that disadvantaged them and needs to be seen in the light of the above objectives:

> *"Participants living on Shirenewton had three main criticisms: the site was too big, the distance from local amenities along with the lack of local transport,"*
>
> *"This created many problems for the residents, especially the poorest: 'for a person like me on the bread line it's very tough. I can't afford to use the car'; '**everything is a mile away, including the bus stop. It takes a long walk on a busy road to get to the shops and schools"***
>
> *"The tables demonstrate that access to services such as local shops, health centres and education facilities from both sites is difficult by foot and by local transport systems. This difficulty was eased when participants used their cars, however the level of ease was lower for Roverway due to the difficult entry onto the main road".*
>
> *"Participants reported that access to local amenities, health services and education was low for both sites by foot or by public transport: 'Everything is a mile away, including the bus stop. It takes a long walk on a busy road to get to the shops and schools".*
>
> *"It was thought that smaller sites would reduce the problem of onsite conflicts: 'they need smaller sites and not too many different families, otherwise when you have a row the whole site becomes a war zone"*
>
> *"This affected the ability of the households interviewed to access local services such as shops, health centres and education facilities. **It was reported that this problem mainly affected the women: men take the vehicles that the household own to work during the day, leaving the women without their own transport and often away from public transport routes"***
>
> *"Participants did not specify where in Cardiff or the Vale of Glamorgan sites should be located. **It was noted that sites should be on the outskirts of towns to enable access by foot to local services such as shops, the launderette and health centres"***
>
> *"While the focus of the survey was on accommodation requirements, the questionnaire also collected information on access to services, including health and education. Research has found that poor accommodation can prevent access to services and so cannot be seen in isolation."*
>
> ***"participants living on sites felt that there were site restrictions that limited their work options. These were mainly associated with the location of the sites and lack of access to public transport rather than site regulations: 'no buses, no local transport. Bad access"***
>
> ***"Participants living on local authority sites reported that the lack of local public transport provision in the area affected their ability to send their children to school,** access health services and work opportunities, and limited their ability to attend training and education courses"*

*Participants were asked about where they would like future sites to be, but were not specific about locations within the County Boroughs, **instead emphasising the importance of public transport to any new sites.** Government draft guidance on site design stresses the importance of access to services and the promotion of 'integrated co-existence' between the site and surrounding community.19 The precise location, design and facilities of any new sites should be drawn up in consultation with Gypsies and Travellers to ensure that the additional provision meets their needs. The health and safety implications of a new site's location should be considered in finding a balance between offering sites in good locations and the additional land costs this would entail. **The settled community neighbouring the sites should also be involved in the consultation from an early stage**.*

I do not need to emphasise the social problems that would be created when "preference would be given to existing sites", especially when the only "existing" site if accepted would be MG5 in Llangan which is acknowledged is in a rural location with NO public transport. I have left it to the travelling community themselves to be heard by way of the extracts from the report highlighted above.

There is a REAL reason why national policy provides significant emphasis on the sustainability agenda and it must not be dismissed as "words" on the basis that the council have many alternative sites that would meet needs, but have chosen not to bring them forward as they have alternative uses for them.

The Council acknowledge in the most recent G&T assessment that they have not engaged with either the family in Wenvoe or the family in Llangan. I have met the family in Llangan (indeed I have supported them with their own objection), and for personal circumstances they would be forced to leave the site if either the family in Wenvoe are located there or the site is extended. The family currently occupying the site in Llangan are under considerable stress over this proposal. It makes absolutely no sense to extend this site as it would simply meant that the current family occupying it would leave (they have made their own representations in this regard).

SUSTAINABILITY SETTLEMENT APPRAISAL

We would like to bring to the attention of the Inspector the flawed nature of the SSA presented by the Council in respect of this allocation.

Firstly, the council has previously stated that the site is within 250m of Llangan (not the 600m as described). It is therefore relevant that the sustainability appraisal for Llangan is adopted for this site. This sustainability appraisal deemed that Llangan is a small HAMLET and in the context of the LDP and planning policy not suitable or sustainable for further development.

Secondly the appraisal undertaken for the site states that the area is served by public transport and is not affected by conservation status. This is also not correct. The village of Llangan and the settlement area of Fferm Goch has not had a bus service for several years.

The historic bus service required significant subsidy from the Public Sector and this was withdrawn and will not recommissioned due to its viability.

The SSA states that the proposed area is not affected by Conservation Status. This is also untrue. The village of Llangan is sited within a conservation area. The conservation report for Llangan cites various vista's which include one that directly looks onto the proposed site and a more detailed response to this issue is provided later in this paper.

The council has sought to align the site location with the nearest "sustainable" settlement. It has done this to portray the illusion that the site is in a sustainable location. This is clearly inappropriate, if a local distinction to the nearest settlement is to be made it must be to the SSA attributed to Llangan.

SA Assessment: Llangan Gypsy and Traveller Allocation

SITE ASSESSMENT STAGE 3: SUSTAINABILITY APPRAISAL

Assessment Criteria	Effect
Development at the site will have a positive impact on sustainability	++
Development at the site will have a some positive impact on sustainability	+
Development at the site will have a negligible or neutral impact on sustainability. A recorded neutral effect does not necessarily mean there will be no effect at the site level, but shows that at this strategic level there is no identifiable effects.	0
Development at the site would have both positive and negative impact on sustainability	+/-
Development at the site will have a slight negative impact on the sustainability.	-
Development at the site will have a very negative impact on sustainability	- -
The impact of an issue cannot be predicted at this stage	?

Sustainability Objective	Appraisal guidance notes:	Assessment Criteria	Effect
1. To provide the opportunity for people to meet their housing needs	The site has the potential to deliver a mix of housing tenures including affordable housing (achievable on larger sites through 106 agreements). Whole or part of the site has been promoted for affordable housing. The site is located in an area of housing need as identified in the Housing Market Assessment Study	The provision of a Gypsy and Traveller site would support the objectives of the Council's Housing Strategy 20015 – 2020 and meet the need identified within the Vale of Glamorgan Gypsy and Traveller Accommodation Assessment May 2016.	+
2. To maintain, promote and enhance the range of local facilities	The site is promoted for community, leisure and recreational facilities. The proposal would not lead to a loss of a community facility. The site has the potential to provide community facilities.	The site is not being investigated for these uses. The proposal to develop the site for the use proposed would not lead to the loss of existing community facilities and development of the site would not provide additional community facilities.	0

I would like to make the following observations to the SSA.

<u>Section 1</u> - Appraisal Notes "the site is located in an area of housing need". I have clearly set out in my earlier evidence (comments from the G&T community themselves) that the site is not located in an area or need and would have a negative impact on sustainabiluity. The comments provided by the council could be applied to any site, no matter where it is and do not address the appraisal guidance notes. The site is clearly not in an area of need

Score --

<u>Section 2</u> – The council have not sought the views of the local community not the family currently residing at the site. The wider land is often used for dog walking on the containment of horses by the current family. On this basis its loss would have a detrimental impact on community use. Furthermore, Llangan community council has recently

developed its 1st community allotment scheme in Treos and is currently investigating the demand for 2nd to serve Llangan. This site is being considered. Therefore there is the potential loss for community facilities.

Score -

3. To maintain and improve access for all	Existing services and facilities are easily accessible from the site by walking, cycling or public transport.	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. The nearest regular bus services are available 2.6km on the A48 which run approximately every half hour to Cardiff / Bridgend. While the existing village services and facilities within Fferm Goch are within 950m walking/cycling distance from the site there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis. The nearest bus stops are located in Llangan (approximately 600m) and Fferm Goch (approximately 950m) where the rural greenlinks bus service can be accessed from. However, regular bus services can be accessed from the A48 bus stop located 2.6km south of the site.	**+/-**
4. Reduce the causes of deprivation	The development would lead to improved access to employment, housing, health, education facilities or enhancement of the built environment for wards ranked in the lower Indices of Multiple Deprivation.	Development of the site would not contribute toward reducing the causes of deprivation; however the provision of a permanent Gypsy and Traveller site could assist in enabling future residents of the site to access those services and facilities that contribute towards the measurement of multiple deprivation.	**0**

Section 3 – It is inconceivable that the council can score the site as +/-. There is reference to the Greenlinks bus service which no longer runs and has its in own right concluded that the route is unviable; there are no post boxes; shops; surgeries; public footpaths; play areas and all connection to any service at all needs to be by car. At this point I would once again refer the Inspector to the comments of the travelling community themselves voiced through the Fordam report.

Score –

Section 4 – The location of the site affords no access to employment; health; housing; education. The council have scored 0 on a wider statement that ANY site would improve access to these facilities, which in its own right is not site specific. The SSA is a site specific assessment and must be judged against other sites which we will demonstrate later in this report are much more sustainable.

Score –

5. To maintain, protect and enhance community spirit	The site would not lead to a coalescence of settlements. The site would not result in a loss in recreational land or a community facility.	Development of the site would not lead to coalescence and would not result in loss of recreational land or any community facilities.	**0**
6. To minimise the causes and manage the effects of climate change	The site would not increase the need to travel and or increase travel distances The site is not located within an area prone to flood risk or would will have a negative effect on the quality of water resources The site is capable of incorporating renewable energy sources or energy conservation measures	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car. There is minor and intermediate surface water flooding located to a northern section of the site.	**+/-**
7. To minimise waste	The site will have a positive impact on waste minimisation (e.g. a proposal for new waste management facility).	The development would generate additional domestic waste and does not promote waste management facilities.	**-**
8. To use land effectively and efficiently	The site is a brownfield site and / or involves the beneficial re-use of existing buildings. The site is capable of accommodating high density development	Predominantly the site is greenfield land with a small portion being classed as brownfield land. The site is classified as Grade 3b and 4, not the best or most versatile agricultural land. Currently there is an unauthorised, tolerated Gypsy and traveller pitch on part of the site. The accommodation requirements e.g. layout, site provisions etc. for Gypsy and Travellers are set out in Welsh Government guidance.	**+**

<u>Section 5</u> – The site would clearly lead to a coalescence of settlements. The allocation of the whole site which sits on the edge of Llangan but moves the boundary closer to Fferm Goch. As stated earlier the site would result in a loss of community land.

Score –

<u>Section 6</u> – The council recognise that all journeys will need to be made by car (once it acknowledges that there is no bus service). It also recognises that the site is susceptible to surface flooding. Why then does the council apply a neutral +/- (a both positive and negative effect) to this statement. There is simply nothing positive about it ?

Score –

<u>Section 7</u> – Agreed

Score –

<u>Section 8</u> – The council has not reverted to the guidance notes. The significant area is agricultural within an SLA and its development would lead to the loss of this land.

Score –

9. To protect and enhance the built environment and natural environment	The proposal would have a neutral or positive effect on a conservation area, or buildings or gardens designated as having historic interest. The proposal will have a neutral or positive effect on biodiversity, landscape or nature conservation designation.	Development as proposed would not affect a conservation area or building or garden of historic interest. The site is not affected by an ecological or landscape designation.	**0**
10. To provide a high quality environment within all new developments	The development has the potential to support high quality public realm.	Existing design guidance produced by the Welsh Government for Gypsy and Traveller sites will inform site development and ensure that best practise guidelines are followed.	**0**
11. To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage	The site is not located within a nationally or internationally designated ecological site, an Area of Archaeological or Historical Importance (e.g. Ancient monument, listed buildings, conservation area).	Development as proposed would not affect a national or international site of ecological, archaeological or historic importance.	**0**
12. To reduce the need to travel and enable the use of more sustainable modes of transport	The site is well served by public transport and accessible by walking and cycling. Services and facilities are easily accessible by a range of transport modes including walking and cycling.	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car.	**+/-**

<u>Section 9</u> – As set out later in this report, the development will have a negative impact on a conservation area.

Score - -

<u>Section 10</u> – The wider development of the site would not accord with National Planning Policy (G&T Design Guidance) as set out in this objection.

Score - -

<u>Section 11</u> – The site would affect the Conservation Area of Llangan.

Score - -

<u>Section 12</u> – The site is well served by public transport. There isn't any so how can the council score this as +/- ? A range of services are accessible by walking ? The site is not accessible by public footpath and only along several miles of unlit, narrow lanes and the nearest service is circa 5 miles away.

Score - -

13. To provide for a diverse and wide range of local job opportunities	The proposal is for new employment development The site would not result in a loss of employment land that has been identified as having a continued economic role.	The development of a Gypsy and Traveller site would not provide employment opportunities. A permanent site is however likely to prove beneficial for future residents allowing improved access to the local employment market and/or a permanent base from which to develop self-employment initiatives and opportunities.	**0**
14. To maintain and enhance the viability of the Vale's town, district and local centres	The site is located either within a centre, edge of centre or an out of town location.	The development proposed will not impact upon the viability of the Vale's town, district or local centres.	**0**
15. To promote appropriate tourism	The proposal is either for a new or enhanced tourism facility or would not result in a loss of a tourism facility.	The proposal would not contribute to the promotion or development of tourism within the Vale of Glamorgan.	**0**

Section 13 – The council recognise that the specific allocation would not provide employment opportunities but rely on a wider statement that would apply to any site. As the SSA is site specific it must apply the relevant assessment.

Score - -

Section 14 – The site is not located on the edge of a centre and will therefore have no positive impact.

Score 0

Section 15 – Agreed

Score 0

Summary:

++	+	0	+/-	-	--	?
0	0	2	0	7	6	0

The Council itself acknowledges that the site is on the boundary of Llangan, albeit it dies not form an "infill".

The councils Sustainability Settlement Review scored Llangan 4 and defined Llangan as a Hamlet. In this regard the Council state:

> *"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"*
>
> *"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"*

I would like to point out once again to the Inspector that the proposed site is circa 250m from the edge of Llangan which was assessed by the Council as having the following facilities:

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)
51	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	98

It is worth pointing out that the employment score of 2 is as of a consequence of 5 small industrial units located in Fferm Goch and should have not apply to Llangan as Fferm Goch is in itself an independent settlement. Furthermore, the score of 2 is the same as Barry, which is a major employment centre. Clearly, no subjectivity or common sense has been applied to the scoring matrix. Notwithstanding this, Llangan scored one of the lowest scores in the overall assessment.

SITE CONSTRAINTS

It is incumbent upon the council to ensure that there are no material physical restrictions why the site cannot be developed. This will require, when there are clearly obvious site constraints, to ask relevant departments and consultees to provide detailed assessments as to how considering the constraints the site can be delivered. In this instance (and by the councils own recognition due to their previous objection to the site) there are issues relating to site access.

This will need to at least include a detailed risk assessment of all travel locations to determine whether safe access is possible to public services. The council has not undertaken this risk assessment. The site access is restricted to 2.5m along the direct access road to the site and less than 3.0m from the main junction adjacent to the school across to the junction of the lane which accesses the site. None of the roads are serviced with footpaths and are unlit. An independent assessment which has been previously submitted to the Council has concluded that the access is unsuitable and unsafe for public pedestrian access.

In addition DESIGNING GYPSY AND TRASVELLERS SITES MAY 2015 states that

> *"**Access to** and circulation around the site **should be such as to allow easy access for Fire and Rescue services** and ambulances"*

Whilst the South Wales Fire Service have acknowledged that they have been informed of the LDP they have not been provided with any specific obvious challenges in respect of the site access, more specifically the restricted 2.5m access along the lane directly serving the site (as referenced in the Barton Wilmore report and its enclosed assessment of the site access), and in addition to this the less than 3.0m (at narrowest point) lane which traverses to the main highway at Fferm Goch to the junction of the lane which leads to the allocated site.

We have contacted the South Wales Fire Service who have stated:

> *"Following on to your recent emails please see the below comments from Dave Baxter.*

Point 1 the minimum widths etc should be as follows in accordance with Approved Document B5 Table 20

Access for Fire Appliances

Typical vehicle access route requirements:

Appliance Type	*Min Width Road*	*Min Width Gate*	*Min Turning Circle between Kerb*
Pump	***3.7m***	*3.1m*	***16.8m***

Min Turning between Wall	*Min Height Clearance*	*Min Capacity Tonnes*
19.2	*3.7m*	*12.5*
29.0	*4.0m*	*23*

Fire and Rescue Service Vehicles should not have to reverse more than 20 m from the end of an access road. (Diagram 50 of Approved Document B).

Pedestrian Priority

Pedestrian schemes must take into account the need for permanent and unobstructed access for firefighting appliances. The siting of ornamental structures such as flower beds, must take account, not only of the access requirements of the fire appliances but the need to be able to site then in strategic positions; in particular, account must be taken of the working space requirements for aerial appliances. Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure adequate access for fire appliances, their siting and use.

Water Supplies for Firefighting

The existing output of the statutory water supply network may need to be upgraded in certain parts of the local plan area to cater for firefighting needs of new developments. It is recommended that this provision be a condition of planning consent.

*"**Point 1. The width of 2.5m would not be adequate for fire appliances."***

For clarity the above statement in respect of "Point 1. The width of 2.5m would not be adequate for fire appliances" was made by the following person

***Martyn Fisher** Station Manager, Business Fire Safety, South Wales Fire and Rescue Service Headquarters, Forest View Business Park, Llantrisant. CF72 8LX*

Therefore, the minimum width for a fire appliance is confirmed at 3.7m. Under the circumstances it is incumbent on the Council to clearly raise this issue with the Fire Service and demonstrate how the minimum with of 3.7m can be achieved for the highway plus

pedestrian footpaths to allow safe access to the amenities prior to the inclusion within the LDP.

This is specifically relevant if the council, as proposed, wish to seek to expand the site. It is worth once again reminding the Inspector that the Vale of Glamorgan themselves objected to the allocation of this site historically on the grounds or restricted access.

FLOODING

In addition to the above it is recognised by the Council (in the updated SSA), whist the site is not located in a flood plain, the northern end of the site is significantly affected by surface flooding caused because of field and highway run off from the adjacent land. This run off often can be witnessed around the site by what only can be described as a torrent, often 1-2 inches in height as the water makes its way to the stream at the lower end of the site.

GREEN WEDGES

Green Wedges in a planning context are defined as:

> *"Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities."*

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

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

The Council in its assessment of green wedges state:

> *"In defining green wedges it is important that only land that is strictly necessary to fulfil the purposes of the policy is included.* ***Factors such as openness, topography and the nature of urban edges should be taken into account and clearly identifiable physical features should be used to establish defensible boundaries****."*
>
> *"The objectives of green wedges are therefore:*
>
> - ***To prevent urban coalescence between and within settlements;***

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

• To protect undeveloped land from speculative development and

• To maintain the setting of built up areas

Whist is it acknowledged that the site is not currently allocated within a Green Wedge which tend to be more strategic in nature, it is clear that the intention of both national and local policy apply in that the allocation of the whole site by virtue of its scale clearly creates a coalescence between the Minor Rural Settlement area of Ffem Goch and the Hamlet of Llangan which would not be acceptable.

In respect to the site in Wenvoe, the site currently sits on the edge of the Green Wedge and is directly adjacent to an existing dwelling. It would (if proposed) constitute a minor infilling of an existing settlement. The scale of the development would not be of significance to create a coalescence.

CONSERVATION

The Council in its SSA state that the site is unaffected by Conservation status. This is untrue. Whilst the site itself is not contained within a conservation area, the site is located adjacent to the Llangan Conservation area. The conservation area plan highlights SIGNIFICANT VIEWPOINTS within the body of the report which includes a vista that directly overlooks the proposed site MG5. Therefore wider development of this site (preference would be given to existing allocations and MG5 is the only allocation) would have a material impact on the conservation status of Llangan. The plan is provided as Appendix 4 with the view circled.

The Llangan Conservation Management Plan further states that there is a presumption that all of the features of the Conservation Status should be ***"preserved or enhanced****, as required by the legislation."*

The conservation plan goes further:

> ***"Recommendation: The development of open areas that contribute to the character of the Conservation Area will be opposed"***

The definition of open spaces is not limited to those that sit within the boundary of the conservation status. They also include spaces that sit outside the area but have an effect on the conservation status of the site as set out below:

> *"The document is intended for use by planning officers, developers and landowners to ensure that the special character is not eroded, but rather preserved and enhanced through development activity. While the descriptions go into some detail,* ***a reader should not assume that the omission of any building, feature or space from this appraisal means that it is not of interest****"*

More specifically the plan states:

"Although not exhaustive, the defining characteristics of the Conservation Area that reinforce the designation can be summarised as follows:

- *Extensive views to St. Mary Hill"*

The Council go onto to state in the document that within the Conservation Status of Llangan there must be "*Protection of significant views* ***into and out of*** *the Conservation Area"*

The Council therefore recognise that the development of MG5 and specifically the "preferred" future growth must be considered in the context of the Llangan Conservation Area status.

The Inspector should note, Llangan sits on an elevated position. The conservation report states:

> *"The landscape setting of the Conservation Area is very important and is notable for its rural, almost hilltop, location"*

The Conservation Plan goes onto further state:

> ***"Landscape Setting***
>
> *"For this reason, the boundary has been drawn widely around the historic built environment and includes fields and open spaces that are vital to the area's rural landscape setting*
>
> ***Development which impacts in a detrimental way upon the immediate setting of the Conservation Area will be resisted. The Council will resist applications for change on the edges of the Conservation Area which would have a detrimental effect on the area's setting***
>
> **Views**
>
> *There are many short and long views into, out of and through the Conservation Area which make a positive contribution to its special character. The most important views are identified on the Appraisal Map in the character appraisal.*
>
> ***Recommendation: The Council will seek to ensure that all development respects the important views within, into and from the Conservation Area, as identified in the appraisal. The Council will seek to ensure that these views remain protected from inappropriate forms of development."***

It is therefore inconceivable how the council is reporting to the Inspector that the site is not affected by conservation status.

However, it could be proposed that the development could be "sensitively" screened. The report recognises that the site sits significantly above the allocated site in its "hilltop" location and any development, no matter what mitigation was put in place would be materially visible from the **Significant View** point represented in the Conservation document and the development would neither "preserve or enhance" the conservation status.

SITE IDENTIFICATION / ALTERNATIVE SITES

It is incumbent upon the council to identify all suitable sites in its own and private ownership. The VoG undertook a site identification process in circa 2007 where at the time the identified need was for 21 pitches. The Council discounted sites within its ownership which did not meet a minimum area capable of accommodating this number of pitches (circa 2 acres +). The current identified need is for 2 pitches or 2 sites for single families. It must be noted that the Llangan site currently accommodates 3 pitches for the same family. The council has not undertaken a review of its own land holdings following the revised G&T assessment. Indeed they state (Action points 4,5,6,7) that

> *"In identifying this site, the Council has followed its previous site assessment set out in the Gypsy and Traveller Site Assessment background paper (SD 33)".*

Based on its revised need of 2 pitches the Council is in possession of many sites that are located in sustainable locations and are appropriate for the delivery of single family sites such as the former council garage sites in Bonvliston (appendix 1) which has the benefit of safe access, bus stops, local shop and employment; the site adjacent to the community centre off Skomer Road and the site in Gluepot Lane, Llandow (the Gluepot Lane site has previously been appraised by the Council as a suitable location for a single family site which – this is evidenced in the Sworn Affidavit report provided by officer of the council. All three sites are in the current ownership of the Vale and have been appraised and deemed suitable for residential development. It is clearly evident therefore that the Council has not objectively looked at land holdings as there are alternative, more sustainable locations within its or private ownership.

The Council have stated that alternative sites which may be considered appropriate for the development of small scale G&T schemes may have been proposed for alternative uses (the 3 sites listed above have yet to be developed by we are aware that the council is considering them for small scale housing development sites).

The Inspector has noted that the previous iteration of Policy MD18 which restricted the future needs of the G&T community to MG5 (Llangan) was not acceptable as the policy did not provide for the individual needs of the travellers themselves.

The proposed MAC 97 which amends this policy to:

> *"THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE FOLLOWING:*
>
> *ALLOCATED GYPSY AND TRAVELLER SITES;*
>
> *EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;*
>
> *OR*
>
> *SITES WITHIN EXISTING SETTLEMENTS"*

does not address this issue as the Council have made it clear from the beginning that it is their view to develop either Sully or Llangan; no matter what the planning merit of the site is. In Sully their proposal was to develop a site in a C2 flood area, and in Llangan for the reasons set out in this objection; the site would not accord with the needs of the G&T community themselves; the family currently occupying the site; nor would meet national or local policy or guidance.

The most important feature of any assessment is to have a logical and evidenced based flow to the allocation of sites. In this instance the Council have simply chosen either Sully or Llangan and have viewed existing evidence or policy through polarised lenses, or even worse have mitigated information all together.

I have set out some alternative sites that exist to my knowledge, but in practice there are many sites across the Vale that would meet the needs of future families. Whether these need to be identified now or will form part of a future proposal is a matter for the Inspector, but under the current circumstances it may be necessary for the Inspector to request plans detailing the location of land within the Council's ownership.

Furthermore, the Vale of Glamorgan state within their updated G&T assessment that they have not been able to contact either of the families in Llangan or Wenvoe. Whilst I have not been able to speak to the family in Wenvoe, I have spoken with the family in Llangan who I consider to be friends and part of the community in which I live, indeed I have assisted them in their own objection to the proposed growth of the site in Llangan.

The site currently occupied by the family in Llangan was proposed following attempts to secure planning consent on land in their ownership nearby close to St Mary Hill (part of the Llangan Community). I believe that at least on 3 occasions (plus at appeal) the family have sought consent to develop as a home for themselves. This includes applications made whilst they have occupied the tolerated site now being proposed by the council. This clearly demonstrates the desire / intention of the family in question to occupy their own land and not one owned and managed by the council. The family have confirmed that they live in fear of the expansion of the site in Llangan and have further stated that if another family was to move to the site then they would leave. This defeats the whole point of the growth of the site.

The family in Llangan have confirmed that their preference would be to occupy their own site nr St Mary Hill and my formal proposal is that the site owned by the family is considered as an alternative site. Indeed, I believe that the family living in Llangan have now submitted their site, which remains in our community and clearly I am fully supportive of this proposal. Having spoken to many other residents within the community it is widely agreed that this is acceptable and would enable the family to remain within our community, without the stress and anxiety being created at present.

Informal discussions with Planning Officers at the VoG suggest that the historic reasons for refusal on their site no longer exist (former quarry zone area) and that an application on the site owned by the family would be positively received. Indeed, the G&T assessment 2013 states:

> *"It was also noted that the current resident/s of the site at Llangan have a site nearby at St Mary's Hill. Planning permission has been applied for (Enclosure 9845, Felindre, St Mary's Hill, Llangan 2011/00683/ful) but was refused because it is in a quarry blast zone, but this blast zone may no longer be relevant/in operation. Members considered whether the owner of the site may consider reapplying for planning on this site."*

The family form a welcome part of the community; our objection is based on the inappropriate interpretation of Planning Policy to meet a pre-concluded objective of allocating Llangan and the final resolution to the Judicial Review and Legal Undertaking.

Indeed, as the family have resided in the Llangan Community for over 20 years the application of the Rural Exception Policy would apply to this family which we will refer to later in our objection.

In respect of the family currently living in Wenvoe, the council recognised within LDP Hearing Session 16: Action Point 2, 3, 4 & 5 that the site in Wenvoe could be included within the plan.

> *"This allocation will accommodate the need of those currently occupying Llangan site and the* ***Wenvoe site (following the expiry of the temporary planning permission, and <u>in the event that no further planning permission is either sought or obtained for that site</u>"***

The Council therefore recognises that the site in Wenvoe has the potential to be developed. This is on the basis that the site was previously refused when assessed against the outgoing UDP and now could be developed under the revised policies of the LDP.

As stated earlier in this objection, it makes no sense to move a family from where they want to live on land that they own, to a council run site miles from where they currently live. This will clearly be met with resistance.

As the site in Llangan has been included within the LDP after the ALTERNATIVE SITE CONSULTATION it is incumbent upon the council to consider alternative sites to this allocation.

On this basis, I would want to formally offer an alternative site for the family in Wenvoe being the current site occupied with the benefit of temporary planning permission and identified in Appendix 3

<u>SUMMARY</u>

Considering the above it becomes evident from the information presented to the Inspector that the Council has firstly decided without logical reasoning or evidence that the site in Llangan is now suitable for the allocation of 2 pitches and **<u>preference for further expansion</u>**. Having decided this to be the case, the council has attempted to create an illusion to the

Inspector by filtering information subjectively and inappropriately interpreting planning policy in an "unbalanced" way to support the allocation of the site.

There is a legal precedence afforded by the High Court which clarifies that the site in Llangan constitutes unacceptable development in the open countryside which is contradictory to both national and local planning policy; the council has an outstanding legal commitment to return the site to agricultural status; the allocation in Llangan does not accord with the councils own policy for future allocation for travellers sites; the sustainability appraisal undertaken by the council is incorrect and outdated and does not represent the true status of the site; access to the site is unsafe; the Emergency Services have confirmed that the access is unsuitable (less than 3.7m wide) for emergency vehicles; approval of the allocation constitutes an "open chequebook" for the development of the whole site (based on previous proposals of up to 21 pitches) which is not an appropriate scale to the existing settlement and is not in accordance with both the proposed LDP or national planning policy and finally, the site is affected by significant surface flooding.

By way of a proposal we would request that the Inspector recognises the objections raised in this letter and considers one of the following options for site allocations to meet the identified need in order of preference for both communities and more specifically the families themselves:

1. That the current allocation of MG5 is removed in its entirety and that the 2 sites currently in the ownership of the relevant families within Llangan and Wenvoe are considered as appropriate allocations by way of Rural Exception Policy specially relating to the individual family circumstances.

   This would have the benefit of allowing the families to remain in the communities in which they currently reside without fear of expansion or disruption. It would further allow the Council to finally comply with the High Court Ruling and Legal Undertaking.

   The revised allocations would meet the identified need of the current G&T assessment of 2 pitches.

2. That the site owned in Wenvoe is allocated for the residing family and the site currently occupied in Llangan are both allocated by way of the Rural Exception Policy for the benefit of the families alone.

   The site boundary at Llangan to be restricted to the current area occupied by the family around the current hardstanding area as to protect the wider area.

3. That the council provides to the inspector a schedule of all sites within its ownership for the Inspector to consider alternative sites.

This would enable both families to continue to reside in the communities that they have been brought up in and have a local connection. In this respect the current Rural Exception Policy would apply.

For future development in meeting the needs of the travelling community we have no objection to the proposed policy MD18 by the council with the exception of the statement

"THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE FOLLOWING:

- ***ALLOCATED GYPSY AND TRAVELLER SITES;***
- ***EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;***

OR

- ***SITES WITHIN EXISTING SETTLEMENTS."***

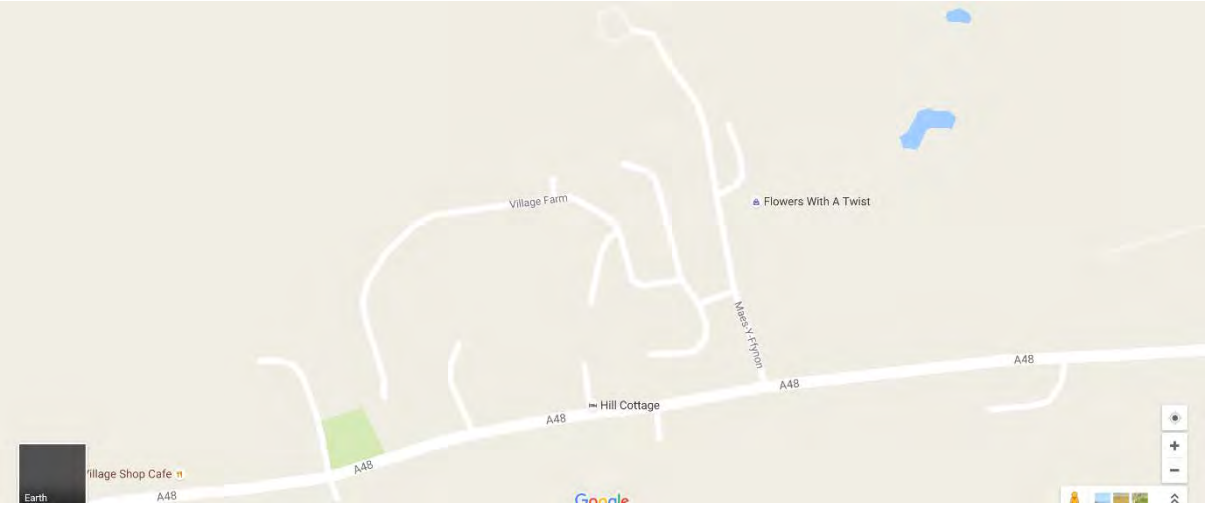
which in practice provides a framework for the council to extend the site in Llangan which is contrary to both national and local planning policy. This element of the policy should be removed leaving the Council to appropriately identify future sites as and when they need based on robust evidence and by the application of appropriate planning policy and guidance.

I have been asked by the family currently occupying in Llangan to speak on their behalf at the public examination in January and I would also like to reiterate that I would like to present my information personally at the public inquiry in January as detailed in the covering form.

Appendix 1

Bonvilston

Maes y Ffynon

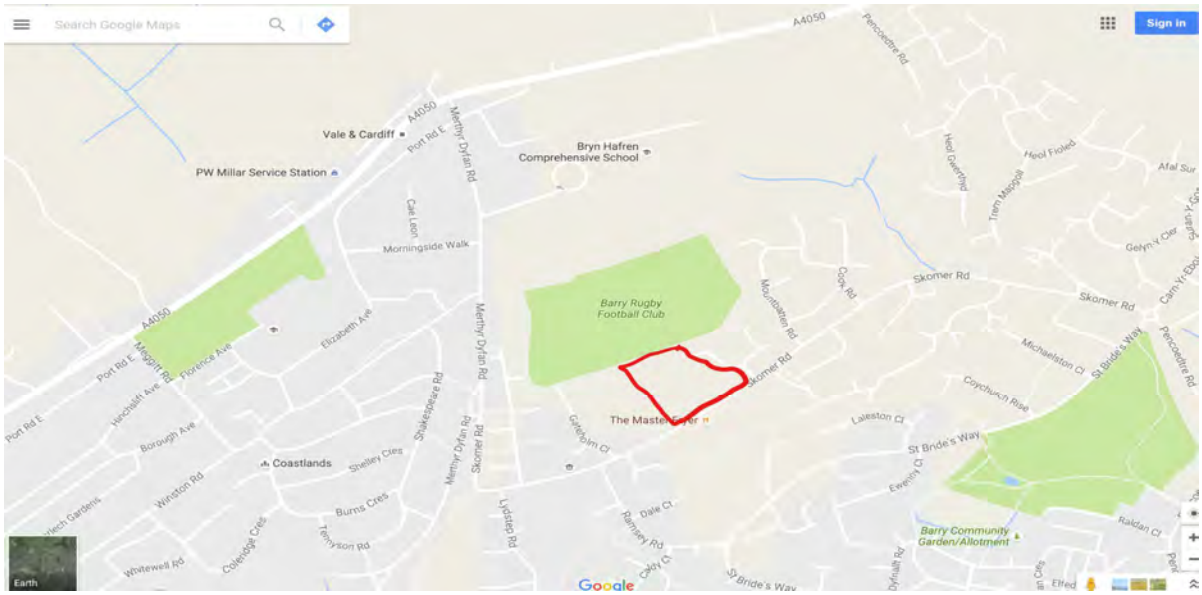


Within 500m

- Shop; Bus Stop; Lit footpaths; Post box; Employment; Pub

Appendix 2

Skomer Road

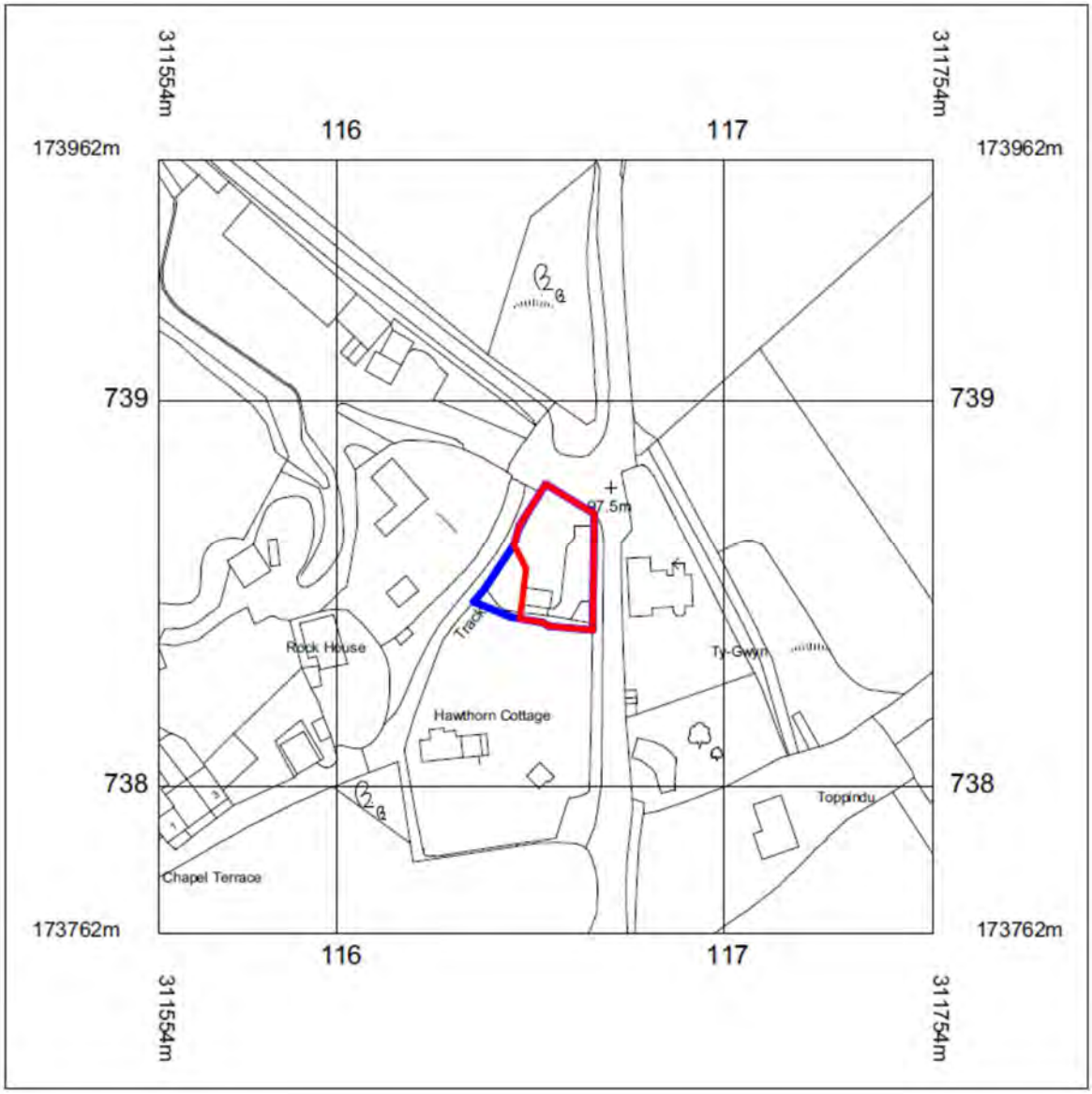


Within 500m of this site are:

i. Bus stop; School; Leisure centre; General Stores; Doctors surgery; Roads are well lit and paved.
ii. Site is serviced at boundary.

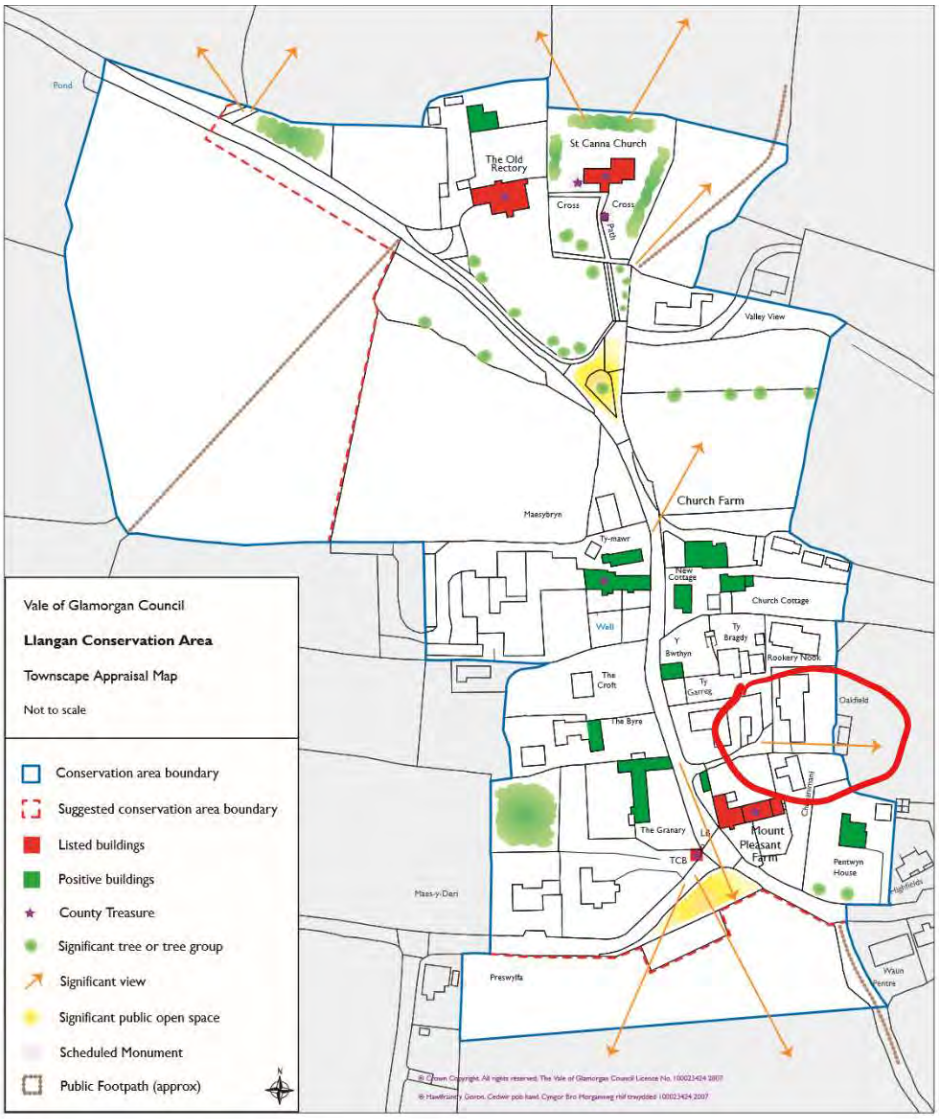
Appendix 3

Alternative Site in Wenvoe



Appendix 4

Conservation Plan



Appendix 5

Legal Undertaking

UNDERTAKING

I, David Lyn Foster, Chief Executive to The Vale of Glamorgan Council (hereinafter called "the Council") am duly authorised to give this Undertaking for and on behalf of the Council, which shall hereafter be bound by it and all of its terms.

The Council hereby undertakes to Stanley Harding of South Rise, Llangan in the Vale of Glamorgan that it will:-

(1) Use its best lawful endeavours to remove from the site known and situate at OS Parcel No. 3869 ("the site") at the earliest possible date, whether by legal proceedings or other lawful means, Mr. William Carrol and any other person who then occupies the said site and to prevent their return; and

(2) Upon the site becoming vacant to:

(a) remove all structures and facilities placed on the site with all due expedition; and

(b) disconnect all services that have been connected to the site with all due expedition; and

(c) reinstate the said site to a condition similar to that enjoyed prior to the granting of unlawful planning permission with all due expedition.

(3) Terminate the licence and grazing rights granted to Mr. Carrol on or about 20th December, 1994 in accordance with any lawful right to do so.

Signed:.....David Foster..... Dated: 1st May, 1996.

David Lyn Foster,
for and on behalf of The Vale of Glamorgan Council

Addendum to Objection

ID Number 3726

With reference to my recent submission objecting to Policy MG5 and MD18 I would like to add this further information.

In my original submission, I refer to an Legal Undertaking provided by the Council in May to Mr Stan Harding on the 1sy May 1996 to:

> *I, David Lyn Foster, Chief Executive to The Vale of Glamorgan Council (hereinafter called "the Council") am duly authorised to give this Undertaking for and on behalf of the Council, which shall hereafter be bound by it and all of its terms.*
>
> *The Council hereby undertakes to (redacted for privacy) , Liangan in the Vale of Glamorgan that it will:-*
>
> *(1) Use its best lawful endeavours to remove from the site known and situate at OS Parcel No. 3869 ("the site") at the earliest possible date, whether by legal proceedings or other lawful means, (redacted for privacy reasons) and any other person who then occupies the said site and to prevent their return; and*
>
> *(2) Upon the site becoming vacant to:*
>
> *(a) remove all structures and facilities placed on the site with all due expedition; and*
>
> *(b) disconnect all services that have been connected to the site with all due expedition; and*
>
> *(c) reinstate the said site to a condition similar to that enjoyed prior to the granting of unlawful planning permission with all due expedition.*
>
> *(3) Terminate the licence and grazing rights granted to Mr. Carrol on or about 20th December, 1994 in accordance with any lawful right to do so.*

I understand that it is the Councils position that this Legal Undertaking has been set aside by way of an appeal lodged by the family occupying the site which is referred to in the Judicial Review background paper:

> *"Leave to move was granted by Laws J on 22nd March 1995. The County Council, but. not Mr ******, was served with the proceedings. The applicant says he was not in occupation of the site at the time. The County Council filed evidence resisting the claim for judicial review following local 'government reorganisation on 1st Apri1 1996, signed, on 1st May 1996, a consent order to the relief sought. By then Mr Carroll and his family were occupying the site and, following the consent order, steps were taken in the County Court to obtain a possession order against him. On 21st October 1996 Mr ****** issued a summons to set aside the consent order. This was contested and heard by Harrison J who, on 20th January 1997, set the order aside"*

However, it is clearly demonstrable that the order to seek possession and the Legal Undertaking are not linked and that the setting aside of the possession order has no effect on the Legal Undertaking

I refer to the meeting minutes from the Council dated 28th October 1998; some 2 years after the date of the setting aside of the eviction notice.

> *2.3 During May, 1996 the Chief Executive, on behalf of the Council gave an undertaking to Stanley Harding that the Council use all lawful endeavours to remove the occupiers from the Penllyn Glebe, Llangan site.*
>
> *2.4. Every effort has been made to find an alternative location for Mr *****l, but at present there is nothing available.*
>
> *2.5. The Council is obliged to consider, on grounds of common humanity, whether evicting Mr. ****** and his family will cause more harm to them then it will be of benefit in planning or other terms. Quite clearly eviction of the family in the absence of a suitable site to which they may relocate will cause them distress, and will disrupt the education of the children. However, the Council may allow the family to remain on the site, on a temporary basis until such time as a suitable site for their relocation becomes available.*
>
> *2.6. If the Council does not proceed to evict Mr. ****** and his family from the Penllyn Glebe, Llangan site, then Mr. Carroll's application for leave for a Judicial Review Hearing must necessarily be withdrawn, as he may not challenge a decision which has been withdrawn, and cannot therefore take effect to his prejudice.*
>
> *3. Legal Implications*
>
> ***3.1. As noted in paragraph 2.3 above the Council has given Stanley Harding an Undertaking that it will use its best lawful endeavours to remove the occupiers from the Penllyn Glebe site. The Head of Legal and Administration is satisfied that the Council can demonstrate that it has used it best lawful endeavours to that effect, however the absence of suitable alternative accommodation cannot achieve that aim, and that any claim to the contrary by Mr. Harding could be resisted.***
>
> *The Council should continue to review sites as they become available and upon any such site being suitable for Mr. Carroll and his family should require them to take up die site and vacate the site.*

It is manifestly clear that the Council having consulted with its own Legal team recognise that the Legal Undertaking has NOT been set aside and that to this day it remains in effect as there is no further information provided by the Council that evidences that the Undertaking has been set aside by a Court.

In addition to the above there are several letters between Mr Harding and Julie Barratt (the Councils Barrister) confirming that action is being delayed until an alternative suitable site becomes available.

We have taken independent legal advice and as the Legal Undertaking is not time limited it remains in effect and the Council remain bound by its obligations.

The purpose of this additional information is to reinforce my earlier objection in that there is a legal impediment which prevents the development of the allocated site MG5 and brings into serious question its deliverability as it would be the intention of the community if this matter is not addressed to return to court to ensure its enforcement.

I wish to reiterate, that it is not my intention to see the family who have lived in our community for over 20 years to leave. I want them to remain in our community in a secure, safe environment where they live without fear of eviction or further development.

To go through a legal process to enforce the Undertaking seems farcical and a waste of public time and money, specifically as the sited owned by the family close MG5 – for which they have on several occasions sought to gain consent is supported by the local community and is now in my opinion suitable for residential consent on the grounds of Rural Exception.

I would further refer to the G&T assessment 2013, produced by the Council which supports this view and which states:

> *"It was also noted that the current resident/s of the site at Llangan have a site nearby at St Mary's Hill. Planning permission has been applied for (Enclosure 9845, Felindre, St Mary's Hill, Llangan 2011/00683/ful) but was refused because it is in a quarry blast zone, but this blast zone may no longer be relevant/in operation. Members considered whether the owner of the site may consider reapplying for planning on this site."*

To this end, I invite the Council Officers following the submission of comments to the MAC to a without prejudice meeting with myself and the family of the site in Llangan to review the options available.

ID No. 3746
Received: 24/10/2016
Acknowledged: 26/10/2016

From: IFOR SYMMONDS
To: LDP
Subject: Eagleswell School site - Llantwit Major
Date: 24 October 2016 20:27:16

Sir Madam

It has just been brought to my attention that the VOG is proposing to re-develop the old school site formerly known as Eagleswell School. Now surely with the lack of public space to enhance our local communities this is an ideal time to propose a small park area incorporating trees and benches into a park for use by all those that live in the immediate area. Personally I do not live in that particular area but in Llantwit we are short of public space to enjoy. The idea of hemming in even more dwellings might look good on the council balance sheets seeing as Llantwit Major pays the most in the whole of the Vale for our council tax. But also need to consider the quality of our environs.

If the Vale is insistent on building more properties build on Llandow and improve the infrastructure surrounding, but the problem is people are travelling/ commuting for work out of area and the infrastructure is NOT adequate to take the extra traffic. The recent deaths on the roads around Llantwit are just a symptom of that congestion and frustration of miles of inadequate roads.

Regards

Ifor Symmonds

[redacted]

ldp@valeofglamorgan.gov.ukldp@valeofglamorgan.gov.uk

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation Representation Form

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name John Melville		
Address [redacted]		
[redacted]		
Telephone [redacted]		
Email Address		
I.D.No.* [redacted] *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC50	☐	X		X	X
MAC112	☐	X		X	X
MAC217	☐	X		X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
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I wish to object to the proposed expansion of the unauthorised Gypsy and Traveller site at Llangan.

It is neither appropriate nor sustainable.

- The proposal of Llangan is purely on the basis of site ownership by the Vale and does not meet the requirements of the G&T community .

- The proposal does not reflect the current legal obligations of the Council,

- The key issue is that the site allocation does not reflect the identified need of the G&T community in relation to transport, employment opportunities or education. ie no buses, no industry and an already oversubscribed primary school.

- The proposal makes no reference that the site is in a Special Landscape Area.

- The proposal makes no reference that the site is adjacent to a Conservation Area, within the Conservation Management Plan for this area. There is a specific requirement to protect the view from the edge of the conservation area over the proposed site.

- The proposal makes no reference to the fact that Llangan is considered a HAMLET in the Vale SSA and as such there is a **presumption against development**.

- The Council has not undertaken a full assessment of sites capable of housing individual families - the last assessment examined sites to accommodate 21 pitches and discounted many sustainable smaller sites.

- The family in Wenvoe occupy their own land complete with planning permission. It makes no sense to relovate them.

- The Llangan site is subject to a historical Judicial Review which concluded that occupation amounted to unsuitable development in open countryside.

- The Council have provided a legal undertaking to return the site to agricultural use.

- The Council has failed to consult with the local community and this has resulted in a real sense of fear within the community.

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**x**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	27 October 2016

If this form represents a petition please indicate how many people it represents.	4

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Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 3837
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Jocelyn De Courcy-Davies	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
Mac 50	☐	Object	Fail	Fail	Fail
Mac 97	☐	Object	Fail	Fail	Fail
Mac 139	☐	Object	Fail	Fail	Fail
Mac 217	☐	Object	Fail	Fail	Fail
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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MAC 50, MAC 97, MAC 139, MAC 217

The site was subject to a Challenge at the High Court in London which found in favour of the local community to return the site back to agricultural use. The site is further subject to a legally binding Undertaking by the Vale of Glamorgan (signed by the Chief Executive) to use "best lawful endeavours" to remove the existing travellers and upon the site becoming vacant, to remove all illegally constructed buildings.

MAC 217 states that "due to the size of the site it would be able to accommodate some future increase in gypsy and traveller accommodation need in the Vale of Glamorgan". This is an extremely vague statement. The current suitability and sustainability of the site should be considered in view of any "future increase".

There is no reason why the whole site to be allocated for two pitches. This contradicts rural planning policy in respect of the countryside and is an open book for future development.

The proposed site does not meet with national policy in respect of sustainability. The allocation of Llangan is not consistent with previous Planning Rejections by the Vale of Glamorgan (VoG) i.e. Bonvilston September 2011 and similar determinations by the Planning Inspectorate i.e. Pembroke September 2011. The allocation of MG9 is not consistent with the proposed LDP policies. The Site allocation does not have regard to National Policy. For example:

- Welsh Government Circular (30/2007):
  - The site is RURAL and is unsustainable as there are no local services (shops; transport; health etc). Both Llangan and Fferm Goch Score 0 points in the evidence based assessment "SUSTAINABLE SETTLEMENTS APPRAISAL"
  - The VoG has refused an application in Bonvilston on the basis of sustainability. As a comparison, the distance between the Llangan site and services is greater than those of Bonvilston and services.

- Designing Gypsy and Traveller Sites Good Practice Guide:
  - The site does not meet the minimum requirements for emergency vehicles which is a width of 3.7m. The actual width is 2.7m.
  - The site access is poor and unsafe and has an extended walk (in excess of 800m to the only bus stop) along an unlit road with no public footpath or street lighting.

- The guidance requires that sites are:
  - Sustainable. The proposed site is not sustainable.

- Planning Policy Wales:
  - The land is green field land in accordance with the definition of brownfield land set out in Figure 4.1 of PPW.
  - The proposed site will not reduce the need to travel due to the limited local service provision in close proximity to the site.
  - The site has very limited access to public transport facilities.

Please use additional sheets if required.

Please state how many additional sheets have been used …3.…

- The site is located within a Special Landscape Area and in close proximity to a Conservation Area.
- The site does not meet the identified needs of Gypsies and Travellers in the Vale of Glamorgan (Fordham evidence);
- The site does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities.
- The site does not maximise opportunities for community development and social welfare.
- The site location will not foster social inclusion due to its isolated nature.
- The location of the site will not contribute to improvements in health due to the isolation from services and facilities.

The proposal has no due regard to the Wales Spatial Plan. The key theme of the Wales Spatial Plan is to achieve sustainable development by focusing new development in areas which have good access to key services and facilities. As there are no services surrounding the site, the allocation of Llangan is not consistent with the objectives of the Wales Spatial Plan.

The proposal does not have regard to the relevant Community Strategy for the following reasons:

- *"The diverse needs of local people are met through the provision of customer focused, accessible services and information".* This cannot be achieved by the allocation of a non-accessible rural allocation.

- *"Vale of Glamorgan residents and organisations respect the local environment and work together to meet the challenge of climate change".* The allocation of MG9 places heavy emphasis on the use of the car to access the most basic facilities such as shops, health and education.

- *"Older people are valued and empowered to remain independent, healthy and active. They have equality of opportunity and receive high quality services to meet their diverse needs".* All services are located many miles from the proposed site and are inaccessible to the older community. The poor public transport system is located 1050m from the site and is in excess of the maximum distances as defined in the proposed LDP and "Manual for Streets".

- *"People of all ages are able to access coordinated learning opportunities and have the necessary skills to reach their full potential, helping to remove barriers to employment".* There is no employment opportunity near to the site. The local primary school has confirmed that it is full and that its projections suggest that it doesn't have the capacity for such a large development.

The Plan does not set out a coherent strategy which its policies and allocation logically flow for the following reasons:

- The strategy states that the LDP will seek to provide a policy framework which "*Manages the housing supply effectively in order to provide a range of good quality, affordable homes in* sustainable locations" and "reduces out-commuting by providing opportunities for new housing, retail and employment development in accessible locations in the Vale of Glamorgan". The allocation of this rural site in open countryside does not meet this objective

- The LDP states that the vision for the Vale of Glamorgan is a place that is "*safe, clean and attractive, where individuals and communities have sustainable opportunities to improve their health, learning and skills, prosperity and wellbeing" and* "*where there is a strong sense of community in which local groups and individuals have the capacity and incentive to make an effective contribution to the future sustainability of the area."* The allocation of MG9 does not meet these objectives being in a rural location with inadequate facilities and transport links.

The Allocation of MG9 does not comply with the following objectives:

- *Objective 1. "To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all".* The location of the site would clearly not meet this objective.

- Objective 2. "To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change. The site location is prohibitive.

- Objective 3. "To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport." The site location is prohibitive.

- Objective 4. "To protect and enhance the Vale of Glamorgan's historic, built, and natural environment". In a planning refusal on an adjacent site in May 2002, the VoG stated that "*it is a proposal that would adversely affect the undeveloped rural character of the area."*

- *Objective 5. "To maintain, enhance and promote community facilities and services in the Vale of Glamorgan."* The school does not have the capacity, nor is it projected to have the capacity for additional pupils.

- *Objective 7. "To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs".* Housing should be in sustainable locations. The site is not in a sustainable location. Furthermore, it brings into question POLICY MD12 which is discriminatory in that Gypsy and Traveller sites should not be treated differently from other housing allocations. An inclusive policy would see Gypsy and Traveller sites being assessed on the same basis as AFFORDABLE HOUSING and considered for ALL candidate residential sites in the LDP.

- *Objective 10. "To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources".* The proposed site is agricultural land in a Special Landscaped Area

The strategy policies and allocation is not realistic and appropriate having considered relevant alternatives and are not founded on robust evidence for the following reasons:

- The allocation of site in Llangan is purely on the basis of site ownership by the VoG and does not meet the requirement of Policy MD12.

- The Gypsy and Traveller site assessment conflicts with other evidence based background papers; specifically the Sustainable Settlement Appraisal (SSA). The SSA states 0 points for public transport but the Gypsy and Traveller site assessment states that this is good.

- The Gypsy and Traveller site assessment states "good highway access", yet the access falls considerably short of the minimum requirement for vehicle access. The actual highway access is 2.5m against a minimum standard of 3.7m plus footpath of 1.2m.

- Several private sites were put forward as candidate sites for Gypsy and Travellers but were dismissed as they were not in Council ownership. If such sites were rejected due to reasons of ownership, why was the public sector requested to put forward sites in the first place?

- The site allocation does not reflect the identified need of the Gypsy and Traveller community as highlighted in the Fordham report.

- The Gypsy and Traveller site assessment suggests that Fferm Goch is the local settlement. However, Llangan is the recognised local settlement and it is only 150m from the proposed site.

- The assessment makes no reference that the site is in a Special Landscape Area.

- The assessment makes no reference that the site is adjacent to a Conservation Area. Within the Conservation Management Plan for this area there is a specific requirement to protect the view from the edge of the conservation area over the proposed site.

- An independent highway study surrounding the proposed site has concluded that:
  "The1km long lane itself is of poor horizontal alignment, with poor forward visibility and unsuitable for regular vehicular traffic. If the site is developed the lane itself would need major upgrading, which would certainly change its appearance within this rural environment."

The village school is approximately 1km from the village and 900metres from the proposed site. **It is noted that the route does not offer any facilities for pedestrians, such that the only safe way for children to travel between the site and the school safely would be by vehicle. This route would also be potentially hazardous for cycle use for children, the elderly or infirm and could be potentially hazardous for all users other than by car.** "

With regard to the appropriateness of the location for a travellers site development, in relation to transportation, it is difficult to refer to standard guidelines, as few relate to "rural highways", most highway design standards for residential development relate to urban areas. Hence, the advice contained within this report is based on best available information, acceptable highway standards for developments of similar size and transport needs of small communities. Welsh Government guidelines state sites should be situated in close proximity to transport links. **The Llangan site would not appear to meet that criteria, being situated away from the main transport infrastructure, sites should also have ready access to schools, doctors and shops, against which requirements Llangan again appears to fail**.

With regards to the existing lane, it is generally considered that where there is direct access to dwellings, the previous standard for developments, Design Bulletin 32, offers guidance where it states that a desirable minimum carriageway width of 5.5metres is appropriate, together with 2.0 metre wide footways on both sides. This will allow two way traffic at all times, and safe movement of pedestrians. However, as there is no direct access off the lane (apart from into the proposed development)"

Thus the lane itself should be widened to this minimum standard, which will require the removal of the existing hedge line on one or both sides of the lane and probable acquisition of land from the adjoining fields. **This will of course change the environmental character of the area substantially**, but is considered essential to cater for increased vehicle and pedestrian traffic.

The site at Llangan should be removed from the plan and an alternative site that has been assessed according to a relative sustainability appraisal is put in its place.

Part 3: What Happens Next?

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I want to speak at a hearing session.	**No** ☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28 October 2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	3841
Date Received	17/10/2016
Date of Acknowledgement	17/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Tony Widdrington and Catrin Huws	
Address	[redacted]	RECEIVED 17 OCT 2016 Regeneration and Planning
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	3841	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
MAC 42 page 21	☐	X	×	×	×
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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Regeneration and Planning

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Our previous objections are set out in our representations (ref 3841). However they were based on an assumption as to the size of the designated site at Upper Cosmeston Farm which has since more than doubled. Moreover other sites in the area (Sully, Barry and Dinas Powys) have been approved.

We consider it to be unreasonable to change the size of the designated site at Upper Cosmeston Farm at this very late stage in the process. It seems to us that such a significant change in fact amounts to a new proposal, so that the entire process should start again, with full consultation on all aspects.

The proposed designation of the increased site will mean that significant development is all concentrated in a relatively small, already congested area. In light of this our previous representations on grounds relating to the strain on the local infrastructure apply with far greater force.

Transport

In particular the designation will be likely to cause near gridlock on an already congested route into Cardiff. The vast majority of new residents are likely to work in Cardiff, and there are only two routes from Penarth to Cardiff, with little if any scope of increasing their capacity. The proposed designation of significant sites in Barry, Sully and Dinas Powys will already overload these routes. Public transport facilities to and from this area are poor, and we are not aware of any feasibility study into the proposed park and ride scheme, such as whether it would be used and by whom, and the likelihood of its causing even more congestion along the route.

See paragraphs 10 to 14 of the previous representations on this issue.

Drainage

Surface water systems would not cope with the rapid overland flow of water currently absorbed by the fields.

See paragraphs 15 of the previous representations on this issue.

Schools and other services

School places at both primary and secondary levels are already under considerable strain. We are not satisfied that the Council have given adequate consideration to this.

Similarly other services such as GP practices and dentists will not be able to cope.

See paragraphs 16 to 22 of the previous representations on this issue.

Sustainable use of natural resources

The designation of the site will lead to the loss of a local leisure facility which makes sustainable use of a natural resource. This is contrary to the Council's policy.

See paragraph 24 of the previous representations on this issue.

Contamination

There is an area on the proposed site where chemicals were dumped at a time when there was little environmental control. This serious health issue has not been addressed.

See paragraphs 23 of the previous representations on this issue.

Conclusion

In light of our comments above and our previous representations we consider the designation of the increased development at Upper Cosmeston Farm to be inconsistent with the Council's policies and those of the Welsh Government on planning, sustainability and transport. There is no evidence that the plan is appropriate for the area, and we cannot see how it will deliver any benefit for the area.

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I want to speak at a hearing session.	☐

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RECEIVED
17 OCT 2016
Regeneration and Planning

Signed:	[redacted]	**Dated:**	14 October 2016

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If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

ID No. 3844
Received: 25/10/2016
Acknowledged: 27/10/2016

St. Athan Community Council
CYNGOR CYMUNED SAIN TATHAN

Your Reference: **Our Reference:** **Please reply to:**

[redacted]

LDP Team
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

25th October 2016

St Athan Community Council Response – LDP Matters Arising Changes/Draft Affordable Housing & Planning Obligations Supplementary Planning Guidance Consultation

With regard to the current public consultation on the 'Matters Arising' we would like to make further representations in relation to the following significant areas, in which we were very disappointed to find the MAC amendments did not address.

1) MAC 166 – Removal of 'phasing'. While we understand the reasons for removal of the general phasing from the plan, we strongly believe that the allocations under the heading 'Strategic Housing Sites', that have been 'specifically linked' in the LDP to the employment aspirations for MOD St Athan and Cardiff Airport, need to remain in a 'phasing' policy to ensure the plan is sound . Some form of phasing is required for allocations MG(2) to MG(7) inclusive, to avoid major negative impacts in the area resulting from increased housing without delivery of the speculative additional local employment opportunities and to ensure that any development compiles to the objectives and policies of the LDP with regard to appropriate, sustainable development, reducing need to travel avoiding a mass increase in 'out-commuting'.

2) MAC 32 – the change of use from the 2011 based five year to ten year migration figures in the population and household projections should be disputed - as these distort the dwelling requirement figures upwards against the revised up to date population figures, especially when these have been combined with an 'additional' provision of 1,602 dwellings based on aspirational employment projections. This increases the overall housing requirement in the plan by an unsustainable amount thus making the plan unsound.

   To explain; The use of the 2011 population projections, over the previous 2008 version should have resulted in a reduction of 2,551 dwellings in the plans strategy. However 1,602 were subsequently parachuted in to cover speculative unsupported employment projections and a further 499 dwellings for 'additional' affordable housing – a total of a questionable extra 2101 dwellings – the equivalent of another large village or town.

   The use of ten year migration figures also have incorrectly inflated the figures as they incorporate the huge inward growth in DARA (Defence Aviation Repair Agency) at MOD St Athan, which at its peak employed 2,500 mainly civilian contracted employees, thus a period of growth that matches the aspirational ones in the plan. Whereas the five year is a more realistic figure as it captures the loss of this work and the subsequent migration out of the area of the skilled jobs.

   Therefore the ten year migration figures taken in addition to 1,601 for employment growth equates to double accounting, and a 'over' supply of at least 1,600 dwellings in the period of this plan.

3) MAC 67 – there will be a presumption against inappropriate development which would contribute to urban 'coalescence'. We strongly believe that the allocations under the heading 'Strategic Housing Sites' at and around MOD St. Athan, particularly MG2 (5), MG2 (6), MG2 (7) and MG2 (22) would

constitute 'coalescence' as development of these sites would virtually join St Athan with Boverton/Llantwit Major. Inclusion of these sites would therefore make the plan unsound.

4) MAC 41 – we disagree with the removal of the whole sentence regarding phasing as it includes the following wording that should remain to conform to the LDP policies and objectives 'with priority being given to brownfield and committed sites and those which deliver key infrastructure!

5) MG2 (2) Land at Higher End, St Athan. In the first paragraph the comment on the 120 additional dwelling for which no planning application currently exists, there is a statement that 'Access could be provided via St John's View or alternative access may be available from Llantwit Major Road' this should be changed to '*suitable and safe access is required that conforms to current design criteria*' as in the original assessment of the proposed allocation to provide 120 dwellings, the Highways report acknowledged that there was no suitable access. Therefore these alternative points of access are totally speculative and unsupported by any evidence of suitability.

6) MAC95 and MD16A - while understanding the need for security of potential employment sites, it is detrimental to planning policy to have a too 'rigid' approach to the development of a mixture of uses including housing and community facilities, especially when linked to a massive 'oversupply' such as for the 305ha (208ha net) allocation at MOD St. Athan, in view of the 'Employment Land Study' which states a requirement in the plan of only 53ha against an actual allocation of 492ha Gross (369ka Net) in the plan, constituting a164yrs supply. This is unsustainable, undeliverable and against the objectives of using brownfield sites to safe guard our ever depleting agricultural land in particular the allocations MG(2) to MG(7) inclusive.

7) MAC – at St Athan we are disappointed not to see a review of the housing allocation for the St Athan area. Allocating 18% of the total housing allocations to one community in a rural area on the speculation of a significant increase in employment, with a massive assumption that they will then choose to live in this area. These proposals would lead to an increase of approximately 64% in housing in this community without any specific detailed review of the impact or provision for any infrastructure improvements. We must question how can that be sustainable or constitute a sound development plan.

Many thanks for the opportunity to comment on this document and we trust that our concerns be duly considered.

Yours faithfully
For St Athan Community Council
[redacted]
Cllr Ann Barnaby
Chairman

ID 3847

[redacted]

Vale of Glamorgan Ccouncil
Holton Road
Barry.
Vale of Glamoegan.

RECEIVED
24 OCT 2016
FINANCE & ICT PROPERTY

21 October 2016

Dear Sirs

Re, Land at Upper Cosmeston Farm,Lavernock.
Local development plan 2011-2026.

My Wife and my main concerns are increased traffic on Lavernock Road Penarth.

We have lived at this address since 1981 and have seen the traffic increase substantially.

We are worried that the proposed development of more than 500 (FIVE HUNDRED PROPERTIES) will probably bring 500 or more vehicles using Lavernock Road, this road is already very busy, We often have to wait a long time to cross over to the nearby Bus Stop; There are a number of vehicles that drive exceptionally fast on this road, this number will obviously increase with the vehicles from the new development and the traffic using the road as a rat run from Dinas Powys to avoid Cardiff Road; This will then make it more difficult to cross the Road to post a letter.

We hope you will consider how concerned we are, We feel it will be detrimental to the area and Cosmeston Country Park in particular, especially if a Park and Ride is included in this scheme.

We look forward to your reply

[redacted]

David Goldsworthy

Environmental and Economic Regeneration				
25 OCT 2016				
SR				
Case No.		5954484		
Acknowledged		25.10.16		
Assigned to		Forwarded to		
HVS				
OMHE				
V Rees	✓			
OMWMC				
OMPGM				
HBVS				

Vicky Robinson ✓

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. 3867

Date Received.....

Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

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The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Matthew Evans	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 50	☐	☒	☒	☒	☒
MAC 112	☐	☒	☒	☒	☒
MAC 217	☐	☒	☒	☒	☒
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

MAC 50

This site has already been rejected by a high court judicial review in London as an unsuitable development in the open countryside and hence should not even be considered.

The council documents state that it is an unauthorised 'tolerated' site but that is only because the council didn't follow the request of the decision from the court to move the residents off this land – this is a material fact. It is currently only 'tolerated' in its current unauthorised status and further expansion is not tolerated by the local community or the current residents themselves.

The site is currently within an unsustainable location in the open countryside.
TAN 2 of Welsh Planning Policy only allows development on the fringes of rural areas where a "rural exception policy would apply". The expansion of the current site would not comply with a rural exception policy.

The site has restricted access, is unsafe and the site suffers from significant surface flooding.
The site is impacted by the Llangan Conservation Status.

The council recently published the capacity in its local schools. Both Llangan Primary and Cowbridge comprehensive schools are full and have no future capacity; therefore, any future expansion would require families to travel to both primary and secondary education schools. This would create more traffic and pollution and it would be more logical to consider appropriate sites located closer to schools with future capacity.

The site has no public services; no bus; and therefore future residents will be required to drive everywhere.
The council has not undertaken an assessment of sites in its or private ownership capable of housing individual families (the last assessment looked for sites that could accommodate 21 pitches and discounted many suitable / sustainable sites for single families).
The family in Wenvoe currently occupy their own land with planning permission and it makes no sense to relocate them.
Guidance on designing Gypsy sites published in 2007 states that mixing travelling families is to be avoided as it causes tension – the current residents are opposed to more families on the current site.
The allocation does not accord with the wider context of the Gypsy design guidance 2007
There is no logical reason for the whole of the field to be allocated for 2 pitches – this sets an "open book" for the council to develop the whole site which clearly contradicts planning policy especially in rural open countryside.
The Council has provided a legal undertaking to return the site to Agricultural use, in particular as its unauthorised.
The council has failed to consult with the local community, this lack of engagement has created a real sense of fear which has already resulted in many families (at least 4 recently) selling their homes and moving (fear is a relevant planning matter).

MAC 112

This site has already been rejected by a high court judicial review in London as an unsuitable development in the open countryside and hence should not even be considered.

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MAC 217

This site has already been rejected by a high court judicial review in London as an unsuitable development in the open countryside and hence should not even be considered.

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Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☒
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 4007
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Dylan Davies	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Mac 97	☐	Object	Fail	Fail	Fail
Mac 139	☐	Object	Fail	Fail	Fail
Mac 217	☐	Object	Fail	Fail	Fail
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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MAC 50, MAC 97, MAC 139, MAC 217

The site was subject to a Challenge at the High Court in London which found in favour of the local community to return the site back to agricultural use. The site is further subject to a legally binding Undertaking by the Vale of Glamorgan (signed by the Chief Executive) to use "best lawful endeavours" to remove the existing travellers and upon the site becoming vacant, to remove all illegally constructed buildings.

MAC 217 states that "due to the size of the site it would be able to accommodate some future increase in gypsy and traveller accommodation need in the Vale of Glamorgan". This is an extremely vague statement. The current suitability and sustainability of the site should be considered in view of any "future increase".

There is no reason why the whole site to be allocated for two pitches. This contradicts rural planning policy in respect of the countryside and is an open book for future development.

The proposed site does not meet with national policy in respect of sustainability. The allocation of Llangan is not consistent with previous Planning Rejections by the Vale of Glamorgan (VoG) i.e. Bonvilston September 2011 and similar determinations by the Planning Inspectorate i.e. Pembroke September 2011. The allocation of MG9 is not consistent with the proposed LDP policies. The Site allocation does not have regard to National Policy. For example:

- Welsh Government Circular (30/2007):
  - The site is RURAL and is unsustainable as there are no local services (shops; transport; health etc). Both Llangan and Fferm Goch Score 0 points in the evidence based assessment "SUSTAINABLE SETTLEMENTS APPRAISAL"
  - The VoG has refused an application in Bonvilston on the basis of sustainability. As a comparison, the distance between the Llangan site and services is greater than those of Bonvilston and services.

- Designing Gypsy and Traveller Sites Good Practice Guide:
  - The site does not meet the minimum requirements for emergency vehicles which is a width of 3.7m. The actual width is 2.7m.
  - The site access is poor and unsafe and has an extended walk (in excess of 800m to the only bus stop) along an unlit road with no public footpath or street lighting.

- The guidance requires that sites are:
  - Sustainable. The proposed site is not sustainable.

- Planning Policy Wales:
  - The land is green field land in accordance with the definition of brownfield land set out in Figure 4.1 of PPW.
  - The proposed site will not reduce the need to travel due to the limited local service provision in close proximity to the site.
  - The site has very limited access to public transport facilities.

Please use additional sheets if required.

Please state how many additional sheets have been used …3.…

- The site is located within a Special Landscape Area and in close proximity to a Conservation Area.
- The site does not meet the identified needs of Gypsies and Travellers in the Vale of Glamorgan (Fordham evidence);
- The site does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities.
- The site does not maximise opportunities for community development and social welfare.
- The site location will not foster social inclusion due to its isolated nature.
- The location of the site will not contribute to improvements in health due to the isolation from services and facilities.

The proposal has no due regard to the Wales Spatial Plan. The key theme of the Wales Spatial Plan is to achieve sustainable development by focusing new development in areas which have good access to key services and facilities. As there are no services surrounding the site, the allocation of Llangan is not consistent with the objectives of the Wales Spatial Plan.

The proposal does not have regard to the relevant Community Strategy for the following reasons:

- *"The diverse needs of local people are met through the provision of customer focused, accessible services and information".* This cannot be achieved by the allocation of a non-accessible rural allocation.

- *"Vale of Glamorgan residents and organisations respect the local environment and work together to meet the challenge of climate change".* The allocation of MG9 places heavy emphasis on the use of the car to access the most basic facilities such as shops, health and education.

- *"Older people are valued and empowered to remain independent, healthy and active. They have equality of opportunity and receive high quality services to meet their diverse needs".* All services are located many miles from the proposed site and are inaccessible to the older community. The poor public transport system is located 1050m from the site and is in excess of the maximum distances as defined in the proposed LDP and "Manual for Streets".

- *"People of all ages are able to access coordinated learning opportunities and have the necessary skills to reach their full potential, helping to remove barriers to employment".* There is no employment opportunity near to the site. The local primary school has confirmed that it is full and that its projections suggest that it doesn't have the capacity for such a large development.

The Plan does not set out a coherent strategy which its policies and allocation logically flow for the following reasons:

- The strategy states that the LDP will seek to provide a policy framework which "*Manages the housing supply effectively in order to provide a range of good quality, affordable homes in* sustainable locations" and "reduces out-commuting by providing opportunities for new housing, retail and employment development in accessible locations in the Vale of Glamorgan". The allocation of this rural site in open countryside does not meet this objective

- The LDP states that the vision for the Vale of Glamorgan is a place that is "*safe, clean and attractive, where individuals and communities have sustainable opportunities to improve their health, learning and skills, prosperity and wellbeing" and* "*where there is a strong sense of community in which local groups and individuals have the capacity and incentive to make an effective contribution to the future sustainability of the area."* The allocation of MG9 does not meet these objectives being in a rural location with inadequate facilities and transport links.

The Allocation of MG9 does not comply with the following objectives:

- *Objective 1. "To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all".* The location of the site would clearly not meet this objective.

- Objective 2. "To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change. The site location is prohibitive.

- Objective 3. "To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport." The site location is prohibitive.

- Objective 4. "To protect and enhance the Vale of Glamorgan's historic, built, and natural environment". In a planning refusal on an adjacent site in May 2002, the VoG stated that "*it is a proposal that would adversely affect the undeveloped rural character of the area."*

- *Objective 5. "To maintain, enhance and promote community facilities and services in the Vale of Glamorgan."* The school does not have the capacity, nor is it projected to have the capacity for additional pupils.

- *Objective 7. "To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs".* Housing should be in sustainable locations. The site is not in a sustainable location. Furthermore, it brings into question POLICY MD12 which is discriminatory in that Gypsy and Traveller sites should not be treated differently from other housing allocations. An inclusive policy would see Gypsy and Traveller sites being assessed on the same basis as AFFORDABLE HOUSING and considered for ALL candidate residential sites in the LDP.

- *Objective 10. "To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources".* The proposed site is agricultural land in a Special Landscaped Area

The strategy policies and allocation is not realistic and appropriate having considered relevant alternatives and are not founded on robust evidence for the following reasons:

- The allocation of site in Llangan is purely on the basis of site ownership by the VoG and does not meet the requirement of Policy MD12.

- The Gypsy and Traveller site assessment conflicts with other evidence based background papers; specifically the Sustainable Settlement Appraisal (SSA). The SSA states 0 points for public transport but the Gypsy and Traveller site assessment states that this is good.

- The Gypsy and Traveller site assessment states "good highway access", yet the access falls considerably short of the minimum requirement for vehicle access. The actual highway access is 2.5m against a minimum standard of 3.7m plus footpath of 1.2m.

- Several private sites were put forward as candidate sites for Gypsy and Travellers but were dismissed as they were not in Council ownership. If such sites were rejected due to reasons of ownership, why was the public sector requested to put forward sites in the first place?

- The site allocation does not reflect the identified need of the Gypsy and Traveller community as highlighted in the Fordham report.

- The Gypsy and Traveller site assessment suggests that Fferm Goch is the local settlement. However, Llangan is the recognised local settlement and it is only 150m from the proposed site.

- The assessment makes no reference that the site is in a Special Landscape Area.

- The assessment makes no reference that the site is adjacent to a Conservation Area. Within the Conservation Management Plan for this area there is a specific requirement to protect the view from the edge of the conservation area over the proposed site.

- An independent highway study surrounding the proposed site has concluded that:
  "The1km long lane itself is of poor horizontal alignment, with poor forward visibility and unsuitable for regular vehicular traffic. If the site is developed the lane itself would need major upgrading, which would certainly change its appearance within this rural environment."

The village school is approximately 1km from the village and 900metres from the proposed site. **It is noted that the route does not offer any facilities for pedestrians, such that the only safe way for children to travel between the site and the school safely would be by vehicle. This route would also be potentially hazardous for cycle use for children, the elderly or infirm and could be potentially hazardous for all users other than by car.** "

With regard to the appropriateness of the location for a travellers site development, in relation to transportation, it is difficult to refer to standard guidelines, as few relate to "rural highways", most highway design standards for residential development relate to urban areas. Hence, the advice contained within this report is based on best available information, acceptable highway standards for developments of similar size and transport needs of small communities. Welsh Government guidelines state sites should be situated in close proximity to transport links. **The Llangan site would not appear to meet that criteria, being situated away from the main transport infrastructure, sites should also have ready access to schools, doctors and shops, against which requirements Llangan again appears to fail**.

With regards to the existing lane, it is generally considered that where there is direct access to dwellings, the previous standard for developments, Design Bulletin 32, offers guidance where it states that a desirable minimum carriageway width of 5.5metres is appropriate, together with 2.0 metre wide footways on both sides. This will allow two way traffic at all times, and safe movement of pedestrians. However, as there is no direct access off the lane (apart from into the proposed development)"

Thus the lane itself should be widened to this minimum standard, which will require the removal of the existing hedge line on one or both sides of the lane and probable acquisition of land from the adjoining fields. **This will of course change the environmental character of the area substantially**, but is considered essential to cater for increased vehicle and pedestrian traffic.

The site at Llangan should be removed from the plan and an alternative site that has been assessed according to a relative sustainability appraisal is put in its place.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**Yes** ☐
I want to speak at a hearing session.	**No** ☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28 October 2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. 4035

Date Received……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request

Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi		
Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Mrs Helen Hammond	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	I do have one, but cannot find it.	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)					
Matters Arising Change reference number (e.g. MAC1)	**Support**	**Object**	**If you are objecting to a MAC, please state which Test of Soundness you think that it fails.**		
			Test 1	**Test 2**	**Test 3**
MAC 50	☐	X	X	X	X
MAC 97	☐	X	X	X	X
MAC112	☐	X	X	X	X
MAC217	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material

to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Subject - The allocation of Llangan for the provision of 2 travellers site and future expansion.

I really must object most strongly to any proposed expansion of the unauthorised Gypsy Travellers site at Llangan.

My understanding is that the family in Wenvoe who would be expected to move to Llangan, would prefer to gain planning permission to stay where they are.

The investigations into traveller needs by the Vale of Glamorgan has found that the the current residents of the site in Sully also do not wish to live on the kind of site that the Council are proposing for Llangan.

Mr Carrol, the current long term resident of the site has I know made repeated applications for planning permission to move to his own land nearby.

All in all it seems that nobody wants to live on the site in Llangan being proposed in the LDP by the Vale of Glamorgan Council. It seems to me that in the efforts of finalising the LDP the Council are losing sight of the real human element of this situation. When there seem to be other ways of meeting the needs, and wants, of the Gypsy and Traveller community in the Vale of Glamorgan, why are the Council pursuing the one approach that no one that it is intended to serve wants?

As set out below, I believe the proposals are not sound and are not in line with policy or good practice. The 2007 Fordham report for instance states that travellers do not want large scale sites of mixed denominations away from services as this creates an environment of social isolation.

Matters Arising Changes - Tests of Soundness

Test 1. The current proposal is not consistent with policy MD18 or other National or Local Planning Policy.

Test 2. The plan is not appropriate as the site is not located in a safe and sustainable location; and is not located in an area where the family from Wenvoe wish to live; is not suitable for expansion; does not comply with the proposed local policy; does not comply with national policy and guidance (TAN 2) Designing for Gypsy and Travellers 2007; does not comply with Rural Exception Policy; does not and cannot comply with statutory regulations for access for emergency services (highway access); has not been prepared through consultation with the local community or the current site respondents ; is not based on robust evidence (the SSA are incorrect and the site identification process is outdated and flawed); No other single family site assessments considered, only large sites as taken from the site assesment (2012 LDP stage).

Test 3. The plan cannot be effective as it fails the most important test / question. The site at Llangan is not suitable for a large scale Gypsy and Traveller site, but could meet the needs of the a single family with local connections (only the current family could potentially meet the Rural Exception Policy).

Llangan is a Hamlet of approximately 35 houses and has conservation status. The village is accessed from the main highway network via unclassified “rural roads” of various standards. The village is residential only, that is to say there are no shops or other services in the

village. There is a primary school (Llangan Primary School), but this is located approximately 1km from the village itself and 900 metres from the proposed development sites and is full to capacity (the recent planning report for 40 dwellings in Fferm Goch concluded that there was no existing or future capacity of the school) and the councils most recent update of school occupancy levels (2016) confirms that Llangan school has no additional capacity. The school is also only accessible via car due to no street lights or pavements on the single track road.

Llangan is not suitable and an sustainable location for a Gypsy and Traveller site for the following reasons:

• No local facilities available. Cowbridge is the closest town (7.5Km) only accessible by car.

• No provision of public transport. (Phone up, pre book bus only)

• The settlement is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide. Fferm Goch also has limited services, no shops, pub and the school is full.

• The settlement would not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan;

• The settlement of Llangan would not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;

• The settlement would not maximise opportunities for community development and social welfare due to its size;

• The settlement would not foster social inclusion due to the isolated location of the settlement;

• The settlement would not contribute to improvements in health due to the isolation from services and facilities. The assertion that the development of a Gypsy and Traveller site at Llangan would not constitute sustainable development is also supported by a number of planning applications and appeal decisions.

Policy MD18 is at odds with the allocation of MG5, as priority would be given to ALLOCATED GYPSY AND TRAVELLER SITES; EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES as MG5 is the <u>only</u> allocated site. MD18 provides an appropriate form of assessment for additional sites that may be required during the life of the plan "*THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;* THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES; THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION; however separately it is acknowledged by the Council that MG5 is in a rural location, in an unsustainable location;

without reasonable access to shops, etc and would not comply with the application of MD18. It makes no sense therefore to prioritise this site for future expansion.

In taking into account the information set out above we would suggest that the allocation and more specifically the preference for expansion of the site in Llangan (MG5) does not meet the core objectives of the proposed LDP in that being in a Rural Location with inadequate facilities and transport links. Also the proposed site is agricultural land in the open countryside and set within the Special Landscaped Area.

Its also recognised that the Council are not only seeking to allocate the site for 2 pitches (2 families), but to have agreement to expanded the site in the future by way of priority within MD18 to meet the needs of travellers (who by definition of the updated G&T assessment) do not currently reside in the County of the Vale of Glamorgan.

The application of the Rural Exception Policy could apply to the current family (Mr Carrol) living in the Llangan area, it would however not apply to families outside of the local community and certainly would not be a mechanism upon which the Council can justify future expansion. The current family also own there own land and have sought residential consent (that would fall within the Rural Exception Policy) and therefore must be considered as an alternative allocation.

The Council has also not undertaken this consultation with either residents or the Local Community Council (Not to my knowledge as the Community Councillor for Llangan). Residents are fearful of the potential of a large scale traveller's development and this is a material planning consideration, especially as the council refers to future expansion which is considered an open ended allocation.

The G&T Fordham assessment undertaken by the VoG went into much greater detail than the latest review (2016) around the social needs of the travelling community and <u>it stated that tensions are created when families are placed together against their wishes.</u> In this respect suggesting that site is capable of future expansion is not sustainable at a social level. Indeed, the Fordham report detailed interviews with the travelling community in the area who expressed the clear desire to be located close to public services and in an area which had the benefit of public transport to ensure that social exclusion did not develop. It is unsurprising that this principle is also reflected in national guidance which promotes locations within close proximity of these services. The report confirmed that isolated, rural sites restricted access to Health, Education and welfare facilities that disadvantaged them and needs to be seen in the light of the above objectives:

<u>SUSTAINABILITY ASSESMENT REPORT</u>

The SSA report prepared by the Council to support the Llangan site allocation is incorrect and misleading in many respects, giving the impression that Llangan is a suitable, sustainable location for a large site.

The closest settlement is Llangan Hamlet, not Fferm Goch, The SSA should have taken this into account. The site is 250m from Llangan (as started VOG previously stated) not 600m.

In the SSA Llangan is stated as a small HAMLET, and in the context of the LDP and planning policy

not suitable or sustainable for further development. The site SSA states that the area is served by public transport and is not affected by conservation status. This is also not true , the Hamlet of Llangan and the settlement area of Fferm Goch has no bus service. The proposed area is not affected by Conservation Status, this is also not true, Llangan is sited within a conservation area. The conservation report for Llangan cites various vista's which include one that directly looks onto the proposed site.

The council has tried to align the site location with the nearest "sustainable" settlement. It has done this to portray the illusion that the site is in a sustainable location. This is clearly inappropriate, if a local distinction to the nearest settlement is to be made it must be to the SSA attributed to Llangan.

Please consider the following comments on the misleading Llangan site SSA.

Section 1 . The site is not located in an area or need, and would have a negative impact on sustainability. Score –

Section 2 – The council have not sought the views of the local community or the current family residing at the site. The family are currently using adjoining greenfield land for horses and recreational use. Also after the successful allotment scheme in Treoes, Llangan Community Council has considered the land for a community allotment scheme that would include the current family, if the land became available. Score -

Section 3 – There is no shop, doctors surgery, dentist, public house, telephone box, public footpaths, children's play areas. The nearest services are at Cowbridge that is 7.5Km away by car. Cycling or walking there is also very difficult due to the dual carriageway and long distance.

Note. Regarding the stated "Greenlinks" bus service, this is a "phone up", on demand service (similar to a taxi). This cant not be classed a regular bus service. Score –

Section 4 – The Llangan site affords no access to employment, health, housing or education. The council have scored 0 on a wider statement that ANY site would improve access to these facilities, which in its own right is not site specific. The SSA is a site specific assessment and must be judged against other sites that the council should consider. The council has only considered large sites (for 20 pitches or more), rather than family sites suitable for Mr Carrol or the family from Wenvoe, when considering the Llangan allocation / expansion proposal. Score –

Section 5 – The site would clearly lead to a coalescence of settlements. The allocation of the whole site which sits on the edge of Llangan, but moves the boundary closer to Fferm Goch. The size of the expanded site is also out of proportion when considering the Hamlet of Llangan. Score –

Section 6 – The council recognise that all journeys will need to be made by car (once it

acknowledges that there is no bus service). It also recognises that the site is susceptible to surface flooding. Why then does the council apply a neutral +/- (a both positive and negative effect) to this statement? There is simply nothing positive about it ? Score –

Section 7 – OK Score –

Section 8 – The council has not reverted to the guidance notes. The significant area is agricultural within an SLA and its development would lead to the loss of this land. Further more, the only way the site could be classified as brownfield is by taking into account the unauthorised hard standing area and buildings erected to support the current family. Score –

Section 9 – As set out later in this report, the development will have a negative impact on a conservation area. Score - -

Section 10 – The wider development of the site would not accord with National Planning Policy (G&T Design Guidance) as set out in this objection. Score - -

Section 11 – The site would affect the Conservation Area of Llangan. Score - -

Section 12 – The site is well served by public transport?. There isn't any regular public transport, so how can the council score this as +/- ? A range of services are accessible by walking and cycling? The site is not accessible by public footpath and only along several miles of unlit, narrow lanes with no street lights and the nearest service is circa 5 miles away. Score - -

Section 13 – The council recognise that the specific allocation would not provide employment opportunities but rely on a wider statement that would apply to any site. As the SSA is site specific it must apply the relevant assessment. Score - -

Section 14 – The site is not located on the edge of a centre and will therefore have no positive impact. Score 0

Section 15 – Agreed Score 0

Summary:

++	+	0	+/-	-	--	?
0	0	2	0	7	6	0

The Council itself acknowledges that the site is on the boundary of Llangan, albeit it dies not form an "infill". The councils Sustainability Settlement Review scored Llangan 4 and defined Llangan as a Hamlet.

We would like to point out once again to the Inspector that the proposed site is circa 250m from the edge of Llangan which was assessed by the Council as having the following facilities:

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	Populatic (Best Available Estimate
51	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	9

INote, the employment score of 2 is based on five small industrial units located in Fferm Goch and should not apply to Llangan, as Fferm Goch is in itself an independent settlement. Furthermore, the score of 2 is the same as Barry, which is a major employment centre. Clearly, no subjectivity or common sense has been applied to the scoring matrix. Notwithstanding this, Llangan scored one of the lowest scores in the overall assessment.

Note, In my role as Community Councillor I consulted a number of employers in the small industrial area in Fferm Goch who confirmed there were no employment opportunities, in fact they would consider moving of the site, if the expansion proposal was to proceed. Also to give this small area a score of 2 when compared to Barry is totally ridiculous.

Restrictions on development

It is the councils duty to ensure that there are no restrictions why the site cannot be developed. This will require, when there are clearly obvious site constraints, to ask relevant departments and consultees to provide detailed assessments as to how considering the constraints the site can be delivered. In this instance (and by the councils own recognition due to their previous objection to the site) there are issues relating to site access. Also access by large traveller vans and vehicles may not be possible. This will need to at least include a detailed risk assessment of all travel locations to determine whether safe access is possible to public services. The council has not undertaken this risk assessment. The site access is restricted to 2.5m along the direct access road to the site and less than 3.0m from the main junction adjacent to the school across to the junction of the lane which accesses the site. None of the roads are serviced with footpaths and are unlit. In this case access could be considered as unsuitable and unsafe for public pedestrian use .The lane directly servicing the proposed site is limited to 2.5m and does not meet the 3.7m limit required by the fire service, ie unsafe. This is specifically relevant if the council, as proposed, wish to seek to expand the site. Flooding. The site is not located in a flood plain, however the northern end of the site is significantly affected by surface flooding caused because of field and highway run off from the adjacent land. This run off often can be witnessed around the site by what only can be described as a torrent, often 1-2 inches in height as the water makes its way to the stream at the lower end of the site.

Conservation. The Council in its SSA state that the site is unaffected by Conservation status, this is untrue. Whilst the site itself is not contained within a conservation area, the site is located adjacent to the Llangan Conservation area. The conservation area plan highlights SIGNIFICANT VIEWPOINTS within the body of the report which includes a vista that directly overlooks the proposed site MG5. Therefore wider development of this site (preference would be given to existing allocations and MG5 is the only allocation) would have a material impact on the conservation status of Llangan. In this case it is incorrect that the council has said that the site is not affected by conservation status.

Conclusion. It would appear that the Vale of Glamorgan Council has decided without evidence or realistic reasoning that the site in Llangan is suitable for the allocation of 2

pitches (two families) and further expansion in the future, possibly to around 21 pitches. They have made the evidence fit their case in order to justify a poor site selection, without looking again at land they own to support single families only. The size of the proposed land allocated would also suggest that the council have in mind a far larger site (as proposed in 2012) of 21 pitches, this is of a totally inappropriate scale and unsustainable in such a rural location close to the small Hamlet of Llangan, with no local services, poor roads, no pavements, street lights, shops, health care etc, even the small joiner school is over allocated and could not support the current extended families young children. Can you please consider my objection and reject this unfair, unsustainable, unreasonable, proposal.

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**X**
I want to speak at a hearing session.	☐
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Signed:	[redacted]	**Dated:**	28/10/2016

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VALE of GLAMORGAN
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For Office use only
Representor No. ……4036……
Date Received…….25/10/2016……
Date of Acknowledgement …26/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

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This document is available in other formats upon request

Mae’r ddogfen hon ar gael mewn fformatiau eraill drwy holi		
Part 1: Contact Details	**Your Details / Your Client’s Details**	**Agent’s Details** *(if relevant)*
Name	Cllr David Hammond	
Address	[redacted] [redacted] [redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	4036	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council’s LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Matters Arising Change reference number (e.g. MAC1)	**Support**	**Object**	**If you are objecting to a MAC, please state which Test of Soundness you think that it fails.**		
			Test 1	**Test 2**	**Test 3**
MAC 50	☐	X	X	X	X
MAC 97	☐	X	X	X	X
MAC112	☐	X	X	X	X
MAC217	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
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to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Subject - The allocation of Llangan for the provision of 2 travellers site and future expansion.

I would like to strongly object to any proposed expansion of the unauthorised Gypsy Travellers site at Llangan. The current family have been living on the site for many years and my understanding is they are also objecting to this unfair expansion proposal. I have meet with Mr Carrol (the current resident) and he expressed his total dismay at this proposal, saying that his family have lived quietly in the area and have gained some understanding form the local community over the years, moving a new family from Wenvoe (who he doesn't know) could cause many problems, fear and worry for his his family and the local community. If the Council had discussed this with him first before making this proposal they would have understood his situation and concerns. The statement of "future expansion" plus the large scale of the allocated site) makes the situation even worse, specially when you consider the lack of local services to support the additional people, and families from different backgrounds that may not mix well. The 2007 Fordham report for instance states that travellers do not want large scale sites of mixed denominations away from services as this creates an environment of social isolation. The national policy also reflects very clearly the criteria for large sites close to local facilities, through what national policy describes as "sustainable locations".

Matters Arising Changes - Tests of Soundness

Test 1. The current proposal is not consistent with policy MD18 or other National or Local Planning Policy.

Test 2. The plan is not appropriate as the site is not located in a safe and sustainable location; and is not located in an area where the family from Wenvoe wish to live; is not suitable for expansion; does not comply with the proposed local policy; does not comply with national policy and guidance (TAN 2) Designing for Gypsy and Travellers 2007; does not comply with Rural Exception Policy; does not and cannot comply with statutory regulations for access for emergency services (highway access); has not been prepared through consultation with the local community or the current site respondents ; is not based on robust evidence (the SSA are incorrect and the site identification process is outdated and flawed); No other single family site assessments considered, only large sites as taken from the site assesment (2012 LDP stage).

Test 3. The plan cannot be effective as it fails the most important test / question. The site at Llangan is not suitable for a large scale Gypsy and Traveller site, but could meet the needs of the a single family with local connections (only the current family could potentially meet the Rural Exception Policy).

Llangan is a Hamlet of approximately 35 houses and has conservation status. The village is accessed from the main highway network via unclassified "rural roads" of various standards. The village is residential only, that is to say there are no shops or other services in the village. There is a primary school (Llangan Primary School), but this is located approximately 1km from the village itself and 900 metres from the proposed development sites and is full to capacity (the recent planning report for 40 dwellings in Fferm Goch concluded that there was no existing or future capacity of the school) and the councils most recent update of school occupancy levels (2016) confirms that Llangan school has no additional capacity. The school is also only accessible via car due to no street lights or

pavements on the single track road.

Llangan is not suitable and an sustainable location for a Gypsy and Traveller site for the following reasons:

• No local facilities available. Cowbridge is the closest town (7.5Km) only accessible by car.

• No provision of public transport. (Phone up, pre book bus only)

• The settlement is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide. Fferm Goch also has limited services, no shops, pub and the school is full.

• The settlement would not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan;

• The settlement of Llangan would not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;

• The settlement would not maximise opportunities for community development and social welfare due to its size;

• The settlement would not foster social inclusion due to the isolated location of the settlement;

• The settlement would not contribute to improvements in health due to the isolation from services and facilities. The assertion that the development of a Gypsy and Traveller site at Llangan would not constitute sustainable development is also supported by a number of planning applications and appeal decisions.

Policy MD18 is at odds with the allocation of MG5, as priority would be given to ALLOCATED GYPSY AND TRAVELLER SITES; EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES as MG5 is the <u>only</u> allocated site. MD18 provides an appropriate form of assessment for additional sites that may be required during the life of the plan "*THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;* THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES; THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION; however separately it is acknowledged by the Council that MG5 is in a rural location, in an unsustainable location; without reasonable access to shops, etc and would not comply with the application of MD18. It makes no sense therefore to prioritise this site for future expansion.

In taking into account the information set out above we would suggest that the allocation and more specifically the preference for expansion of the site in Llangan (MG5) does not meet the core objectives of the proposed LDP in that being in a Rural Location with

inadequate facilities and transport links. Also the proposed site is agricultural land in the open countryside and set within the Special Landscaped Area.

Its also recognised that the Council are not only seeking to allocate the site for 2 pitches (2 families), but to have agreement to expanded the site in the future by way of priority within MD18 to meet the needs of travellers (who by definition of the updated G&T assessment) do not currently reside in the County of the Vale of Glamorgan.

The application of the Rural Exception Policy could apply to the current family (Mr Carrol) living in the Llangan area, it would however not apply to families outside of the local community and certainly would not be a mechanism upon which the Council can justify future expansion. The current family also own there own land and have sought residential consent (that would fall within the Rural Exception Policy) and therefore must be considered as an alternative allocation.

The Council has also not undertaken this consultation with either residents or the Local Community Council (Not to my knowledge as the Community Councillor for Llangan). Residents are fearful of the potential of a large scale traveller's development and this is a material planning consideration, especially as the council refers to future expansion which is considered an open ended allocation.

The G&T Fordham assessment undertaken by the VoG went into much greater detail than the latest review (2016) around the social needs of the travelling community and <u>it stated that tensions are created when families are placed together against their wishes.</u> In this respect suggesting that site is capable of future expansion is not sustainable at a social level. Indeed, the Fordham report detailed interviews with the travelling community in the area who expressed the clear desire to be located close to public services and in an area which had the benefit of public transport to ensure that social exclusion did not develop. It is unsurprising that this principle is also reflected in national guidance which promotes locations within close proximity of these services. The report confirmed that isolated, rural sites restricted access to Health, Education and welfare facilities that disadvantaged them and needs to be seen in the light of the above objectives:

<u>SUSTAINABILITY ASSESMENT REPORT</u>

The SSA report prepared by the Council to support the Llangan site allocation is incorrect and misleading in many respects, giving the impression that Llangan is a suitable, sustainable location for a large site.

The closest settlement is Llangan Hamlet, not Fferm Goch, The SSA should have taken this into account. The site is 250m from Llangan (as started VOG previously stated) not 600m. In the SSA Llangan is stated as a small HAMLET, and in the context of the LDP and planning policy

not suitable or sustainable for further development. The site SSA states that the area is served by public transport and is not affected by conservation status. This is also not true , the Hamlet of Llangan and the settlement area of Fferm Goch has no bus service. The

proposed area is not affected by Conservation Status, this is also not true, Llangan is sited within a conservation area. The conservation report for Llangan cites various vista's which include one that directly looks onto the proposed site.

The council has tried to align the site location with the nearest "sustainable" settlement. It has done this to portray the illusion that the site is in a sustainable location. This is clearly inappropriate, if a local distinction to the nearest settlement is to be made it must be to the SSA attributed to Llangan.

Please consider the following comments on the misleading Llangan site SSA.

Section 1 . The site is not located in an area or need, and would have a negative impact on sustainability. Score –

Section 2 – The council have not sought the views of the local community or the current family residing at the site. The family are currently using adjoining greenfield land for horses and recreational use. Also after the successful allotment scheme in Treoes, Llangan Community Council has considered the land for a community allotment scheme that would include the current family, if the land became available. Score -

Section 3 – There is no shop, doctors surgery, dentist, public house, telephone box, public footpaths, children's play areas. The nearest services are at Cowbridge that is 7.5Km away by car. Cycling or walking there is also very difficult due to the dual carriageway and long distance.

Note. Regarding the stated "Greenlinks" bus service, this is a "phone up", on demand service (similar to a taxi). This cant not be classed a regular bus service. Score –

Section 4 – The Llangan site affords no access to employment, health, housing or education. The council have scored 0 on a wider statement that ANY site would improve access to these facilities, which in its own right is not site specific. The SSA is a site specific assessment and must be judged against other sites that the council should consider. The council has only considered large sites (for 20 pitches or more), rather than family sites suitable for Mr Carrol or the family from Wenvoe, when considering the Llangan allocation / expansion proposal. Score –

Section 5 – The site would clearly lead to a coalescence of settlements. The allocation of the whole site which sits on the edge of Llangan, but moves the boundary closer to Fferm Goch. The size of the expanded site is also out of proportion when considering the close by Hamlet of Llangan. Score –

Section 6 – The council recognise that all journeys will need to be made by car (once it acknowledges that there is no bus service). It also recognises that the site is susceptible to surface flooding. Why then does the council apply a neutral +/- (a both positive and negative effect) to this statement? There is simply nothing positive about it ? Score –

Section 7 – I agree. Score –

Section 8 – The council has not reverted to the guidance notes. The significant area is agricultural within an SLA and its development would lead to the loss of this land. Further more, the only way the site could be classified as brownfield is by taking into account the unauthorised hard standing area and buildings erected to support the current family. Score –

Section 9 – As set out later in this report, the development will have a negative impact on a conservation area. Score - -

Section 10 – The wider development of the site would not accord with National Planning Policy (G&T Design Guidance) as set out in this objection. Score - -

Section 11 – The site would affect the Conservation Area of Llangan. Score - -

Section 12 – The site is well served by public transport?. There isn't any regular public transport, so how can the council score this as +/- ? A range of services are accessible by walking and cycling? The site is not accessible by public footpath and only along several miles of unlit, narrow lanes with no street lights and the nearest service is circa 5 miles away. Score - -

Section 13 – The council recognise that the specific allocation would not provide employment opportunities but rely on a wider statement that would apply to any site. As the SSA is site specific it must apply the relevant assessment. Score - -

Section 14 – The site is not located on the edge of a centre and will therefore have no positive impact. Score 0

Section 15 – Agreed Score 0

Summary:

0	0	2	0	7	6	0

The Council itself acknowledges that the site is on the boundary of Llangan, albeit it dies not form an "infill". The councils Sustainability Settlement Review scored Llangan 4 and defined Llangan as a Hamlet.

We would like to point out once again to the Inspector that the proposed site is circa 250m from the edge of Llangan which was assessed by the Council as having the following facilities:

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	Populatic (Best Available Estimate
51	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	9

INote, the employment score of 2 is based on five small industrial units located in Fferm Goch and should not apply to Llangan, as Fferm Goch is in itself an independent settlement. Furthermore, the score of 2 is the same as Barry, which is a major employment centre. Clearly, no subjectivity or common sense has been applied to the scoring matrix.

Notwithstanding this, Llangan scored one of the lowest scores in the overall assessment.

Note, In my role as Community Councillor I consulted a number of employers in the small industrial area in Fferm Goch who confirmed there were no employment opportunities, in fact they would consider moving of the site, if the expansion proposal was to proceed. Also to give this small area a score of 2 when compared to Barry is totally ridiculous.

Restrictions on development

It is the councils duty to ensure that there are no restrictions why the site cannot be developed. This will require, when there are clearly obvious site constraints, to ask relevant departments and consultees to provide detailed assessments as to how considering the constraints the site can be delivered. In this instance (and by the councils own recognition due to their previous objection to the site) there are issues relating to site access. Also access by large traveller vans and vehicles may not be possible. This will need to at least include a detailed risk assessment of all travel locations to determine whether safe access is possible to public services. The council has not undertaken this risk assessment. The site access is restricted to 2.5m along the direct access road to the site and less than 3.0m from the main junction adjacent to the school across to the junction of the lane which accesses the site. None of the roads are serviced with footpaths and are unlit. In this case access could be considered as unsuitable and unsafe for public pedestrian use .The lane directly servicing the proposed site is limited to 2.5m and does not meet the 3.7m limit required by the fire service, ie unsafe. This is specifically relevant if the council, as proposed, wish to seek to expand the site. Flooding. The site is not located in a flood plain, however the northern end of the site is significantly affected by surface flooding caused because of field and highway run off from the adjacent land. This run off often can be witnessed around the site by what only can be described as a torrent, often 1-2 inches in height as the water makes its way to the stream at the lower end of the site.

Conservation. The Council in its SSA state that the site is unaffected by Conservation status, this is untrue. Whilst the site itself is not contained within a conservation area, the site is located adjacent to the Llangan Conservation area. The conservation area plan highlights SIGNIFICANT VIEWPOINTS within the body of the report which includes a vista that directly overlooks the proposed site MG5. Therefore wider development of this site (preference would be given to existing allocations and MG5 is the only allocation) would have a material impact on the conservation status of Llangan. In this case it is incorrect that the council has said that the site is not affected by conservation status.

Conclusion. It would appear that the Vale of Glamorgan Council has decided without evidence or realistic reasoning that the site in Llangan is suitable for the allocation of 2 pitches (two families) and further expansion in the future, possibly to around 21 pitches. They have made the evidence fit their case in order to justify a poor site selection, without looking again at land they own to support single families only. The size of the proposed land allocated would also suggest that the council have in mind a far larger site (as proposed in 2012) of 21 pitches, this is of a totally inappropriate scale and unsustainable in such a rural location close to the small Hamlet of Llangan, with no local services, poor roads, no pavements, street lights, shops, health care etc, even the small joiner school is over allocated and could not support the current extended families young children. Can you

please consider my objection and reject this unfair, unsustainable, unreasonable, proposal.

Part 3: What Happens Next?

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3a. Do you want your comments to be considered by 'written representations' or do you want to **speak at any additional hearing sessions? (If requested by the Inspector)** *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**X**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to **the Inspector about and why you consider it to be necessary to speak at the Hearing Session.**	
Note, I may be asked to speak on behalf of Llangan Community Council, who have submitted their own objection (TBC)	

Signed:	[redacted]	**Dated:**	24/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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VALE of GLAMORGAN

BRO MORGANNWG

For Office use only	
Representor No.	4099
Date Received	25/10/2016
Date of Acknowledgement	26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	ELIZABETH ADVE-COOMBS	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	4099	

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			Test 1	Test 2	Test 3
MAC42 (MG2(23))	☐	☑	☐	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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FURTHER TO MY PREVIOUS OBJECTIONS WHEN I WAS UNDER THE IMPRESSION THAT THE PROPOSED DEVELOPMENT AT COOMESTON WAS TO BE MINIMAL — TO NOW BE INFORMED THAT THE CONSIDERATION IS TO BE OVER 500 HOUSES, I FEEL THIS WILL BE TOTALLY UNACCEPTABLE IN A SMALL AREA, WHERE ALREADY APPROX 350 DWELLINGS HAVE BEEN RECENTLY GIVEN PERMISSION IN THE COLERO AREA. THE INFRASTRUCTURE CANNOT COPE WITH ALL THESE DEMANDS, + THE EROSION OF THE GREEN BELT IS SOMETHING THAT SHOULD NOT BE ALLOWED TO HAPPEN IN THIS LOVELY AREA — WHERE PEOPLE COME FOR RELAXATION + WALKING IN A QUIET COUNTRY PARK. A GOOD IDEA WOULD BE TO INCORPORATE THE AREA PLANNED FOR DEVELOPMENT INTO THE COSMESTON PARK, THEREFORE COMBINING WITH THE COASTAL PATH WALK TO CREATE AN AREA OF CONSIDERABLE NATURAL BEAUTY, INSTEAD OF A CONCRETE JUNGLE THAT NOBODY WANTS + WILL CERTAINLY CAUSE NUMEROUS PROBLEMS

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Please use additional sheets if required.

Please state how many additional sheets have been used .....

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	8/10/2016
If this form represents a petition please indicate how many people it represents.			

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ACTION BY:
NO:
ACK:

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11 OCT 2016
Regeneration and Planning

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Representor No. 4101
Date Received 11/10/2016
Date of Acknowledgement 11/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
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Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	4101	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 42 (MG2 (23))	☐	☑	☐	☑	☐
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The Tests of Soundness	
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Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
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IN ADDITION TO MY PREVIOUS OPPOSITIONS I REITERATE THAT THE PROPOSED COSMESTON SITE IS TOTALLY UNSUITABLE FOR FURTHER DEVELOPMENT AND SHOULD REMAIN PART OF THE EVER DWINDLING GREEN WEDGE. THE INCREASED NUMBER OF DWELLINGS IS WHOLLY INAPPROPRIATE AND WOULD NOT BE SUSTAINABLE. ADD TO THIS THE EXTENDED PLANS PUT FORWARD FOR SULLY AT SWANBRIDGE AND COG SITES AND PENARTH, LAVERNOCK AND SULLY WOULD JUST BECOME A MASSIVE SPRAWL OF UNMANAGABLE OVER POPULATION. DOCTORS SURGERIES ETC ARE ALREADY STRETCHED TO THE LIMIT. WHAT A BLEAK FUTURE WE WOULD BE OFFERING THE NEXT GENERATION. DO WE REALLY WANT TO BE RESPONSIBLE FOR THAT DISASTEROUS OUTCOME? COSMESTON COUNTRY PARK WOULD BE EFFECTED TOO. IT IS VISITED DAILY BY HUNDREDS OF PEOPLE BECAUSE OF ITS SEMI-RURAL POSITION AND THE DELIGHTS THAT IT HAS TO OFFER. IT ALSO BRINGS IN GOOD REVENUE FOR THE COUNCIL - HARDLY THE SAME APPEAL IF IT IS IN THE CENTRE OF A VAST HOUSING ESTATE. HOW MUCH BETTER IT WOULD BE IF THE LAND PROPOSED FOR RESIDENTIAL USE BE INCORPORATED WITH THE COUNTRY PARK AND PRESERVED.

THE INFRASTRUCTURE CANNOT COPE EFFICIENTLY WITH THE CURRENT LEVELS OF USE. THE SEWAGE SYSTEM IS IN NEED OF IMPROVEMENT NOW, EVEN BEFORE MORE HOUSEHOLDS ARE POTENTIALLY ADDED TO IT. THE STENCH AT VARIOUS TIMES IS APALLING AND FOR A SUPPOSEDLY MODERN SOCIETY THIS IS OUTRAGEOUS. THIS, OR ANY OTHER, PROPOSED DEVELOPMENT MUST NOT TAKE PLACE.

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14 OCT 2008
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Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

Signed:	[redacted]	**Dated:**	10/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

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BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN

BRO MORGANNWG

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Representor No.	4102
Date Received	25/10/2016
Date of Acknowledgement	26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	DIANA PIKE,	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	4102	

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THIS IS A SEMI-RURAL AREA ALREADY CONGESTED + THEREFORE TOTALLY UNSUITABLE FOR A LARGE SCALE DEVELOPMENT.

AT CERTAIN TIMES OF THE DAY IT VERY OFTEN TAKES 20 MINUTES TO GET ON TO THE MAIN ROAD.

WE HAVE VERY MANY PROBLEMS IN THIS AREA WITH DRAINAGE + SEWERAGE + HAVE DONE SO FOR MANY YEARS. RATHER THAN BUILD ON THIS LAND WE SHOULD PRESERVE ITS NATURAL BEAUTY + HERITAGE SO PEOPLE CAN ENJOY COUNTRYSIDE + THE COASTAL WALK IN PEACE.

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25 [illegible]
Regeneration and Planning

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Please state how many additional sheets have been used .....

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Signed:	[redacted]	**Dated:**	9/10/2016.

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Vale of Glamorgan Local Development Plan

Matters Arising Changes Consultation

Representation on Behalf Of

Llangan Action

October 2016

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN MATTERS ARISING CHANGES CONSULTATION

REPRESENTATION ON BEHALF OF LLANGAN ACTION

OCTOBER 2016

Project Ref:	20899/A5/Reports	20899/A5/Reports
Status:	Draft	Final
Issue/Rev:	01	02
Date:	12th October 2016	19th October 2016
Prepared by:	Cai Parry	Cai Parry
Checked by:	Zoe Aubrey	Zoe Aubrey
Authorised by:	Mark Roberts	Mark Roberts

[redacted]

Ref: 20899/A5/CP/gp
Date: October 2016

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Appendix 2	Representation produced by Barton Willmore on behalf of Llangan Action (April 2014)
Appendix 3	Sustainable Settlements Appraisal Background Paper (February 2016 Update)
Appendix 4	Sustainability Appraisal for Land at Llangan
Appendix 5	South Glamorgan County Council Economic Development and Strategic Planning Services Committee Report 20th December 1994 (Planning Application Ref. 3681)
Appendix 6	Vale of Glamorgan Council Report 28th October 1998
Appendix 7	Response from South Wales Fire & Rescue Service
Appendix 8	2012 Assessment of Alternative Sites

1.0 INTRODUCTION

1.1 This Representation sets out an objection to the proposed allocation of a new Gypsy and Traveller site at Llangan for two pitches also under MAC50. It is also noted that the site at Llangan was previously proposed for a Gypsy & Traveller site in the Deposit Local Development Plan (2012) but was removed by the Council. The previous de-allocation of the site by the Council confirms that the proposed allocation via MAC50 is not 'Sound' and the Council should identify an alternative site to meet the need.

1.2 This Representation therefore confirms that the proposed alternative allocation at Llangan is not 'Sound' based upon the Tests set out within the Welsh Government Local Development Plan Manual (2nd Edition, August 2015), drawing largely on the previous representations submitted to the Deposit Local Development Plan in March 2012 and the Alternative Sites consultation in April 2014 which confirms that Llangan is not a suitable settlement for a Gypsy and Traveller site. Copies of the previous representations produced by Barton Willmore on behalf of Llangan Action is contained in **Appendix 1** and **Appendix 2** for ease of reference and should be read in conjunction with this Representation.

2.0 PROPOSED ALLOCATION OF LAND AT LLANGAN FOR A GYPSY & TRAVELLER SITE

2.1 Under Policy MG 5 of the Vale of Glamorgan Deposit Plan as amended by the Schedule of Focused and Minor Changes (June 2015) ("LDP"), land at Hayes Road, Sully is allocated for a Gypsy and Traveller site. The policy states that *"LAND IS ALLOCATED AT HAYES ROAD, SULLY FOR THE PROVISION OF A GYPSY AND TRAVELLER SITE".*

2.2 The Vale of Glamorgan Council has since proposed to amend Policy MG 5 of the LDP via MAC50 to state that *"LAND IS ALLOCATED AT LLANGAN FOR THE PROVISION OF A 2 PITCH GYPSY AND TRAVELLER SITE"*. The supporting text to Policy MG 5 has also been revised as follows:

> *"6.38 Sections 101 to 103 of the Housing (Wales) Act 2014 require local authorities to assess the accommodation needs of Gypsy and Travellers within their area and that where there is an identified need sufficient site(s) should be allocated within the Council's LDP to address that need.*
>
> *6.39 The 2016 Vale of Glamorgan Gypsy and Traveller Accommodation Assessment (GTAA) identified an unmet need for 2 residential pitches over the short to medium term.*
>
> *6.40 The current Gypsy and Traveller site at Llangan is in the ownership of the Council and is considered to be suitable to accommodate the short to medium term need of 2 pitches identified in the GTAA[99].*
>
> *6.41 The Council's Monitoring Framework has set out a 2 year timetable for the identification of an appropriate site to accommodate any future arising needs for Gypsy and Travellers.*
>
> *6.42 In terms of transit provision the GTAA concluded that at this current time there is not a need for the Council to provide a transit site in the Vale of Glamorgan. However the Council should continue to monitor the number of unauthorised encampments and consider the use of short-term toleration or Negotiated Stopping Arrangements to deal with any short-term transient stops.*

Vale of Glamorgan Gypsy and Traveller Accommodation Assessment May 2016".

2.3 As confirmed above, MAC50 proposes to amend Policy MG 5 to delete Land at Hayes Road, Sully and allocate Llangan for a Gypsy and Traveller site (2 pitches). This Section seeks to demonstrate that Llangan is not a suitable or sustainable location for a Gypsy and Travellers site.

Planning Policy Wales (8th Edition, January 2016)

2.4 A central theme running through Planning Policy Wales ("PPW") is the provision of sustainable development. Paragraph 4.4.3 of PPW identifies that planning policies and proposals should:

- *"Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;*
- *Play an appropriate role to facilitate sustainable building standards that seek to minimise the sustainability and environmental impacts of buildings;*
- *Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities while ensuring proper assessment of their sustainability impacts;*
- *Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;*
- *Promote a low carbon economy and social enterprises;*
- *Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;*
- *Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;*
- *Locate developments so as to minimise the demand for travel, especially by private car;*

- *Help to ensure the conservation of the historic environment and cultural heritage;*
- *Contribute to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development and responding to climate change.*
- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;*
- *Promote quality, lasting, environmentally-sound and flexible employment opportunities;*
- *Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged; and*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car".*

Welsh Government Circular 30/2007 – Planning for Gypsy and Traveller Caravan Sites

2.5 Welsh Government Circular 30/2007 paragraph 19 sets out issues in terms of suitable sites and states that:

> *"Issues of site sustainability are important for the health and well-being of Gypsy and Travellers not only in respect of environmental issues but also for the maintenance and support of family and social networks. It should not be considered only in terms of transport mode, pedestrian access, safety and distances from services. Such consideration may include:*

- *opportunities for growth within family units;*
- *the promotion of peaceful and integrated co-existence between the site and the local community;*
- *the wider benefits of easier access to GP and other health services;*
- *access to utilities including waste recovery and disposal services;*
- *access for emergency vehicles;*
- *children attending school on a regular basis;*
- *also other educational issues such as space e.g. for touring or static play bus, homework club, teaching base for older children and adults;*
- *suitable safe play areas;*
- *contribute to a network of transit stops at intervals that reduce the need for long-distance travelling;*
- *possible environmental damage caused by unauthorised encampment;*
- *not locating sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans and; and*
- *regard for areas designated as being of international or national importance for biodiversity and landscape".*

2.6 Furthermore, paragraph 20 of Circular 30/2007 identifies that in deciding where to provide for Gypsy and Traveller sites, local planning authorities should first consider locations in or near existing settlements with access to local services e.g. shops, doctors, schools, employment, leisure and recreation opportunities, churches and other religious establishments.

Sustainability

2.7 The Vale of Glamorgan Council has clearly not followed the approach set out within PPW and the WG Circular 30/2007 by designating the Llangan site that is located in the open countryside of the Vale, with the site not even adjoining the boundary of even a Minor Village. Paragraph 4.7.4 of PPW identifies that major generators of travel such as housing are located within urban areas or in other locations which are, or can be, well serviced by public transport, or can be reached by walking or cycling. Further, paragraph 4.7.8 of

PPW confirms that "Development in the countryside should be located within and adjoining those settlements where it can be best be accommodated in terms of infrastructure, access and habitat and landscape conservation".

2.8 The proposed site is not located within or adjoining a settlement, with the nearest settlements being Llangan which is at least 600m away and Fferm Goch which is 950m away. The site is accessed via a narrow, poorly maintained, rural lane with no footpath or verge, not offering safe access to the village or school. These settlements do not provide the necessary infrastructure to create a sustainable development and public transport facilities are very limited.

2.9 Furthermore, the proposed allocation therefore does not comply with paragraph 3.22 of the Designing Gypsy and Traveller Sites (May 2015) guidance document produced by the Welsh Government which confirms that sites should be "Ideally located within reasonable distance of from education settings, health services and shops".

2.10 Paragraph 26 of Circular 30/2007 states that Gypsy and Travellers sites:

> *"Should respect the scale of and not be so large as to dominate the nearest settled community serving them. They should also avoid placing an undue burden on the local infrastructure".*

2.11 Clearly the proposed development will dominate the settlement of Llangan. The settlement currently consists of 88 residents according to the Sustainable Settlements Appraisal Background Paper (February 2016 Update) 2016 produced in response to Action Point 4 of Hearing Session 1 (contained with **Appendix 3**). The infrastructure to the settlement is typical of a rural hamlet and we would question whether the current infrastructure of the Gypsy Traveller site is sufficient to meet the identified need and whether adequate funds are available to secure any necessary improvements. Therefore, the Council has not demonstrated that the site is realistically going to be delivered within the Plan period and the proposed allocation is therefore considered to fail Test of Soundness 3.

2.12 The Sustainable Settlements Appraisal Background Paper (February 2016 Update) was produced to correct the inaccuracies contained within the 2007 and 2013 Studies and sets out how the Council has developed the settlement hierarchy in the Vale of Glamorgan. Within the Background Paper, Llangan is identified under the settlement category of 'Hamlets and Rural Areas'. Llangan scores poorly in the Initial Sustainability Rankings (48th out of 57 settlements). Paragraph 6.9 of the updated Background Paper confirms

that 'Hamlets and Rural Areas' have a limited role and function and such settlements require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale. Paragraph 6.10 states that:

> *"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****".*

2.13 This is confirmed in Chapter 5 of the LDP, where Hamlets and Rural Areas are not mentioned in terms of accommodating new development. Clearly, the provision of a Gypsy and Traveller site constitutes 'development' and the proposed allocation near Llangan is not in keeping the settlement strategy set out in the LDP. Furthermore, the proposed site does not meet the objectives of Policy MD 1 – 'Location of New Development' of the LDP.

2.14 The Sustainable Settlements Appraisal Background Paper (February 2016 Update – see **Appendix 3**) identifies 'Acceptable Walking Distances' in Table 1 based on the Guidelines for Providing Journeys on Foot, The Institute of Highways and Transportation (2000) and Sustainable Settlements: A guide for Planners, Designers and Developers and Shaping Neighbourhoods. In this regard, it is noted that the Council state that at paragraph 11 of the LDP Hearing Session 16: Actions Point 2,3,4 & 5 VoG Council Response that 'Whilst the Llangan site is in a rural location, it is nevertheless close to the village of Llangan and the minor rural settlement of Fferm Goch'. However, it is not considered appropriate to use the settlement of Fferm Goch to confirm the sustainability of the site because Fferm Goch scores zero for bus and rail facilities and is located 950m away beyond the ideal walking distances for a primary school, local shop, public house, post office and community centre as set out in the Background Paper.

2.15 In relation to Llangan, Appendix 3 of the Background Paper confirms that Llangan scores zero for public transport facilities. If a Gypsy and Traveller site was allocated at Llangan, the occupants of the site would be denied sustainable access to a wide range of facilities and services. Accordingly, the proposed allocation of Land at Llangan and the supporting text within paragraph 11 of the Council's Response to Action Points 2, 3, 4 & 5 is considered to contradict the findings of the Background Paper.

2.16 Paragraph 11 of the Council's Response to Action Points 2, 3, 4 & 5 makes reference to the site being located in close proximity to Fferm Goch, which is identified has a 'Minor Rural Settlement'. However, as set out above, we do not consider that it is appropriate

to use Fferm Goch to justify the site and we note that there are only 4 industrial units in Fferm Goch. Despite this very limited provision of employment opportunities, the settlement scores the same on employment as Barry, Penarth, Llanwit Major and Cowbridge which clearly demonstrates the weaknesses in how the indicator has been assessed.. Overall the assessment of Fferm Goch is considered to be artificially high due to the employment indicator and the presence of a primary school with the other facilities and services available being very limited in scope.

2.17 The Sustainability Appraisal produced by the Council in support of the proposed allocation of Land at Llangan and is attached to the Council's Response to the Inspector's Action Points is considered to contain some errors and relies far too heavily on the site's proximity to Fferm Goch given the evidence set out above and ignores the lack of any sustainable transport links and the site falls within the open countryside. In this regard, no bus services operate from Fferm Goch. The only similar facility is run by the Council, which is referred to within Box 3 of the Sustainability Appraisal which confirms that a rural greenlinks bus service can be accessed from Fferm Goch, although no services have operated from Llangan or Fferm Goch for a number of years. This point is confirmed by the Traveline Cymru webpage. **Appendix 4** contains an updated Sustainability Appraisal which confirms that the site is not sustainable or suitable for development.

2.18 As confirmed within the 2012 and 2014 Representations, the assertion that the development of a Gypsy and Traveller site at Llangan does not constitute sustainable development is also supported by a number of planning applications and Appeal decisions (2002/00109/FUL and (2011/00710/FUL) which are detailed in the 2012 Representation (see paragraphs 3.7 – 3.12 of **Appendix 1**). In summary, planning application ref. 2002/00109/FUL for change of use to a gypsy caravan site for personal use was refused on the grounds that the proposal comprised unjustified development in the countryside which would detract from the rural character of the area, highway safety and minerals policy.

2.19 More recently, planning application ref. 2011/00710/FUL for the provision of 1 gypsy pitch, an area of hardstanding and a utility / day room was refused on grounds of sustainability and countryside location. We note that the Officer's Report stated that "It is considered that the proposal represents an unacceptable, unsustainable and unjustified form of development on this countryside location that would result in the loss of good quality agricultural land and detract from the unspoilt, undeveloped nature of the surrounding rural landscape". The Officer's Report therefore confirms many of our client's concerns over the proposed allocation of the site for a Gypsy & Traveller site such that the proposed allocation is considered to be 'Unsound'.

2.20 In conclusion, Llangan is not a sustainable location for a Gypsy and Traveller site and the Representations promoting sites in Llangan fail to recognise that Llangan is not a sustainable location for new development. It is considered that the Sustainability Appraisal produced by the Council to support the proposed allocation grossly overestimates the site's sustainability credentials in terms of the scoring provided. Therefore, the settlement does not meet planning policy requirements in terms of finding appropriate locations for Gypsy and Traveller sites and therefore fails Test of Soundness 1.

Legal Background

2.21 In December 1994, South Glamorgan County Council granted planning permission for the change of use of the site to provide a single family travellers site (LPA ref. 3681, see **Appendix 5** for Committee Report). However, on 27th November 1997, the High Court quashed the planning permission at the site and eviction proceedings were commenced against the occupiers of the site. Eviction proceedings were adjourned pending the outcome of an appeal. This application was refused by the Court of Appeal on 16th February 1998. Planning application ref. 3681 was subsequently refused at Planning Committee on 25th March 1998 for the following reason:

> *"In order to preserve the countryside the Local Planning Authority considers that no additional development shall take place other than is justified for purposes of agriculture, forestry, appropriate recreational activities, mineral extraction or public utilities. No such justification exists in this case. Accordingly, the development is considered contrary to policies EV3, H10 and H16 of the South Glamorgan Structure Plan Proposals for Alteration No. 1 and policies of ENV4, HOUS4 and HOUS14 of the Vale of Glamorgan Local Plan Deposit Draft 1995 (as amended)".*

2.22 The Council then began legal proceedings against the occupiers of the site to repossess the site and a hearing was due to take place on 15th September 1998. However, the occupiers' legal representatives applied for leave to bring further Judicial Review proceedings challenging the reasonableness of the Council's decision to evict the occupiers in the absence of a suitable site to which they could relocate.

2.23 A report was presented to the Vale of Glamorgan Council meeting on 28th October 1998 which summarises the above history (see **Appendix 6**) and confirms that in May 1996, a legal undertaking was given by the Council to local residents that the Council would use all lawful endeavours to remove the occupiers from the Llangan site. Crucially, paragraph 3.1 of **Appendix 6** confirms that the Council should continue to review sites as they become available and upon any such site being suitable for the occupiers should require them to take up the site and vacate the Llangan site.

2.24 Our client has sought a legal opinion on this matter and has concluded that the above undertaking was subject to any end date and therefore is still considered to be in force. Accordingly, the proposed allocation of Land at Llangan for a Gypsy & Traveller site is considered to breach the requirements of the aforementioned undertaking in that it cannot be argued that the Council is making *"all lawful endeavours"* to remove the occupiers of the site. The proposed allocation at Llangan should therefore be deleted on the grounds that it fails Tests of Soundness 2 and 3 in that it the rationale behind plan policies cannot be demonstrated; 'real' alternatives have not been properly considered; it is not logical, reasonable and balanced; and is not deliverable.

Access

2.25 In terms of vehicular access, paragraph 21 of Circular 30/2007 identifies that sites should be identified having regard to highways considerations. Paragraph 3.22 of the Designing Gypsy and Traveller Sites (May 2015) also confirms that sites should be located with access to public roads and footpaths leading to the site. However, little regard has been paid to highway considerations. The current access on to the highway is substandard and no footpaths are available to ensure safe movement by pedestrians to either Llangan or Fferm Goch.

2.26 MAC217 confirms that the Council's Highways Department has advised that suitable safe access is required at the site. However, South Wales Fire & Rescue Service has confirmed that the existing road width of 2.5m would be inadequate to accommodate fire appliances entering the site (see **Appendix 7**). Any road widening works would require third-party land (which currently shows as either unregistered or within private ownership according to the Land Registry) in order to achieve the minimum road width of 3.7m required by South Wales Fire & Rescue Service (see **Appendix 7**), which we do not considered to be deliverable.

2.27 Land at Llangan is therefore considered to be an inappropriate location for a Gypsy & Traveller site allocation and fails Tests of Soundness 1 and 3 in that it fails to comply

with both national and emerging local planning policy (Policy MD18 – Gypsy & Traveller Accommodation) and cannot be delivered.

Special Landscape Area

2.28 With regards to habitat and landscape conservation, the proposed allocation sits within a Special Landscape Area ("SLA") and whilst this does not prevent development it is necessary to demonstrate that any proposed development will not impact negatively on the SLA. However, the assessment of the site within the Gypsy and Travellers Site Assessment, Background Paper incorrectly identifies that the site is not within a Special Landscape Area. In this regard, no assessment has been undertaken to confirm that the proposed development can be accommodated at the site without causing detrimental harm to the SLA.

Conservation Area

2.29 The Llangan Conservation Area Appraisal and Management Plan (March 2009) confirms that a 'Significant View' stretches from Mount Pleasant Farm to the east across Oakfield beyond which lies the proposed Gypsy & Traveller site at Llangan. The proposed allocation of this site is therefore considered to impact upon the setting of the Llangan Conservation Area which is not recognised in the accompanying Sustainability Appraisal produced by the Council in response to the Inspector's Action Points. The proposed allocation at Llangan is therefore considered 'Unsound' in that it fails to comply with national planning policy (paragraph 4.4.3 of PPW).

Rural Exception Sites (Policy MD 11 of the LDP)

2.30 Paragraph 11 of the Council's Response to Action Points 2, 3, 4 & 5 of Hearing Session 16 confirms that the site is large enough and is "capable of expansion such that it could accommodate more pitches in due course should the need arise, and subject to review and monitoring of the Plan". The Council seeks to justify this allocation and potential future expansion of the site within 2016 Gypsy & Traveller Accommodation Assessment which is appended to the Council's Response to Action Points 2, 3, 4 & 5 of Hearing Session 16. The document refers to the ability of Local Planning Authorities to adopt rural exception policies for affordable housing.

2.31 The Council's Draft Affordable Housing Supplementary Planning Guidance (2015) document confirms that rural exceptions development should be of an appropriate scale on sites outside of the built up area. Paragraph 7.2 continues to state that "Consequently,

within the smaller rural communities, where it would not normally be appropriate to develop housing because of limited availability of facilities and services, there may be circumstances where the provision of housing to meet a local need outweighs these factors". It is not considered that the proposed allocation at Llangan is of an appropriate scale compared to the size of the settlement (i.e. approximately 88 residents) and it is not considered that the need for Gypsy & Traveller sites within the Vale of Glamorgan outweighs the contradiction highlighted above.

2.32 Furthermore, we note that the Vale of Glamorgan Borough Council submitted an objection to planning application ref. 3681 for the change of use of the site to provide a single family travellers site (submitted to South Glamorgan County Council on 18th November 1994, see **Appendix 5**), on the basis that the proposed development would *"intrude into the rural landscape and damage the amenity of the countryside"*.

2.33 The proposed allocation at Llangan would not meet the requirements of Policy MD 11 of the LDP which confirms that affordable housing will be permitted where it has a "distinct physical or visual relationship with an existing settlement". It is not considered that the site, which is divorced from the defined settlement boundary of Llangan, has a physical or visual relationship with the settlement. Furthermore, the Policy continues to state that rural exceptions sites should be of an appropriate scale and should have reasonable access to the availability and proximity of local community services and facilities. It is considered that the proposed allocation at Llangan also fails both of these criteria for the reasons outlined above. It is considered that the proposed allocation is inconsistent with the Council's emerging rural exceptions policy such that it fails Test of Soundness 2.

Policy MD 18 of the LDP – Gypsy & Traveller Accommodation

2.34 Policy MD 18 (Gypsy and Traveller Accommodation) of the LDP confirms that "PROPOSALS FOR ADDITIONAL GYPSY AND TRAVELLER ACCOMMODATION WILL BE PERMITTED PROVIDING THAT:

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

3. *THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION AND ACCOMMODATION NEEDS OF THE APPLICANT;*
4. *ADEQUATE ON SITE SERVICES FOR WATER SUPPLY, DRAINAGE, SEWAGE, POWER AND WASTE DISPOSAL ARE AVAILABLE OR CAN BE PROVIDED WITHOUT CAUSING ANY UNACCEPTABLE ENVIRONMENTAL IMPACT; AND*
5. *THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES.*

2.35 It is not considered that the proposed allocation of Land at Llangan for a Gypsy & Traveller site would accord with the criteria set out within Policy MD 18 given that the site is not sustainably located, the allocation is not appropriate to the size of the settlement and the existing highway network is not adequate to serve the development. We would also question whether sufficient capacity exists in terms of the existing utilities infrastructure to accommodate the proposed allocation of 2 pitches plus any future expansion.

Vale of Glamorgan LDP Objectives & Gypsy and Traveller Accommodation Policy

2.36 The LDP sets out a Vision and 10 key strategic Objectives to deliver the Vision which set out the context of the LDP strategy. MAC50 and the proposed allocation at Llangan is assessed against each of these Objectives to demonstrate that the proposed policy and associated allocation does not flow logically from the Strategy. The assessment of the proposed allocation at Llangan is set out below:

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

2.37 The Gypsy and Travellers community within the Vale of Glamorgan has the same rights as other sections of the community. In this regard they require and should be provided with opportunities for living accommodation which provides adequate access to services, facilities and jobs. This is clearly not the case in terms of the proposed site near Llangan, with the village providing very limited services which is compounded by the fact that there are not frequent local bus services. Furthermore, there are no pedestrian facilities from the site to the village centre.

2.38 The proposed allocation near Llangan is not consistent with paragraph 4.5 of the LDP which identifies that the:

2.39 "The LDP will seek to ensure that the role and function of the towns and villages identified in the sustainable settlement hierarchy is maintained and enhanced by ensuring that new development is of a scale appropriate to its location, supports the local economy and sustains and wherever possible improves local services and facilities.".

2.40 With regards to role and function of the settlement, the Sustainable Settlements Appraisal Background Paper (February 2016 Update) identifies that 'Hamlets and Rural Areas' are not appropriate settlements for further development, therefore the proposed Gypsy and Travellers site is not of an appropriate scale for the settlement. As set out above, Llangan is a settlement of only approximately 88 residents. The proposed site would have a significant impact on the setting and character of Llangan.

2.41 Therefore it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.42 A key thrust of this objective is locating development to minimise the need to travel. This is clearly not achieved by allocating land near Llangan under Policy MG 5 for a Gypsy and Travellers site due to the lack of local facilities, services and public transport provision. The nearest bus stop is over 600m away from the site along an unlit road without any footpath provision.

2.43 Therefore, it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.44 The LDP identifies that one of the main contributors to climate change is propensity to travel by private car and the need to seek to increase the use of sustainable transport. It is identified that this can be achieved through concentrating new development within the South East Zone and the settlements identified within the sustainable settlement hierarchy which are, or can be, well served by public transport or by walking or cycling.

2.45 Llangan does not constitute such a settlement, with the nearest main service centre being located over 5km away. The unsustainability of Llangan is confirmed by the analysis of the settlement with in the Sustainable Settlements Appraisal Review Background Paper (February 2016 Update) and its identification as a 'Hamlet and Rural Area' settlement and the Llangan Travellers Site Assessment (March 2012). The site is also not accessible by public transport and the site cannot be safely accessed by foot or bicycle.

2.46 It is also considered that the Council cannot rely on Fferm Goch to demonstrate the sustainability of the site. This is not appropriate because Fferm Goch is located 950m from the site which is beyond the ideal walking distance for a primary school, local shop, public house, post office and community centre as set out in the Sustainable Settlements Appraisal (February 2016 Update – see **Appendix 3**).

2.47 Therefore, it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.48 As confirmed above, the proposed site is located within a Special Landscape Area and whilst the Policy MG 21 'Special Landscape Areas' does not rule out development in such areas, it does identify that new development that detracts from the special qualities for which the Special Landscape Area have been designated will not be permitted. It is identified that all development proposals will need to be supported by a Landscape Impact Assessment consistent with the guidance set out in the Council's Design in the Landscape SPG. The Council has not undertaken, even, an initial landscape assessment of the site to demonstrate that the proposed allocation accords with this policy requirement and therefore they have also not demonstrated the deliverability of the proposed allocation which is required by Soundness Test 3.

2.49 The site is also located adjacent to a Conservation Area and within the Conservation Management Plan for the area there is specific requirement to protect the view from the edge of the Conservation Area over the proposed site. It is also identified that 'it is important that new development on or adjacent to the Conservation Area either preserves or enhances the quality of the area'. It is considered that the proposed site would not achieve this.

2.50 Therefore it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.51 Paragraph 4.9 of the LDP identifies that appropriately and conveniently located community facilities are an important component of sustainable communities, reducing the need of people to travel and improving the quality of life.

2.52 The proposed allocation near Llangan is not appropriately or conveniently located in close proximity to community facilities, therefore it will not lead to the reduced need to travel by car or improve the Gypsy and Traveller's quality of life. In this regard, Circular 30/2007 advises that issues of site sustainability are important for the health and well-being of travellers, and not only in terms of transport mode, pedestrian access and safety and distances from services but for a range of issues including the wider benefits of ease of access to GP and their health services; children attending school etc. The proposed allocation does not achieve this.

2.53 Therefore, it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.54 N/A

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

2.55 Paragraph 4.12 of the LDP states that:

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

2.56 The provision of Gypsy and Travellers accommodation is included in new housing which is required to meet future needs in accordance with PPW and WG Circular 30/2007. Despite this, the Vale of Glamorgan LPA has chosen to locate the only Gypsy and

Travellers site that they have identified in an unsustainable location which is confirmed by their own analysis of the settlement. The proposed allocation also does not meet the needs of the Gypsy and Travellers community because the site is not located in close proximity to a range of important services and facilities.

2.57 Therefore, it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.58 N/A

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

2.59 N/A

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

2.60 The proposed allocation is located on greenfield land in the open countryside which clearly does not make the most effective and efficient use of land in the Vale of Glamorgan. In this regard, the proposed allocation does not accord with the spatial framework, development management policies, as well as policies for managing growth provided in the LDP.

2.61 Therefore, it is considered that MAC50 does not meet this Strategic Objective of the LDP.

2.62 In light of the above, it is not considered that MAC50 and the proposed allocation of Land at Llangan for a Gypsy & Traveller site accords with the Objectives of the LDP or the Council's own emerging policy which controls the provision of new Gypsy & Traveller sites, such that it fails Test of Soundness 2 in that it is not logical, reasonable or balanced and it is not coherent and consistent.

Summary & Proposed Amendment to Policy MG 5

2.63 Llangan is therefore not considered to be a sustainable or suitable location for a Gypsy and Traveller site for the following reasons:

- The limited local facilities available;
- The limited provision of public transport;
- Does not constitute making *"all lawful endeavours"* to remove the current occupiers of the site in accordance with the legal undertaking at the site and therefore is undeliverable;
- Vehicular access to the site is considered inadequate in terms of road widths and visibility;
- The settlement does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- The proposed development would impact upon the setting of Llangan Conservation Area;
- The settlement does not maximise opportunities for community development and social welfare due to its size;
- The settlement does not foster social inclusion due to the isolated location of the settlement; and
- The settlement does not contribute to improvements in health due to the isolation from services and facilities.

2.64 Both the previous de-allocation of the site by the Council and the site's planning history confirm that the proposed allocation via MAC50 is not 'Sound' and the Council should identify an alternative site to meet the identified need.

2.65 In light of the above, the Vale of Glamorgan Council should seek an alternative site to meet the identified need for Gypsy & Traveller pitches within the Authority. Whilst the 2013 Gypsy & Traveller Site Assessment confirms that "several of the 36 sites investigated could physically accommodate the need of 18 Gypsy and Traveller pitches…these sites are constrained by ownership or management issues, have alternative or preferable uses or had been developed to provide community facilities", the Llangan site is considered inappropriate and unsustainable. It is therefore considered that in order to make the Plan 'Sound', the Council should seek to allocate an alternative site for the provision of the identified Gypsy & Traveller pitches.

2.66 Appendix 9 of the 2012 Representation (which is also appended to this Report at **Appendix 8**) assesses alternative Gypsy & Traveller sites and concludes that Land at

Hayes Road, Sully and Land West and South of South Road, Sully both comprise more suitable locations for a new Gypsy & Traveller site than Land at Llangan. Given that the Inspector has advised that Land at Hayes Road, Sully should be deleted as a proposed allocation due to flooding constraints, our client proposes that greater efforts should be made by the Council to deliver Land West and South of South Road, Sully as an alternative Gypsy & Traveller Site.

3 CONCLUSION

3.1 Based on the above, the proposed allocation of Land at Llangan for the provision of a Gypsy and Traveller site is not considered to be 'Sound' in that it clearly fails Tests of Soundness 1, 2 and 3 set out within the Welsh Government's Local Development Plan Manual (2nd Edition, August 2015). It is therefore considered that in order to make the Plan 'Sound', the Council should seek to allocate an alternative site for the provision of the identified Gypsy & Traveller pitches.

3.2 Llangan is not considered to be a sustainable location for a Gypsy and Traveller site and therefore does not comply with planning policy requirements, for the reasons set out in Section 2.0 and the accompanying Representations at **Appendix 1** and **Appendix 2**. Paragraph 4.4.3 of PPW identifies a set of criteria that planning policies and proposals should meet as set out in paragraph 2.4 above. The proposed allocation of Land at Llangan fails these criteria for the following reasons:

- The limited local facilities available;
- The limited provision of public transport;
- Does not constitute making *"all lawful endeavours"* to remove the current occupiers of the site in accordance with the legal undertaking at the site and therefore is undeliverable;
- The settlement of Llangan is not large enough to provide ancillary facilities required to support a sustainable development in accordance with Designing Gypsy and Travellers Sites Good Practice Guide;
- Vehicular access to the site is considered inadequate in terms of road widths and visibility;
- The settlement does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- The proposed development would impact upon the setting of Llangan Conservation Area;
- The settlement does not maximise opportunities for community development and social welfare due to its size;
- The settlement does not foster social inclusion due to the isolated location of the settlement; and
- The settlement does not contribute to improvements in health due to the isolation from services and facilities.

3.3 The Council's assessment of the site relies heavily on Fferm Goch but as set out in paragraph 2.15, it is not appropriate to use Fferm Goch to justify the suitability and sustainability of the site.

3.4 In conclusion, Policy MG 5 in its current form is considered to be 'Unsound' and therefore the proposed allocation of Land at Llangan should be deleted and replaced by an alternative site. Assessments of alternative sites are contained within **Appendix 7** of this Report and identifies a number of appropriate sites which we consider to be more suitable than Land at Llangan.

Appendix 1 Representation produced by Barton Willmore on behalf of Llangan Action (March 2012)

Vale of Glamorgan Deposit Local Development Plan

Representation on behalf of Llangan Action

MARCH 2012

Vale of Glamorgan Deposit Local Development Plan

Representation on behalf of Llangan Action

[redacted]

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1.0 Introduction

1.1 This Representation sets out objections to Policy MG 9 Gypsy and Traveller Site of the Vale of Glamorgan Deposit Local Development Plan. The policy states that:

'LAND IS ALLOCATED AT LLANGAN FOR THE PROVISION OF A GYPSY AND TRAVELLER SITE".

1.2 The supporting paragraph 7.41 to 7.43 state that:

„Sections 224 and 225 of the Housing Act 2004 require local authorities to assess the accommodation needs of Gypsy and Travellers within their area and that where there is an identified need sufficient site(s) should be allocated within the Council"s LDP to address that need.

In 2007 in partnership with Cardiff Council the Vale of Glamorgan Council commissioned Fordham Research to undertake a Local Housing Market Assessment to include a Gypsy and Traveller Accommodation Assessment (G&TAA) with the aim of quantifying the accommodation and housing related support needs of Gypsies and Travellers in terms of residential and transit sites as well as bricks and mortar accommodation.

The Study, which included direct consultation with the Gypsy and Traveller community, identified a need for the Council to provide 6 authorised pitches and 15 transit pitches for the Plan period.

The current Gypsy and Traveller site at Llangan is in the ownership of the Council and is considered to be suitable to accommodate the identified needs of both permanent and transit Gypsies and Travellers".

1.3 It is considered that the proposed allocation does not meet the test of Soundness as set out in the Local Development Plan Manual, June 2006. Therefore, in order to make the Vale of Glamorgan Local Development Plan „sound" in regards to Policy M9, an alternative sustainable site should be identified to provide Gypsy and Traveller accommodation over the LDP period in the Vale of Glamorgan.

1.4 The rest of this Representation sets out why the Policy is considered not to be „sound" under the three main headings of „Soundness", namely:

- Procedural
- Consistency
- Coherence and Effectiveness

1.5 In addition, drawing on the sites assessed in the Gypsy and Travellers Site Assessment, Background Paper, November 2011 alternative sites are identified with a Sustainability Assessment being completed on each site.

2.0 Procedural Tests

2.1 This section of the report sets out how Policy MG9 Gypsy and Travellers site does not meet the Procedural Tests set out in the Local Development Plan Manual (June 2006).

The Plan has been prepared in accordance with the Delivery Agreement including the Community Involvement Scheme (CIS).

2.2 Under paragraph 7.4.1 of the Delivery Agreement it is identified that the Council will as part of developing the LDP evidence base, the Council will engage with stakeholders to identify strategic locations and candidate sites for development. It is also stated that;

„The Council will provide stakeholders with assessment criteria to facilitate the identification of sites. A Sites Register will be complied by the Council and all proposed sites will be assessed to ascertain if they can contribute to the Development Strategy for the Plan and meet the requirements of the Sustainability Appraisal".

2.3 However, having reviewed the Candidate Site Register and the three addendums, it is clear that the site near Llangan was not submitted by the Council to be assessed through the candidate site assessment process for consideration. Therefore the site has not been subject to Candidate Site assessment like other proposed allocations in the LDP and this is not consistent with the requirements of the Delivery Agreement. It is also considered that if the site was assessed against the Candidate Site Assessment the site would have been ruled out at stage 1, not even progressing to stages 2 and 3.

2.4 Section 7.5 of the Delivery Agreement refers to the Pre-Deposit Consultation and identifies that the LPA will consult upon the Preferred Strategy and strategic locations for new development and accompanying SA Report.

2.5 However, having reviewed the Preferred Strategy, accompanying SA Report and associated evidence base it is clear that the Preferred Strategy made no reference to the potential need to identify a Gypsy and Travellers site in the Vale of Glamorgan with this being subject to the findings of an on-going study. Only one reference to the on-going study was made and no strategic policy was drafted to indicate that the Vale of Glamorgan LPA would cater for the identified needs of Gypsies and Travellers over the LDP period as required by legislation. On this basis the only opportunity that the local community have had to comment on the need for and provision of a Gypsy and Travellers site is at the current advanced stage of the LDP. This is also true for the Gypsy and Travellers community as well. This is not consistent with the Community Involvement Statement which identifies the need for the community to be involved from an early stage.

2.6 Paragraph 8.3.2 of the Delivery Agreement including CIS, Revised June 2011 states that:

„The Council will ensure that participation in the preparation of the LDP is:

- Open – provide real choices and ask how communities want to contribute.

- Inclusive – give all sections of the community a chance to express their views.
- Impartial – not leading people to give a preferred response.
- Informative – supported by clear, honest, and accessible information.
- Involving – engage those involved to relate to their lives.
- Understandable – use clear language.
- Appropriate – tailored to suit the participants.
- Strategic – take place in the wider context of consultation.
- Joined up – combined with other issues or other plans if appropriate.
- Resourced – that it is rigorous and reaches all interested parties.
- Professional – must be rigorous and robust to stand up to challenge.
- Timely – early enough to inform decisions, at a time when people can participate, with enough time to respond.
- Listened to – results must provide the Council with real information on which to base decisions.
- Reported – feed back results and how they have affected decisions".

2.7 The approach that the Council has taken to identifying a Gypsy and Travellers site near Llangan in terms of participation is not compliant with the Delivery Agreement. The involvement of the Gypsy and Travellers community has been very limited and is not considered to be inclusive. In this regard, only one group is identified to represent them, the UK Association of Gypsy Women (UKAGW). It is unclear how this group is representative of the whole Gypsy and Travellers community in the Vale of Glamorgan.

2.8 Whilst they were consulted as part of the Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation study, they have not been consulted upon particular sites. In this regard, the existing Gypsy Family at the Llangan site have confirmed that they have not been consulted by the Vale of Glamorgan LPA on the proposed allocation and do not agree with the proposed site.

2.9 The proposed allocation is not supported by clear and accessible information. There is no information available to support the proposed allocation, with the allocation being inconsistent with the findings of the Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation study. In this regard, the study was not available at the Preferred Strategy stage and no reference was made to the potential need for a site to be allocated in the Deposit Plan. Therefore the provision of information has not been in a timely fashion. Due to the findings of the study being ignored, the Gypsy and Travellers community have not been listened to and the wider community have not had an early opportunity to comment on the proposals.

2.10 Paragraph 9.2.21 of PPW states that:

„Local authorities are required to assess the accommodation needs of Gypsy families. It is therefore important that local planning authorities have policies for the provision of Gypsy sites in their development plans. In drawing up policies local planning authorities should consult providers of ***social housing, representatives of Gypsies and*** **Travellers and landowners in areas** *likely*

to be appropriate for Gypsy sites, in accordance with their Community Involvement Scheme".

2.11 There is no evidence available to demonstrate that the Council has consulted with the providers of social housing, representatives of Gypsies and Travellers and landowners in areas to identify potentially suitable sites which meet the identified requirements of Gypsies and Travellers in the area. In this regard, when assessing submitted candidate sites, there is not evidence that they were assessed for their suitability for a Gypsy and Travellers site.

2.12 Welsh Government Circular 30/2007," Planning for Gypsy and Traveller Caravan Sites" identifies that LPAs should work with the Gypsy and Traveller community encouraging them to put forward candidate sites and paragraph 19 states that:

„It is expected that at an early stage in the preparation of LDPs, local planning authorities will discuss Gypsies and Travellers' accommodation needs directly with the Gypsies and Travellers themselves."

2.13 As stated above there is no evidence of the Vale of Glamorgan LPA discussing the suitability of sites with the Gypsies and Travellers including the proposed site near Llangan.

2.15 The Good Practice Guide Designing Gypsy Traveller Sites in Wales, June 2009 identifies in paragraph 9.2.1 who should be consulted in refurbishing and developing new Gypsy and Traveller sites, including:

- The Gypsy and Traveller community and representative groups;
- Local residents and businesses;
- Education, health, social services departments and transport authorities;
- Relevant local agencies such as police or fire services;
- Neighbouring authorities within the expected catchment area;
- Planners;
- The Fire Officer;
- The Policy Architect;
- Site managers and maintenance officers; and
- Local Health Board

2.16 The Council has not consulted with local businesses or residents on the proposed allocation. The first indication that the site was being considered was in the Gypsy and Traveller Site Assessment Background Paper, November 2011, which was only made public when the Deposit LDP was published. Even within the background paper there is no evidence of the education, health, social services and the highways departments being consulted. In this regard the local school has confirmed that they have not been consulted upon the proposed allocation near Llangan. In addition, the emergency services have also confirmed they have not been consulted upon with regards to proposed allocation.

2.17 Based on the above, Policy MG9 is not considered to pass the test of soundness P1.

3.0 Consistency Tests

3.1 This section sets out the Policy MG 9 does not pass the tests of consistency.

Test C2: It has regard to national policy

3.2 Planning Policy Wales, February 2011, 4th Edition (PPW) sets out the land use planning policy context for Wales at a national level.

Sustainable Development

3.3 Paragraph 4.1.6 of PPW identifies that the planning system has a fundamental role in delivering sustainable development in Wales. It is stated that:

„In particular the planning system, through both development plans and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change".

3.4 Paragraph 4.4.2 identifies that planning policies and proposals should:

- *„Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;*
- *Locate developments so as to minimise the demand for travel, especially by private car;*
- *Support the need to tackle the causes of climate change by moving towards a low carbon economy;*
- *Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;*
- *Play an appropriate role to facilitate sustainable building standards;*
- *Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;*
- *Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;*
- *Help to ensure the conservation of the historic environment and cultural heritage*
- *Maximise the use of renewable resources;*
- *Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;*
- *Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;*

- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged;*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car;*
- *Promote quality, lasting, environmentally-sound and flexible employment opportunities;*
- *Support initiative and innovation and avoid placing unnecessary burdens on enterprises;*
- *Respect and encourage diversity in the local economy;*
- *Promote a greener economy and social enterprises; and*
- *Contribute to the protection and, where possible, the improvement of people"s health and well-being as a core component of sustainable development and responding to climate change".*

3.5 The proposed allocation of a Gypsy and Travellers site near Llangan, clearly does not constitute sustainable development because the proposed site:

- Is greenfield land in accordance with the definition of brownfield land set out in Figure 4.1 of PPW;
- Will not reduce the need to travel due to the limited local service provision in close proximity to the site;
- Holds very limited access to public transport facilities;
- Is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide;
- Is located within a Special Landscape Area and in close proximity to a Conservation Area;
- Does not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan (See Chapter 5 for further detail);
- Does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- Does not maximise opportunities for community development and social welfare;
- Does not foster social inclusion due to the isolated location of the site; and
- Does not contribute to improvements in health due to the isolation from services and facilities.

3.6 The assertion that the site does not constitute sustainable development is also supported by a number of planning applications and appeal decisions.

3.7 In this regard, it is unclear why the Council consider a site near Llangan to be a suitable, sustainable location given its previous stance on an application for the change of use to a gypsy caravan site for personal use of applicant and family adjacent to the settlement limits of Llangan (2002/00109/FUL). The Council refused the application on the grounds that the proposal involved unjustified development in the countryside which would detract from the rural character of the area, highway safety and minerals policy. A copy of the Planning Committee report is contained in Appendix 1.

3.8 This is further supported by a recent refusal of an application for the provision of 1 gypsy pitch together with the formation of additional hard standing and utility/day room ancillary to that use (2011/00710/FUL) where the application was refused on the grounds of sustainability. The officer"s report stated that:

„It is considered that the proposal represents an unacceptable, unsustainable and unjustified form of development on this countryside location that would result in the loss of good quality agricultural land and detract from the unspoilt, undeveloped nature of the surrounding rural landscape".

3.9 In this regard the proposed site is located in the open countryside to the north west of the village of Bonvilston and it is identified that the nearest services are over 1.5 km away which creates an unacceptable reliance on public transport to access services. The full committee report is attached in Appendix 2 for ease of reference.

3.10 The Council"s stance in relation to the above applications is supported by an Appeal decision (APP/N6845/A/11/2151750/WF) which relates to an application for Gypsy and Traveller accommodation on part of a field outside the village of Maiden Wells, Pembrokeshire. A copy of the Appeal decision is attached in Appendix 3. In paragraph 28 of the appeal decision the Inspector states that:

„Much has been made of the advice in the Circular that gypsy caravan sites are acceptable in principle in rural settings. However, it is clearly not intended that that should ne regardless of the planning merits of any particular site. In this case, I consider that factors in favour of granting planning permission to be clearly outweighed by the harm to the rural character and appearance of the area and the unsustainable nature of the development on balance, the proposal would be contrary to the aims of national and development plan policy".

3.11 In addition to the above, there is also an Affidavit which is signed by the Robert Quick (Chief Planning Officer of the Vale of Glamorgan) confirming that the Council strongly opposed a planning application on the site near Llangan (the proposed allocation site) for a Gypsy and Travellers site. The Affidavit *in* paragraph 4 states that:

„The former Vale of Glamorgan Borough Council had strongly objected to the planning application the subject of this application herein, on grounds that the proposal would intrude into the rural landscape and damage the amenity of the countryside; it considered the proposal to be contrary to the current Structure Plan and the draft Local Plan policies".

3.12 A copy of the Affidavit is contained in Appendix 4.

3.13 Paragraph 4.6.2 of PPW identifies that:

„Development plans need to provide a framework to stimulate, guide and manage change towards sustainability. They should secure a sustainable settlement pattern which meets the needs of the economy, the environment and health while respecting local diversity and protecting the character and cultural identity of communities."

3.14 Paragraph 4.6.7 of PPW also identifies that with regard to rural settlements development should be focused in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole.

3.15 The Background Paper – Sustainable Settlements Appraisal Review, November 2011 sets out how the Council has developed the settlement hierarchy in the Vale of Glamorgan. Within the Background Paper, Llangan is identified under the settlement category of „Hamlets and Rural Areas". Paragraph 6.9 of the Sustainable Settlements Appraisal Review Background Paper confirms that such settlements require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale. Paragraph 6.10 states that:

„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****."*

3.16 This is then confirmed in Chapter 5 of the Deposit LDP, were Hamlets and Rural Areas are not mentioned in terms of accommodating new development. Clearly, the provision of a Gypsy and Travellers site does constitute development and the proposed allocation near Llangan is not in keeping the settlement strategy set out in the Deposit LDP.

3.17 Llangan only scores 4 points, 2 of which relate to employment opportunities being located within 2km of the settlement. However, the level of provision of employment is very limited with the settlement of Fferm Goch only being home to 4 industrial units, with the occupiers of the units having confirmed that they have not employed any new staff in the last 9 years. Therefore Llangan"s score is considered to be artificially high.

3.18 Further, whilst in the Background Paper the Vale of Glamorgan LPA identifies „Acceptable Walking Distances" in Table 1 based on the Guidelines for Providing Journeys on Foot, The Institute of Highways and Transportation (2000) and Sustainable Settlements: A guide for Planners, Designers and Developers and Shaping Neighbourhoods, they then chose to ignore this information in allocating a Gypsy and Travellers Site under Policy MG 9 in the Deposit LDP. In this regard both Llangan and Fferm Goch score zero for public transport facilities. In allocating the Gypsy and Travellers Site near Llangan, the occupants of the site are being denied sustainable access to a wide range of facilities and service, including:

- Day-to-day shops and services
- Any Food and drinks outlets
- Medical facilities within 1km of the site
- A Library within 800m
- A Community Hall within 1km
- Regular Bus services
- Accessible Rail services
- Leisure and Recreation facilities
- A Main Settlement within 5km of the site

3.19 In the Gypsy and Travellers Site Assessment, Background Paper, November 2011 reference is made to the site being located in close proximity to Fferm Goch, which is identified as a Minor Settlement in the settlement hierarchy. However, as identified above, there are only 4 industrial units in Fferm Goch with the occupiers of the units having confirmed that they have not employed any new staff in the last 9 years. Despite this very limited provision of employment opportunities, the settlement scores the same on employment as Barry, Penarth, Llanwit Major and Cowbridge which clearly demonstrates the weaknesses in how the indicator has been assessed. Furthermore, the settlement only as a population of 98, which is the lowest of any settlement classified as a Minor Settlement and does not accord with paragraph 6.11 of the Background Paper that identifies that Hamlets and Rural Areas generally have a population of less than 100. The settlement is also considered to have a limited range of facilities compared to the other Minor Settlements, but scores highly due to the presence of a primary school. Overall the assessment of Fferm Goch is considered to be artificially high due to the employment indicator and the presence of a primary school with the other facilities and services available being very limited in scope. Based on the above, the Sustainable Settlement Analysis Background Paper confirms that the proposed allocation near Llangan is not sustainable.

Rural Sustainable Development

3.20 Paragraph 4.6.8 of PPW identifies that development in the countryside should be located within and adjoining those settlements where it can best be accommodated in terms of infrastructure, access and habitat and landscape conservation.

3.21 The proposed site is not located within or adjoining a settlement, with the nearest settlements being Llangan which is at least 150m away and Ffern Goch which is at 1 km away. The site is accessed via a narrow poorly maintained rural lane with no footpath or verge, not offering safe access to the village or school. Furthermore, as demonstrated above, these settlements do not provide the necessary infrastructure to create a sustainable development and public transport facilities are very limited.

3.22 With regards to habitat and landscape conservation, the proposed allocation sits within a Special Landscape Area (SLA) and whilst this does not prevent development it is necessary to demonstrate that any proposed development will

not impact negatively on the SLA. However, the assessment of the site within the Gypsy and Travellers Site Assessment, Background Paper incorrectly identifies that the site is not within a Special Landscape Area. In this regard, no assessment has been undertaken to confirm that the proposed development can be accommodated at the site without causing detrimental harm to the SLA. In addition, the assessment makes no reference to the site"s proximity to the Conservation Area of Llangan.

Housing

3.23 Chapter 9 of PPW deals with housing and paragraph 9.1.1 states that the objectives are to provide:

- *Homes that are in good condition, in safe neighbourhoods and sustainable communities; and*
- *Greater choice for people over the type of housing and the location they live in, recognising the needs for all, including those in need of affordable or special needs housing in both urban and rural areas.*

3.24 Paragraph 9.2.21 of PPW identifies that Local authorities are required to assess the accommodation needs of Gypsy families. The Vale of Glamorgan has carried out an assessment of the needs for Gypsies and Travellers. The Fordham Research study identifies that there is a strong feeling in the Gypsy and Travellers community that small sites on the edge of existing large communities are required to help facilitate access to health, education and welfare facilities. The Study also highlighted that isolated, rural sites restrict access to health, education and welfare facilities which need to be avoided.

3.25 In this regard, the Vale of Glamorgan has chosen to ignore the needs of the Gypsy and Travellers community by locating the site in an isolated location away from existing large communities. Furthermore, the study identified the need for 6 permanent and 15 transit pitches but the site at Llangan is not big enough to accommodate this number of pitches as set out in paragraph 3.29.

Rural Exception Sites

3.26 Paragraph 9.2.22 of PPW identifies that housing in rural areas must embody sustainability principles, benefiting the rural economy and local communities while maintaining and enhancing the environment. Paragraph 9.2.23 of PPW identifies that rural exception sites must meet all of the criteria against which a housing development would be judged and such sites should be within or adjoining existing settlements.

3.27 Paragraph 9.3.6 of PPW advises that new development in the countryside away from existing settlements require special justification. For example, they are essential to enable farm or forestry workers to live at or close to their place of work.

3.28 Paragraph 29 of Circular 30/2007 identifies that Rural exception site policies for Gypsies and Travellers should operate in the same way as rural exception sites policies for housing as set out in PPW and Technical Advice Note 2. Furthermore, it is stated that;

„In applying the Gypsy Traveller rural exception site policy, local planning authorities should consider in particular the needs of households who are either current residents or have an exiting family or employment connection."

3.29 The proposed allocation near Llangan for a Gypsy and Travellers site clearly does not meet the criteria to be considered a „rural exception sites", with the site being located in the open countryside and it not being a suitable site for open market housing.

WG Circular 30/2009 – Planning for Gypsy and Traveller Caravan

3.30 WG Circular 30/2009 – Planning for Gypsy and Traveller Caravan Sites (Circular 30/2009)paragraph 17 identifies that:

„Where there is an assessment of unmet need for Gypsy and Traveller accommodation in the area, local planning authorities should allocate sufficient sites in LDPs to ensure that the identified pitch requirements for residential and transit use can be met. Local planning authorities will need to demonstrate that sites are suitable, and that there is a realistic likelihood that the specific sites allocated in LDPs will be made available for that purpose".

3.31 The proposed allocation near Llangan is not considered to be large enough to meet the requirement identified for the Vale of Glamorgan. The Designing Gypsy and Travellers Sites Good Practice Guide identifies that a pitch should be a minimum of 500 sq m plus infrastructure and facilities. The current proposed allocation is only 7,400 sq m which equates to only 14 pitches when a clear need has been established for 21 pitches.

3.32 Furthermore, the current site access does not meet current standards required for emergency vehicles, with the access being 2.5 m rather than 3.7 m. This issue is not flagged up in the assessment of the site contained within the Gypsy and Travellers Site Assessment Background Paper.

3.33 Paragraph 19 of Circular 30/2009 sets out issues in terms of suitable sites and states that:

„Issues of site sustainability are important for the health and well being of Gypsy and Travellers not only in respect of environmental issues but also for the maintenance and support of family and social networks. It should not be considered only in terms of transport mode, pedestrian access, safety and distances from services. Such consideration may include:

- *opportunities for growth within family units;*
- *the promotion of peaceful and integrated co-existence between the site and the local community;*
- *the wider benefits of easier access to GP and other health services;*
- *access to utilities including waste recovery and disposal services;*
- *access for emergency vehicles;*
- *children attending school on a regular basis;*

- *also other educational issues such as space e.g. for touring or static play bus, homework club, teaching base for older children and adults;*
- *suitable safe play areas;*
- *contribute to a network of transit stops at intervals that reduce the need for long-distance travelling;*
- *possible environmental damage caused by unauthorised encampment;*
- *not locating sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans and;*
- *regard for areas designated as being of international or national importance for biodiversity and landscape."*

3.34 Furthermore, paragraph 20 of Circular 30/2009 identifies that in deciding where to provide for Gypsy and Traveller sites, local planning authorities should first consider locations in or near existing settlements with access to local services e.g. shops, doctors, schools, employment, leisure and recreation opportunities, churches and other religious establishments.

3.35 The Vale of Glamorgan has clearly not followed this approach designating a site that is located in the rural countryside of the Vale, with the site not even adjoining the boundary of a Minor Village. The Llangan Travellers Site Accessibility Assessment (March 2012) confirms the site is not accessible by means other than car. The full report is contained in Appendix 4. Other sites which are located within and adjoining settlements are available but they have been incorrectly discounted by the Vale of Glamorgan. Further detail on the sites and their suitability is set out in Chapter 4.

3.36 Paragraph 21 of Circular 30/2009 identifies that sites should be identified having regard to highways considerations. However, little regard has been paid to highway considerations. The current access on to the highway is substandard and no footpaths are available to ensure safe movement by pedestrians.

3.37 Paragraph 23 of Circular 30/2009 identifies a number of ways in which local planning authorities can identify specific sites and make land available:

- *„Local authorities have discretion to dispose of land for less than best consideration where it will help to secure the promotion or improvement of the economic, social or environmental well-being of the area, as set out in National Assembly for Wales Circular 41/03, "Local Government Act 1972: General Disposal Consent (Wales) 2003, Disposal of land in Wales by Authorities for less than Best Consideration".*
- *Authorities should also consider making full use of any registers of unused and under-used land owned by public bodies as an aid to identifying suitable locations. Vacant land or under-used local authority land may be appropriate.*
- *Authorities should also consider whether it might be appropriate to exercise their compulsory purchase powers to acquire an appropriate site.*
- *Co-operation between neighbouring authorities can provide more flexibility in identifying sites."*

3.38 It is considered that the Vale of Glamorgan LPA has not fully explored how it can help to deliver a Gypsy and Travellers site in the Vale of Glamorgan. In the

assessment of sites, they have automatically discounted sites which have higher value land use allocations/consents without considering using their power under Circular 41/03 and there is no evidence to demonstrate that they have consulted other public sector bodies about surplus assets or available sites including Social Registered Landlords.

3.39 Paragraph 26 of Circular 30/2009 states that Gypsy and Travellers sites:

„Should respect the scale of and not be so large as to dominate the nearest settled community serving them. They should also avoid placing an undue burden on the local infrastructure".

3.40 Clearly the proposed development will dominate the settlement of Llangan. The settlement currently consists of 98 residents in 35 dwellings. The infrastructure to the settlement is typical of a rural hamlet and the current infrastructure of the Gypsy Traveller site will require significant investment to be up-graded to the standard required to provide adequate utilities. No studies have been undertaken by the Council to demonstrate that the level of investment required is feasible. Therefore the Council has not demonstrated that the site is realistically going to be delivered within the plan period.

3.41 Based on the above, Policy MG 9 is not considered to be consistent with national policy and therefore fails Soundness Test C2. Further detail on this is set out in Section 4.

'Travelling to a Better Future' Gypsy and Traveller Framework for Action and Delivery Plan

3.42 The aim of „Travelling to a Better Future" is to realise our commitment to the Gypsy and Traveller community; to ensure equality of opportunity for Gypsies and Travellers in Wales and to think about new ways in which we can enable Gypsy and Traveller communities to access resources not always available to them by ensuring our services are flexible enough to respond to their needs.

3.43 The Framework then sets out a series of objectives to achieve the above, with Objective 5 being related to development plans. The objective states that:

„The Welsh Government will work with Local Authorities to deliver new sites in line with needs identified in local development plans."

3.44 It is also stated that:

„A LDP needs to be a "sound "document: meaning that it shows good judgement and can be trusted. To achieve a "sound" plan a LPA will gather economic, social and environmental information which provides the factual base for the plan. The results of the Gypsy and Traveller Accommodation Needs Assessment, carried out under the Housing Act 2004, are expected to provide key evidence to inform the preparation by individual LPAs of policies for caravan sites for Gypsies and Travellers in their LDP".

3.45 As set out in greater detail in Section 4, that whilst the Vale of Glamorgan LPA has produced an Assessment of the needs of Gypsies and Travellers within the area, they then chose to ignore the findings of the study when allocating the site near Llangan.

Consistency Test C3 - Wales Spatial Plan, Update 2008

3.46 Again the Wales Spatial Plan, Update 2008, promotes sustainable development and states that:

„Sustainable development is about improving wellbeing and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources. The Wales Spatial Plan aims to deliver sustainable development through its Area Strategies in the context of the Welsh Assembly Government"s statutory Sustainable Development Scheme. The Scheme is currently being revised to reflect the Assembly Government"s One Wales agenda".

3.47 The WSP identifies 5 key themes which are:

- Building sustainable communities
- Achieving sustainable accessibility
- Promoting a sustainable economy
- Valuing our environment
- Respecting distinctiveness

3.48 In terms of "Building Sustainable Communities" the WSP emphasises the need to focus development to settlements including the creation of jobs and delivering regeneration.

3.49 In "Promoting a Sustainable Economy" the WSP seeks to develop key settlements with vibrant economies, deliver new employment sites at sustainable locations, improve skills within Wales and provide appropriate infrastructure for employment development.

3.50 Within "Valuing Our Environment" the emphasis is to deal with climate change and protecting and enhancing the environment.

3.51 "Achieving Sustainable Accessibility" seeks to locate housing, employment and key services in close proximity to each other and areas accessible by modes of travel other than the private car.

3.52 Finally, "Respecting Distinctiveness" seeks to create flourishing communities, deliver high quality environment, buildings and spaces with a sense of identity and promote the Welsh Language.

3.53 The WSP divides Wales into a number of areas, with the Vale of Glamorgan being located within the South East Wales region – „Sustainable Capital Region". The WSP sets out a vision for the area and 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."

3.54 Again the key theme of the Wales Spatial Plan is achieving sustainable development through focusing new development in areas which have good access to key services and facilities. For the reasons set out in paragraph 3.2 – 3.43. Policy MG9 is not consistent with the objectives of the Wales Spatial Plan. Therefore it fails Soundness test Consistency C3 because the policy does not have due regard to the Wales Spatial Plan.

Consistency – C4 – Vale of Glamorgan Community Strategy

3.55 The Community Strategy „Planning and Working Together" provides a vision for how the Vale of Glamorgan will look in the future and how that vision can be achieved. The Vision states that:

„Our vision for the Vale is a place:

that is safe, clean and attractive, where individuals and communities have sustainable opportunities to improve their health, learning and skills, prosperity and well being, and where there is a strong sense of community in which local groups and individuals have the capacity and incentive to make an effective contribution to the future sustainability of the area."

3.56 The Community Strategy contains 10 priority outcomes as follows:

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

- Residents and visitors are safe and feel safe and the Vale of Glamorgan is recognised as a low crime area.
- Health inequalities are reduced and residents are able to access the necessary services, information and advice to improve their wellbeing and quality of life.

3.57 Due to the unsustainable location of the proposed Gypsy and Travellers site, the allocation does not meet the objectives of the Community Strategy with the site not promoting inclusion or accessibility to services and facilities including health and education facilities.

3.58 In conclusion, Policy MG 9 therefore fails Soundness Test C4 – It does not have regard to the relevant Community Strategy.

4.0 Coherence and Effectiveness

4.1 This section sets out how Policy MG 9 does not meet the Soundness Test of Coherence and Effectiveness.

Test CE1 – The plan sets out a coherent strategy from which its policies and allocations logically flow and where cross boundary issues are relevant, is not conflict with the development plans prepared by neighbouring authorities.

4.2 The LDP sets out a Vision and 10 key strategic objectives to deliver the Vision which set out the context of the LDP strategy. Policy MG 9 is assessed against each of the objectives to demonstrate that the proposed policy and associated allocation does not flow logically from the Strategy and the proposed allocation is actually at odds with the Strategy. This is further supported when the proposed allocation is assessed against Policy MD 12 Gypsy and Traveller Accommodation of the Deposit Plan. This analysis is also set out below.

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

4.3 The Gypsy and Travellers community within the Vale of Glamorgan has the same rights as other sections of the community. In this regard they require and should be provided with opportunities for living accommodation which provides adequate access to services, facilities and jobs. This is clearly not the case in terms of the proposed site near Llangan, with the village providing very limited services which is compounded by the fact that there are not frequent local bus services.

4.4 The proposed allocation near Llangan is not consistent with paragraph 4.5 of the LDP which identifies that the:

„The LDP will seek to ensure that the role and function of the towns and villages identified in the sustainable settlement hierarchy is maintained and enhanced by ensuring that new development is of a ***scale appropriate to its location****, supports the local economy and sustains and wherever possible improves local services and facilities".*

4.5 In regards to role and function of the settlement, the Sustainable Settlements Review Appraisal November 2011 Background Paper identifies that „Hamlets and Rural Areas" are not appropriate settlements for further development, therefore the proposed Gypsy and Travellers site is not of an appropriate scale for the settlement. As set out above, Llangan is a settlement of only approximately 98 residents living in 35 dwellings. The proposed site would have a significant impact on the setting and character of Llangan. In addition, Circular 09/2007 identifies that through the provision of Gypsy and Travellers sites unnecessary burden should not be placed upon existing infrastructure. Due to the scale of development proposed and the existing scale of Llangan this will inevitability happen as a result of the proposed development and it will not facilitate good

relations between the existing community and the Gypsy and Travellers community.

4.6 Therefore it is considered that Policy MG9 does not meet this Strategic Objective of the LDP.

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

4.7 A key thrust of this objective is locating development to minimise the need to travel. This is clearly not achieved by allocating land near Llangan under Policy MG 9 for a Gypsy and Travellers site due to the lack of local facilities, services and public transport provision. The nearest bus stop is over 800m away from the site along an unlit road without any footpath provision.

4.8 Therefore, it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

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

4.9 The LDP identifies that one of the main contributors to climate change is people"s propensity to travel by private car and the need to seek to increase the use of sustainable transport. It is identified that this can be achieved through concentrating new development within the South East Zone and the settlements identified within the sustainable settlement hierarchy which are, or can be, well served by public transport or by walking or cycling.

4.10 Llangan does not constitute such a settlement, with the nearest main service centre being located over 5km away. The un-sustainability of Llangan is confirmed by the analysis of the settlement with in the Sustainable Settlements Appraisal Review Background Paper and its identification as a „Hamlet and Rural Area" settlement and the Llangan Travellers Site Assessment (March 2012) which is contained in Appendix 5. This identifies that the site is not accessible by public transport and the site cannot be safely accessed by foot or bicycle.

4.11 Therefore, it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

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

4.12 The proposed site is located within a Special Landscape Area and whilst the Policy MG 21 „Special Landscape Areas" does not rule out development in such areas, it does identify that new development that detracts from the special qualities for which the Special Landscape Area have been designated will not be permitted. It is identified that all development proposals will need to be supported by a Landscape Impact Assessment consistent with the guidance set

out in the Council"s design in the Landscape SPG. The Council has not undertaken, even, an initial landscape assessment of the site to demonstrate that the proposed allocation accords with this policy requirement and therefore they have also not demonstrated the deliverability of the proposed allocation which is required by Soundness Test CE2. This is discussed further in Chapter 5.

4.13 The site is also located adjacent to a Conservation Area and within the Conservation Management Plan for the area there is specific requirement to protect the view from the edge of the Conservation Area over the proposed site. It is also identified that „it is important that new development on or adjacent to the Conservation Area either preserves or enhances the quality of the area". It is considered that the proposed site would not achieve this.

4.14 A copy of the Conservation Area Appraisal and Management Plan is attached in Appendix 6 for ease of reference.

4.15 Therefore it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

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

4.16 Paragraph 4.9 of the LDP identifies that appropriately and conveniently located community facilities are an important component of sustainable communities, reducing the need of people to travel and improving the quality of life.

4.17 The proposed allocation near Llangan is not appropriately or conveniently located in close proximity to community facilities, therefore it will not lead to the reduced need to travel by car or improve the Gypsy and Traveller"s quality of life. In this regard Circular 30/2007 advises that issues of site sustainability are important for the health and well being of travellers, and not only in terms of transport mode, pedestrian access and safety and distances from distances from services but for a range of issues including the wider benefits of ease of access to GP and their health services; children attending school etc. The proposed allocation does not achieve this.

4.18 Therefore, it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

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

4.19 N/A

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

4.20 Paragraph 4.12 of the LDP states that:

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

4.21 The provision of Gypsy and Travellers accommodation is included in new housing which is required to meet future needs in accordance with PPW and WG Circular 30/2007. Despite this, the Vale of Glamorgan LPA has chosen to locate the only Gypsy and Travellers site that they have identified in an unsustainable location which is confirmed by their own analysis of the settlement. The proposed allocation also does not meet the needs of the Gypsy and Travellers community because the site is too small to accommodate the identified need and it is not located in close proximity to a range of important services and facilities. It also does not meet the Gypsy and Travellers preference for sites as identified in the Fordham Report.

4.22 Therefore, it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

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

4.23 N/A

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

4.24 N/A

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

4.25 The proposed allocation is located on greenfield land in the open countryside which clearly does not make the most effective and efficient use of land in the Vale of Glamorgan. In this regard the proposed allocation does not accord with the spatial framework, development management policies, as well as policies for managing growth provided in the Deposit LDP.

4.26 Therefore, it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

Policy MG 12 – Gypsy and Traveller Accommodation

4.27 Policy MD 12 of the Deposit LDP states that:

„Proposals for additional gypsy and traveller accommodation will be permitted providing that:

1. It is demonstrated that the accommodation requirements of the applicant cannot be met on the site allocated by Policy MG 9;
2. The site is well located for schools, medical facilities, shops and other local services and community facilities;
3. The size of the site and the number of pitches are appropriate to its location and accommodation needs of the applicant;
4. Adequate on site services for water supply, drainage, sewage, power and waste disposal are available or can be provided without causing any unacceptable environmental impact; and
5. The existing highway network is adequate to serve the site and a satisfactory means of access can be provided, including provision for parking, turning, servicing and emergency vehicles."

4.28 Setting aside point 1 above, when the proposed allocation near Llangan is assessed against the remaining criteria, the site would not be viewed favourably if an application was submitted for the site.

4.29 As set out in Chapter 3, the site is not located well to schools, medical facilities, shops and other local services and community facilities, with the unsuitably of such sites being demonstrated by the refusal of Planning Applications (2002/00109/FULL and 20011/00710/FULL). The development would not be of an appropriate scale given the lack of facilities and services, the site"s location within the open countryside, a Special Landscape Area and its proximity to a Conservation Area. No evidence has been produced by the Council to demonstrate that the site can be adequately serviced given the isolated, rural location of the site. Whilst services may exist, the additional capacity required to service the whole site would be significantly greater and no information is available that this capacity can be provided in the first instance and then whether this can be achieved in a manner that does not cause unacceptable environmental harm given the sensitive location of the site. In relation to point 5, the South Wales Fire Service whilst not being consulted by the Vale of Glamorgan LPA on the proposed allocation, have been consulted by the Llangan Action Group and its has been confirmed that the access is not adequate to meet the required specification. A copy of the correspondents is contained in Appendix 7.

4.30 Therefore in conclusion Policy MG 9 is considered to fail the Coherence and Effectiveness Test CE1.

CE2: The strategy, policies and allocations are realistic and appropriate having considered the relevant alternatives and are founded on a robust and credible evidence base

4.31 Policy MG 9 is not considered to be a realistic or appropriate policy having considered the alternatives available. Furthermore, the policy is not founded on a robust and credible evidence base.

4.32 A number of piece of evidence have been produced including the Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation, August 2008 and the Gypsy and Traveller Site Assessment, Background Paper (November 2011). The Sustainable Settlements Appraisal Review, Background Paper, November 2011 is also an important part of the evidence base upon which the Policy should be based but as set out in paragraphs 3.14 – 3.17 the findings of this study have be ignored when choosing the site near Llangan.

4.33 The Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation, August 2008 identifies the need for 6 permanent pitches and 15 transit pitches within the Vale of Glamorgan. The report also highlighted the needs of the Travelling Community themselves. Key points are highlighted below:

- The location of unauthorised encampments is often some distance away from the local settlement to avoid evictions. This leads to problems when the women need to access local services whilst the men are at work with the vehicles;
- No specific locations for a site are not mentioned. It was noted however that sites should be on the outskirts of towns to enable access by foot to local services such as shops, the launderette and health centres;
- Gypsies and Travellers interviewed tended to favour smaller sites and private single family sites;
- Access to health services was limited for those living on sites, with 46% of participants reporting access was an issue: this was mainly due to the sites poor location in terms of transport routes and a combination of literacy issues and a lack of cultural awareness;
- While the focus of the survey was on accommodation requirements, the questionnaire also collected information on access to services, including health and education. Research has found that poor accommodation can prevent access to services; and
- Participants living on local authority sites reported that the lack of local public transport provision in the area affected their ability to send their children to school, access health services and work opportunities, and limited their ability to attend training and education courses.

4.34 Whilst, the study clearly identifies the need for 6 permanent and 15 transit pitches, the Vale of Glamorgan LPA have allocated a site that is not of sufficient size to accommodate this requirement as set out in paragraph 3.30. In addition, in choosing the site near Llangan, the Council have clearly ignored the site requirements identified in the study. Therefore in this regard, whilst a credible evidence is available, the Vale of Glamorgan LPA has chosen to ignore the evidence base and allocate a site which is not consistent with the findings of the study.

4.35 The Gypsy and Traveller Site Assessment, Background Paper (November 2011) contains analysis on the assessment of potential Gypsy and Traveller sites. However, the assessment undertaken of sites seems to be inconsistent with the

general comments and assessments applied to ruling out other sites, also applying to the proposed allocation near Llangan. Despite this the site was not ruled out on these grounds. Examples are set out below which include:

- Land West of Port Road/ Pencoedtre Lane (ID 2) – site is located close to a number of sensitive uses
- Hayes Road Civic Amenities Site, Sully (ID 10) – site is outside any settlement boundary
- Land west and south of South Road, Sully (ID 11) – the site is outside the settlement boundary
- Woodland at South Road, Sully (ID 12) – outside settlement boundary
- Land south west of Llanblethian (ID 15) – Loss of good quality agricultural land, access issues and the isolation/ non sustainable location preclude any further consideration of this site for alternative use
- Land at Wick Road, Llanwit Major (ID18) – outside of settlement boundary
- Land north of Welsh St Donats, - rural location
- Land east of Duffryn House (ID30) – rural location. Limited access from country lanes.
- Land north east of Hensol – rural location
- BJ Skips, Penarth Road (ID45) – while the site is reasonably well located to services and facilities offered by both Cardiff and Penarth, the range and level of constraints that have been identified e.g. site layout and access, possible flooding, close proximity to the site to hazards and nature conservation designations
- Land at Port Road, Nurston (ID 46) – Nurston is a small hamlet and the impact of a Gypsy and Travellers site on such a small settlement could be substantial.
- Land at Aberthin Lane, Aberthin (ID47) – The site is elevated above the village of Aberthin and development for the proposed use would be highly visible and have a detrimental impact up in the Special Landscape Area as well as impacting on Aberthin Conservation Area
- Land at Port East Road, Barry (ID50) – the development of the site would have a detrimental impact on the visual qualities of the SLA.

4.36 It is unclear why these reasons have also not ruled out the proposed allocation near Llangan. In addition, the reasons for disregarding a number of the sites relate to so called „contractual issues", whilst others have been dismissed due to be in private ownership, including:

- Land west and south of South Road, Sully (ID 11);
- Rectory Farm, Llanmihangel (ID 19);
- Former Boys Village, West Abertham (ID25); and
- Land east of Wenvoe (ID 31).

4.37 In this regard just because a site is in private ownership, it should not rule out its ability to be delivered for a Gypsy and Travellers site. There is no available evidence to demonstrate that the Council has used all of its powers to bring forward a Gypsy and Travellers site in the Vale of Glamorgan in line with paragraph 23 of Circular 30/2007. In this context they have disregarded sites

because they have higher land value whilst the Council have the discretion to dispose of land for less than best value in line with Circular 41.03.

4.37 Furthermore, the assessment of the site near Llangan is also incorrect. The site falling within a Special Landscape Area as identified on the Deposit LDP proposals map. Furthermore, in the overall assessment no reference is made to the site being located in close proximity to the Conservation Area of Llangan. It is also not clear why the Countryside department was not consulted upon the site which clearly falls within the open countryside. A copy of an updated site assessment is contained in Appendix 8. In light of this we have also updated the Sustainability Appraisal of the site, this is also contained in Appendix 8.

4.38 The inconsistencies in the assessment as set out in the Gypsy and Travellers Background Paper, November 2011 demonstrate that Policy MG 9 is not founded on a robust and credible evidence base. The evidence actually demonstrates that the site is not realistic and appropriate having considered alternatives with no information being provided to demonstrate the deliverability of the allocation within the LDP period, as set out in paragraph 3.39.

4.39 Furthermore, the Policy is not realistic or appropriate having considered the alternatives. There are a number of suitable alternative sites as set out below:

A Land west of Port Road/ Pencoedtre Lane (ID 2)
B Land at Barry Waterfront (Multiple Areas) (ID 3)
C Atlantic Trading Estate (ID 9)
D Hayes Road Civic Amenities Site, Sully (ID 10)
E Land west and south of South Road, Sully (ID 11)
F Spider Camp, Hayes Lane, Barry (2597/CS2) (ID 49)
G Land at Hayes Wood, Barry (2396/CS3) (ID 51)

4.40 We have also completed a Sustainability Appraisal of each proposed site which have been sourced from the Background Paper. Picking on two of the possibly suitable sites, the table below summarise the Sustainability Appraisal undertaken on the sites which demonstrates that the other sites score much higher than the proposed allocation near Llangan. In terms of the proposed allocation of Llangan, the revised Sustainability Appraisal confirms that the site achieves an overall negative outcome on 10 of the objectives, whilst the impact on 4 of the other objectives is neutral. This clearly demonstrates that the proposed allocation at Llangan does not fulfil the objectives of the deposit LDP. However, the table also clearly demonstrates that the other sites summarised in the table score much higher. In terms of Hayes Road Civic Amenities Site, it is identified that the site produces 8 overall positive outcomes, with only one negative outcomes. In regards to the Land West and South of West Road, it is identified that the sites achieves 7 overall positives and only 2 produces to negative scores. This analysis clearly demonstrates that other sites are available which are not only sustainable but meet the identified needs of Gypsies and Travellers within the Vale of Glamorgan.

Sustainability Objective Aim	Hayes Road Civic Amenities Site	Land West and South of South Road	Llangan
1 To provide the opportunity for people to meet their housing needs	+	+	-
2 To maintain, promote and enhance the range of local facilities	+	+	-
3 To maintain and improve access for all.	+	+	-
4 Reduce the causes of deprivation	+	+	-
5 To maintain, protect and enhance community spirit	+/-	+/-	+/-
6 To minimise the causes and manage the effects of climate change	+	+	-
7 To minimise waste.	0	0	-
8 To use land effectively and efficiently	+	-	-
9 To protect and enhance the built and natural environment.	0	-	--
10 To provide a high quality environment within all new developments	+	+	0
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan"s culture and heritage	0	0	-
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	-
13 To provide for a diverse range of local job opportunities	-	0	0
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan"s town, district and local centres	0	0	0
15 To promote appropriate tourism.	0	0	0

4.41 The full Sustainability Assessments are contained in Appendix 9.

4.41 Therefore based on the above, Policy MG 9 is considered to fail Coherence and Effectiveness Test CE 2.

5.0 CONCLUSION

5.1 Based on the above, the proposed Policy MG 9 and the associated allocation near Llangan is not „Sound". The Policy clearly fails the following tests of soundness:

- P1
- C2
- C3
- C4
- CE1
- CE2

5.2 As set out in Chapter 2, Policy MG 9 has not been produced in accordance with the Delivery Agreement and Community Involvement Statement, with the evidence base not be frontloaded by the Local Plan Authority which has not allowed the process to be fair, transparent of inclusive.

5.3 A central theme of planning policy is achieving sustainable development and sustainable communities. The proposed allocation does not accord in any way with the principles of sustainable development as set out in national and local policy documents. The proposed allocation will clearly not contribute to delivering the following objectives of the Local Development Plan:

- Objective 1: To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all.
- Objective 2: To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change
- Objective 3: To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport.
- Objective 4: To protect and enhance the Vale of Glamorgan"s historic, built, and natural environment.
- Objective 5: To maintain, enhance and promote community facilities and services in the Vale of Glamorgan.
- Objective 7: To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs.
- Objective 10: To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources.

5.4 In addition, no credible evidence base is provided to demonstrate that the allocation can realistically be delivered in the plan period. No information is submitted to demonstrate:

- How the site can be appropriately developed within a Special Landscape Area;
- How the site can be adequately accessed; and
- How the site can be appropriately serviced.

5.5 In allocating the site, the Vale of Glamorgan LPA has relied on the fact that the site currently accommodates one Gypsy family illegally but this cannot be used as the evidence to demonstrate the deliverability of the rest of the site. No strategy is provided for demonstrating how the pitches will actually be delivered at the Site. The Council has clearly not used all of its powers in this area to bring forward a suitable site for Gypsies and Travellers in the Vale of Glamorgan but have relied upon the proposed site being in Council ownership.

5.6 Paragraph 4.4.2 of PPW identifies a set of criteria that planning policies and proposals should meet as set out in paragraph 3.4. The proposed allocation does not meet these criteria as set out below:

- Is greenfield land in accordance with the definition of brownfield land set out in Figure 4.1 of PPW;
- Will not reduce the need to travel due to the limited local service provision in close proximity to the site;
- Holds very limited access to public transport facilities;
- Is not large enough to provide ancillary facilities required to support a sustainable development;
- Is located within a Special Landscape Area and in close proximity to a Conservation Area;
- Does not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan (See Chapter 5 for further detail);
- Does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- Does not maximise opportunities for community development and social welfare;
- Does not foster social inclusion due to the isolated location of the site; and
- Does not contribute to improvements in health due to the isolation from services and facilities.

5.7 In conclusion Policy MG 9 is not considered to be „sound“ and should be amended by replacing the current proposed site with a sustainable alternative that meets the identified needs of Gypsies and Travellers in the Vale of Glamorgan. Possible alternatives are contained in Appendix 9.

Appendix 1

2002/00109/FUL Received on 31 January 2002

Mr. William Carroll, Oakfield Caravan Site, Lost Stone Lane, Llangan,
Vale of Glamorgan. CF35 3HR
Mr. B. Cox, Bobbetts Mackan, 17, Berkeley Square, Clifton, Bristol. BS8 1HB

Enclosure 9845, St. Marys Hill, Llangan

Change of use to gypsy caravan site for personal use of applicant and family and siting of one mobile home one caravan (touring) and one ancillary building

SITE DESCRIPTION

The site comprises a parcel of agricultural land, approximately 0.255 ha in size, located in the countryside adjacent to a classified highway.

DESCRIPTION OF DEVELOPMENT

This is an application for full planning permission for the change of use of the land to a gypsy caravan site for the personal use of the applicant and family. The proposed development will involve the siting of one mobile home, one touring caravan and one ancillary building.

PLANNING HISTORY

74/0949 – Dwelling. Refused 19th November, 1974.

77/0946 – Dwelling. Refused 9th May, 1978.

80/2323 – Residential development. Refused 16th December, 1980.

93/00161/FUL – Change of use of land to gypsy caravan park for two permanent caravans and two tourers. Refused 6th May, 1993. A subsequent appeal to the Welsh Office was dismissed on 15th September, 1993.

93/01021/FUL – Temporary change of use for siting and occupation of not more than four touring caravans for period of three years. Refused 11th January, 1994 on the following grounds:

1. In order to preserve the countryside, the Local Planning Authority considers that no additional development shall take place there other than is necessary for agriculture or forestry.

2. The proposal represents an intrusion into the rural landscape thereby damaging the amenity of the countryside in conflict with the policies of the Local Planning Authority and the County Structure Plan.

3. The proposal constitutes an undesirable intensification of ribbon type development along the Pentre Meyrick to Pencoed Road and approval of this proposal could give rise to further applications for residential development to the detriment of countryside amenities.

4. The application site, by virtue of its location within the approved buffer zone around Ruthin Quarry and adjoining protected reserves, is unsuitable for the development proposed, in that it would conflict with the approved minerals policies of the County Structure Plan and Local Quarry Plan.

5. Due to the proposed nature of the traffic generated by the development, the inadequate visibility to the north of the access point and the high traffic speeds on this road, it is considered the proposal will be detrimental to highway safety."

A subsequent appeal to the Welsh Office was dismissed on 2nd June, 1994. A copy of the Inspector's decision notice is attached at Appendix A.

Subsequent enforcement action was pursued against unauthorised works on the site including enforcement notice against unauthorised engineering and tipping operations issued 25th February, 1993 and enforcement notice against unauthorised use of land for residential caravans issued 4th June, 1993.

The applicant's agents also refer to a nearby site, located to the south-west of the current application site, which is currently occupied by the applicant on an unauthorised basis. The relevant planning history on that site is:

98/00106/FUL – Single family travellers site. Approved by the former South Glamorgan County Council under Regulation 3 of the Town and Country Planning General Regulations 1992 on 20th December, 1994. This decision was quashed following a judicial review and the application was then subsequently determined by the successor authority for refusal on 26th March, 1998 on the following grounds:

1. In order to preserve the countryside the Local Planning Authority considers that no additional development shall take place other than is justified for purposes of agriculture, forestry, appropriate recreational activities, mineral extraction or public utilities. No such justification exists in this case. Accordingly the development is considered contrary to policies EV3, H10 and H16 of the South Glamorgan Structure Plan Proposals for Alteration No. 1, and policies ENV4, HOUS4 and HOUS14 of the Vale of Glamorgan Local Plan Deposit Draft 1995 (as amended).

CONSULTATIONS

Llangan Community Council – "The Council objects to the application as it opposes further development within the rural countryside and can only be considered an unnecessary encroachment in the area."

Environment Agency - Were notified on 14th February, 2002.

Hyder – "Further to the above consultation we have the following comments on behalf of Dwr Cymru Welsh Water.

The proposed development would overload the existing public sewerage system. Improvements are planned which would enable a connection to be made in 1st April 2002. We consider any development prior to this date to be premature and therefore OBJECT to the proposals unless formal agreement is reached between the Planning Authority and Developer to prevent occupation prior to this date.

Foul water and surface water discharges must be drained separately from site.

If a connection is required to the public sewerage system, the developer is advised to contact the Network Development Consultants (DCWW sewerage agents) on Tel: 01443 331155.

No surface water shall be allowed to connect (either directly or indirectly) to the public sewerage system.

No land drainage run-off will be permitted to discharge to the public sewerage system.

Reason: To protect the integrity of the public sewerage system.

We hope the above is satisfactory, however should you require further assistance please contact us on our reference."

Director of Legal and Regulatory Services (Environmental Health) – No observations.

REPRESENTATIONS

The occupiers of neighbouring properties were notified on 14th February, 2002. In addition, a site notice was posted on 22nd February, 2002. Letters of objection have been received from the occupiers of 6 and 12 Fferm Goch, "Pen-y-Gaer", "Pedair Onnen", "Haulfryn", "Vale View" and 2, Heol Llidiard. In summary, the grounds of objection generally relate to highway safety, site within the Quarry Buffer Zone, and detrimental to the appearance of the area. Whilst all of the representations are available on file for Committee Members' inspection the letter from the occupier of "Haulfryn" is reproduced at Appendix 'B' as being generally indicative.

The applicant's agents Bobbetts Mackan have submitted a statement in support of the application. The statement consists of the following:

- A written submission in support of the application which refers to the history of Mr. Carroll and his family, particularly with reference to the family's occupation of a site at Lost Stone Lane, Llangan. The submission also refers to guidance on gypsy sites, referring to extracts from Circular 1/94 in formulating the case for approval of this application. The submission considers that the application site is suitable in planning terms, being located adjacent to a settlement and services. The statement also refers to the Human Rights Act and recent case law on the matter. The applicants agent in preparing the statement refers to the fact that to allow the family to regain possession of their own land will be beneficial to them. The use of a personal planning condition will amount to a permanent solution by allowing relocation from the Council's site at Lost Stone Lane. It is also contended that the use of the site would give greater security and also would make the family responsible for the provision of their own on-site requirements. Finally reference is made to the personal circumstances of the family, in terms of health and education. A copy of the written submission is appended at Appendix C.

- A schedule of photographs which show the location of the site and the applicants current site.

- Letters in support (10 no. in total) from a number of persons, all of which are available on file for the inspection of Members. However the letters from the occupier of 'Ambury', Cowbridge is reproduced (also at Appendix C) as an indication of the support expressed. Other letters are from residents from the locality at St. Mary's Hill, Treoes, Llangan and Pentre Meyrick. Also attached in Appendix C is the letter from the headteacher of Heronsbridge School.

- A formal written statement of Debora Harvey of the Children's Society and a survey carried out by that society dealing with issues relating to children's education and links between education and the occupation of established and lawful sites.

- A medical report by Dr. John C. Jemmett, a copy of which is also attached at Appendix C.

REPORT

Committee Members will note from the planning history that the applicant has submitted two previous applications in 1993 for the use of the same area of land as a gypsy caravan site, both of which were refused and subsequently dismissed on appeal to the Welsh Office.

The present application falls to be determined against the Council's current development plan policies for the area along with relevant central government guidance and all other material planning considerations. It will be noted from the following outline of the relevant policy position that there has been little material change in policy circumstances that would favour the proposal. If anything, it is considered that with the further progress made towards the formal adoption of the Council's Unitary Development Plan, then the policy objections to the proposal hold even greater weight.

The adopted development plan for the area is the South Glamorgan County Council Structure Plan Proposals for Alteration No. 1 1989. The following policies are considered relevant:

Policy EV3 states:

"Development outside built-up areas and areas identified for urban development will be restricted unless such development is essential in the interests of agriculture, forestry, mineral extraction (subject to mineral policies) or public utilities."

Policy H10 states:

"There shall be a presumption against the erection of dwellings in the open countryside, unless such development can be justified in the interests of agriculture and forestry."

Notwithstanding this Policy H16 does allow for "infill" housing within the village of Llangan, however, the application site is located outside of the village in a countryside location.

Policy H15 of the Structure Plan states:

"In accordance with the Caravan Sites Act 1968, sufficient caravan sites will be provided for all gypsies who normally reside in or resort to this County. This will be achieved by the development of permanent gypsy caravan sites in appropriate locations."

The most up-to-date policies are contained within the Vale of Glamorgan Unitary Development Plan Deposit Draft (as amended) 1998 which is adopted for development control purposes and has progressed beyond Public Inquiry stage. It therefore holds considerably more weight in the determination of the current application than was given to the draft Local Plans by the Welsh Office Inspectors at the time of the earlier appeal decisions.

Policy ENV1 states:

"Development in the countryside will not be permitted unless it is essential for one or more of the following uses:

(i) Agriculture, forestry, minerals, waste management, utilities or infrastructure;

(ii) Appropriate recreational use;

(iii) The conversion of existing rural buildings under Policy ENV7;

(iv) The diversification of farmsteads under Policy EMP8."

Policy HOUS3 relates to dwellings in the countryside and states:

"The erection of dwellings in the countryside and within those rural villages not identified in Policy HOUS2 and HOUS8 will not be permitted unless such developments can be justified in the interests of agriculture or forestry."

Policy HOUS15 relates more specifically to the use of land for gypsy caravans and states:

"Proposals for the use of land for the siting of residential caravans occupied by gypsies will only be permitted if all of the following criteria are met:

(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 or recreational uses."

Finally, in policy terms, it is noted that the site is located within the Buffer Zone defined around Ruthin Quarry established under Policy MIN 6 which states:

"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, unless it can be demonstrated that mineral working would not reasonably affect sensitive development."

Although Ruthin Quarry is not working at present it could resume operations at any time until 2042 subject to updated working conditions being approved.

Central government guidance is contained within Welsh Office Circular 2/94 which it is noted, was the relevant guidance at the time of the Welsh Office Inspector's determination of the appeal decision on the earlier 1993 application. In addition reference to the accommodation needs of gypsy families is made within paragraph 9.2.17 of Planning Policy Wales March 2002. This states that it

is important that local planning authorities have policies for the provision of gypsy sites in their Unitary Development Plans. "In drawing up policies local planning authorities should consult with providers of social housing, representatives of gypsies and travellers and landowners in areas likely to be appropriate for gypsy sites." This advice has been followed by the Council and was undertaken in the preparation of the Unitary Development Plan.

In this regard representations made through the Unitary Development Plan process sought to ensure the provision of a designated traveller site within the Council's area. The provision for such a site was rejected by the Inspector, on the basis that there was no evidence of need. It should be noted however that the question of need that was considered by the Inspector was a general one, and not specific in respect of the applicant's own or personal need.

In addition, Policy HOUS15 reflects the advice contained in Welsh Office Circular 2/94 which states:

"As with any other planning application, proposals for gypsy sites should continue to be determined solely in relation to land use factors. Whilst gypsy sites might be acceptable in some rural locations, the granting of permission must be consistent with agricultural, archaeological, countryside, environmental, and Green Belt policies ...The aim should always be to secure provision appropriate to gypsies accommodation needs while protecting amenity."

In highway terms, the highway objections to the proposal that were raised on the 1993 applications are maintained. The site gains its vehicular access onto a classified road with a visibility requirement of 2.4m x 215m. The required visibility cannot be achieved to the north due to the topography of the road. A highway objection is therefore raised on the grounds of highway safety to protect users of the highway.

In determining the last appeal in June 1994 it is noted that the Welsh Office Inspector considered the main issues to be whether or not the use of the land for residential caravans would be acceptable in the light of local and national policy objections due to the visual impact on the character and appearance of the locality and the likely effect of turning traffic movements on the safety, convenience and free-flow of traffic along the classified road. The fact that the applicant was a gypsy seeking private accommodation was also given due weight. It is considered that these issues remain the primary ones to be considered and due weight is also given to the personal circumstances of the applicant and his family.

On the first issue the site lies in the countryside beyond the reasonable limits of Llangan village. Contrary to the applicant's agents statement that the site is "infill" this is clearly not the case as it does not represent development of a small gap in an otherwise built-up frontage. The proposal therefore does not meet criterion (vi) of Policy HOUS 15 as it is not considered a suitable site for small-scale residential development. It is a proposal which would adversely affect the undeveloped rural character of the area contrary to the above quoted policies which aim to protect the countryside from inappropriate development for its own sake. The applicant has submitted no justification with the application which would meet with any of the criteria outlined in the above policies. In addition, it is

noted that the site is also unsuitable for residential development in relation to the minerals objectives contained within Policy MIN 6 and there is, therefore, a minerals objection to the proposal.

On the issue of highways it is considered that if there has been any change since the appeal decision in 1994, then this would be an increase in the usage of the road. The road provides links from the M4 motorway to the north and Cowbridge, the Llandow Industrial Estate and Llantwit Major, all of which have seen additional development since 1993. It is noted that the Inspector in his appeal decision in 1994 concluded that the "type and scale of turning movements, coupled with the sub-standard visibility, would unduly detract from the safety, convenience and free-flow of traffic along the Pencoed - Pentre Meyrick Class III road and place the site occupants at undue risk."

Thus the application fails to meet criterion (iii) of Policy HOUS15 as it does not have a safe vehicular access.

The applicant's agents have prepared a supporting statement which has been submitted with the application. In that statement they refer to the problems the applicant has experienced on the site he currently occupies and the fact that no other sites are available. Whilst the situation in respect of the current occupied site is noted the application has been assessed on its planning merits taking into account all material considerations and planning merits of the current application and the particular site.

The supporting statement also refers to "revised thinking on gypsy sites" and quotes guidance Circular 1/94 (Welsh Office Circular 2/94). The agents claim that the Local Plan has not properly addressed the issues of gypsy site provision and at paragraph 5 indicate that travellers have not been consulted on the preparation of the Local Plan. It is noted however that gypsy representatives were consulted on the preparation of the Unitary Development Plan which has now progressed beyond the Public Inquiry stage.

Finally, it is noted that the applicant's agents refer to the Human Rights Act 1998, in particular Articles 8 and 14 which refer to a right to respect for private and family life and discrimination. The statement outlines the personal circumstances of the family including the health and educational needs of the children in particular, the special educational needs of the child Kalip. It is noted that the personal circumstances of the applicant and his family were given full consideration at the time of the 1994 appeal. Whilst the Human Rights Act itself was not enacted, nevertheless, the principles that are now enshrined in that law were considered by the Inspector, who concluded that the personal circumstances and "the inevitable element of hardship" did not outweigh the sound planning reasons for refusal based on the provision of the development plan.

Notwithstanding the above summary of the previous consideration of these material factors, this application has been assessed with full consideration having been given to the written submissions that accompanied the application.

Thus it is considered that the proposal is contrary to adopted and emerging development plan policies and central government guidance. The proposal fails

on a number of criteria, in particular the impact on the rural countryside, highway safety and minerals policy. Thus in considering also the applicant's Human Rights it is determined that the balance of considerations is weighed more heavily in favour of protecting the countryside and the applicant's own safety and wellbeing in terms of the highways and minerals issues. In conclusion, the following recommendation is made.

02700

RECOMMENDATION (W.R.)

REFUSE

1. In the opinion of the Local Planning Authority the proposal represents unjustified development in the countryside which would detract from the undeveloped rural character of the area, contrary to Policies EV3, H10 and H16 of the South Glamorgan Structure Plan Proposals for Alteration No. 1 1989and Policies ENV1 and HOUS3 of the Vale of Glamorgan UnitaryDevelopment Plan Deposit Draft (as amended) 1998.

2. In the opinion of the Local Planning Authority the site is not suitable for small-scale residential use, being within the countryside and a Minerals Buffer Zone, and has an unsafe vehicular access, contrary to Policies HOUS15 and MIN6 of the Vale of Glamorgan Unitary Development Plan Deposit Draft (as amended) 1998.

Appendix 2

2011/00710/FUL Received on 19 July 2011

Mr.T. Price c/o Agent,
Green Planning Solutions LLP, Unit D Lunesdale, Upton Magna Business Park, Upton Magna, Shrewsbury, Shropshire, SY4 4TT

The Stables, Redway Road, Bonvilston

The use of land for the stationing of caravans for residential purposes for 1 no gypsy pitch together with the formation of additional hard standing and utility/dayroom ancillary to that use.

SITE AND CONTEXT

The application site comprises an area of land of approximately 0.1ha, which includes part of an agricultural field parcel and an existing driveway access that currently serves a single storey stable block. The existing stable block sits immediately to the south and east of the development site and lies within the applicant's ownership.

The site is located on the southern side of Redway Road in open countryside to the north west of the village of Bonvilston. The nearest property is Crossways, an existing dwellinghouse, which is located over 100m to the north.

The site is accessed via an existing field gate entrance directly onto Redway Road, which is a single track lane for much of its length. The site is surrounded by a network of public rights of way, including a public footpath to the south and another that runs past the site along Redway Road.

DESCRIPTION OF DEVELOPMENT

This is an application for full planning permission for the use of the land for the stationing of caravans for residential purposes for 1 No. gypsy pitch. The proposal will provide for an area of hard-standing to the north of the existing stable block. This is shown on the submitted plans to accommodate a mobile home, a touring caravan, and a single storey utility / day room. The proposed pitched roof building will measure 6.5m x 3.414m, to a ridge height of 3.9m, and will accommodate a kitchen, bathroom and day room. The external finishes will be render with an interlocking clay tile roof.

The hard-standing area will be enclosed by new hedgerow and tree planting. Beyond this to the north a new package treatment plant and soakaway are proposed.

Vehicular access will be via the existing hard core driveway and field gate entrance onto Redway Road. The area will provide for suitable turning and parking for a minimum of 2 No. vehicles of less than 3.5 tonnes.

The application is accompanied by a Design and Access Statement.

PLANNING HISTORY

90/00105/OUT : Residential property. Refused 1 May 1990 on the grounds that the proposal represented an intrusion into the rural landscape thereby damaging the amenity of the countryside in conflict with the policies of the Local Planning Authority and the County Structure Plan.

05/01964/FUL : Retrospective application to retain existing stable block and access track. Approved 24 March 2006 subject to a condition that the stable block and yard shall not be used for commercial purposes and the internal layout of the stables and associated hay and feedstore shall not be altered without the prior consent of the Local Planning Authority.

CONSULTATIONS

St. Nicholas and Bonvilston Community Council comment:

"The Community Council wish to make the following observations and recommendations:

- The proposal constitutes residential development in the open countryside. Development on agricultural land outside village settlement.
- Inability to control unauthorized expansion onto adjoining land.
- 'Communal washing/cooking' facilities would attract casual travellers.
- Use of site for other trading activities.
- Inability to control and monitor existence of hygienic conditions.
- Increased heavy traffic on a narrow restricted country road.
- Possibility of anti-social activities.
- There are numerous genuine environmental issues causing grave concern to local residents which need to be addressed and NOT disregarded.
- The Community Council considers the application totally unacceptable and recommend REFUSAL."

Welsh St. Donats Community Council comment:

"Following representations from a resident and Bonvilston Community Council the Welsh St Donats Community Council have met to discuss the application and have the following comments:

- The application is confusing, misleading and inaccurate. How many caravan pitches are proposed and does the applicant, who does not appear to be nomadic, intend to reside at the site. This is not clear in the proposal.

- The application is in conflict with the Vale of Glamorgan Councils policies and criteria for provision of traveller sites.

- While the Community Council understands that there could be an obligation to provide a suitable traveller site in the future, it does not consider this site to be appropriate due to its location size and access.

- The Council recommends planning permission should be denied."

Pendoylan Community Council comment:

"The proposal is contrary to policy for development in the rural vale. Approval would set a precedent. The Community Council are aware that the Vale of Glamorgan Council is currently exploring a number of options to meet the needs of the travelling community and this site is not one of them. The local infrastructure will struggle to support the travelling community with local roads already experiencing problems. The issue is not only volume but size of vehicles on a single track lane. There is also the issue of health and education provision.

The agent for the development, Green Planning Solutions, advises gypsies on how to contest efforts to evict them as a breach of their human rights. They appear to have no appreciation for the quality of living in the country. The proposal provides more space than will be required for one caravan. The risk of deterioration of the visual amenity of the area is also great.

Pendoylan Community Council share the general opinion that this application is declined."

Environment Agency Wales has no formal comment to make on this lower risk development proposal and have provided their generic advice notes only.

Dwr Cymru / Welsh Water were notified on 25 July 2011. No comments have been received to date.

The Director of Legal, Public Protection and Housing Services (Environmental Health – Pollution) has no comment to make regarding the application.

The Director of Legal, Public Protection and Housing Services (Environmental Health- Private Sector Housing) has no objections but note that to comply with the Caravan Site and Control of Development Act 1960 the applicant will require a site licence authorising the use of the land as a caravan site. Conditions will be imposed as part of the site licence and these will be based on model standards. The main conditions will relate to the scale, design and layout of the site, provision of facilities such as wc/showers, fire fighting equipment, waste and the maintenance of the site.

Housing Services - Strategy & Supporting People Manager comment:

"I can confirm that the Housing Department is supportive of the application as there are currently no permanent and transit pitches in the Vale of Glamorgan for travellers, despite there being an identified need for both.

We are aware that work is also currently being undertaken by the Planning Department to identify suitable options for a site as part of the Local Development Plan process.

For your information, the need for both permanent and transit pitches was identified as Section 87 of the Local Government Act 2003 requires local authorities to produce Local Housing Strategies (LHS) and to submit them to the Welsh Government. Each LHS must consider the accommodation needs of Gypsies and Travellers in order to comply with the statutory requirement under s.225 of the Housing Act 2004.

Against this policy background, Fordham Research were commissioned by Officers of the Vale of Glamorgan Council's Housing and Planning Departments in partnership with their respective Officers in Cardiff Council in October 2007 to undertake a Gypsy and Travellers Accommodation Assessment (G&TAA) following the completion of the joint Local Housing Market Assessment commissioned in 2006 (updated 2010).

The aim of the study was to quantify the accommodation and housing related support needs of Gypsies and Travellers. This is in terms of residential and transit sites and bricks and mortar accommodation.

The G & TAA report concluded that there is the following estimated need in the Authority.

Estimate of Need in Vale of Glamorgan 2008 to 2018

Type	Additional Units per annum	Total Additional Units over the 10 Year period
Authorised pitches	0.6	6
Unauthorised pitches	0	0
Transit pitches (Where Gypsies and Travellers may legally stop in the course of travelling)	1.5	15
Housing	0.1	1

The Council's Highway Development Team comment:

"In order to provide comments in respect of this application I should be grateful if you would ask the applicant to clarify the following:

1. Drawing No. 10 373 PRIC11 Proposed Site Layout indicates a 'Proposed mobile home' and a 'Proposed touring caravan'.

    a. Is the 'mobile home' intended to be what I know as a 'static caravan' of the type one sees at a caravan park? If so, what 'berth' is it to be?

b. Is the touring caravan only to be stored on the site and used exclusively by the residents of the mobile home, or is it to be beneficially occupied on site by the applicant or possibly third parties?

2 Despite the location of the site and the nature of the application, Vehicle Parking [No. 11 in the application document] says that there is zero existing or proposed parking spaces on site. Please ask the applicant whether this is correct and if so how he intends to occupy the mobile home and use the touring caravan without the benefit of motorised transport."

REPRESENTATIONS

The occupiers of neighbouring properties were notified on 25 July 2011. In addition a number of site notices were posted in the area on the 2 and 25 August 2011. To date the Council has received over 50 No. representations. These include 26 No. individual objection letters/emails from the occupiers of Crossways, 3 and 43 Village Farm, Old Farm, Greenway Cottage, The Old Barn, Parc Newydd, The Barn Greenway Farm, Great Barn, Cwrt Newydd, Trevithyn House, Ty Groes Farm, Maerdy Newydd Barn, Plwcca Dafydd, Lilypot Farm, The Annexe Ty Groes Farm, 4 and 6 Tair Onen, and 9 Heol St. Cattwg and Corrwg, in Pendoylan.

A further 23 No. residents have signed and added objections to a standard letter, including occupiers from 4 Church Row, 4, 9, 10, 22 and 52 Heol St. Cattwg, Springfield House, and Little Orchard, Pendoylan; Rhos Colwyn, Heol Mynydd, Coetref, Ty Tal y Fan, Great House Court, Iwan Mead, Woodlands, The Cedars, The Wallage, and Crosslands, Welsh St Donats; 1 and 7 Maes y Felin, Llandow; and 1, 2 and 3 Heol Ty Mawr.

There have also been 4 No. anonymous / unsigned representations, three opposing the application and one in support from a resident of Pendoylan.

In addition Councillor Traherne has submitted representations indicating that the application is unacceptable and should be refused.

Whilst all of the representations are available on file for Committee Members to view in full, copies of a few of the letters are reproduced at Appendix A as being generally indicative of the points raised. In summary the objections raised include:

- Increase in traffic generation and problems with vehicle movements along a poor single track lane.
- Impact on visual amenity of the site being out of keeping with the rural character of this countryside location.
- Loss of and impact on agriculture in the area.
- Lack of services in the area including council care for occupiers and additional impact on local services, including schools.

- Piecemeal residential development contrary to policy.
- Queries over numbers of residents, parking and possible expansion.
- Potential for expansion of business use, with problems already encountered from applicant's existing horses.
- Noise nuisance.
- Fear of crime.
- Social problems.
- Devaluation of property.
- No demand for gypsy sites in the area.
- The applicant lives in the area and does not have a 'nomadic habit of life'.
- Unfair to allow preferential treatment for a gypsy application with previous refusals for residential on the site.

REPORT

Planning Policies

The Development Plan for the area comprises the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011, which was formally adopted by the Council on 18 April 2005, and within which the following policies are of relevance:

ENV1 – DEVELOPMENT IN THE COUNTRYSIDE

ENV2 – AGRICULTURAL LAND

ENV27- DESIGN OF NEW DEVELOPMENTS

HOUS14 – GYPSY CARAVANS

Strategic Policies 1 and 2 – The Environment, and 8 – Transportation

Supplementary Planning Guidance (SPG) including Design in the Landscape and Sustainable Development.

National guidance is contained within Planning Policy Wales Edition 4, February 2011, TAN12 – Design and Circular 30/2007 Planning for Gypsy and Traveller Caravan Sites.

Issues

In assessing the proposal against the above policies and guidance it is considered that one of the principal issues in the determination of this application is the acceptability of this particular site with regard to both the applicants and the wider need for traveller sites in the Vale of Glamorgan. Beyond the principle of the proposed development there is the consideration of more specific issues including the visual impact, highway safety and neighbouring amenity.

The Principle of and Justification for Traveller Accommodation on the Site

Planning Policy Wales places considerable emphasis upon the need to strictly control new housing in the open countryside, away from existing settlements, and upon the need for development to embody sustainability principles. Such guidance is reflected in the Council's own currently adopted Unitary Development Plan policies.

The application site is located within the open countryside over a kilometre from the nearest village of Bonvilston. The proposal is for the stationing of caravans for a gypsy pitch, which, with the positioning of the mobile home, and the permanent utility building and hard-stand, amounts to a new form of residential development in the countryside. Such development is normally contrary Policies ENV1 and HOUS3 of the Unitary Development Plan, insofar as it cannot be justified in the interests of agriculture or forestry (or other criterion) as is the case with the current application, in that no such justification has been submitted.

Moreover, the development of the site cannot be described, in any way, as limited infilling or rounding off, given the isolated location of the site with no other surrounding or nearby development. It would thus constitute an unacceptable form of sporadic residential development in the open countryside, contrary to the advice within Section 9 of Planning Policy Wales (PPW). However, paragraph 9.2.21 of PPW notes that local authorities are required to assess the accommodation needs of Gypsy families. It is therefore important that local planning authorities have policies for the provision of gypsy sites in their development plans. In line with this Policy HOUS14 of the Council's currently adopted development plan provides an objective, criterion-based assessment against which planning applications for the siting of caravans to be occupied by gypsies can be assessed. This Policy was drawn up following consultation with local Gypsy interest groups, namely Cardiff Gypsy Sites Group; National Romany Rights; Romany Institute; and the Society of Travelling People.

The policy text advises that proposals for the use of land for the siting of residential caravans occupied by gypsies will only be permitted if all of the following criteria are met:

(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; and

(v) Adequate community and utility services exist and are reasonably accessible or can be readily and economically provided.

Notwithstanding the above, the Council must also have due regard to the more up-to-date guidance contained in the Welsh Assembly Government Circular 30/2007 Planning for Gypsy and Traveller Caravan Site. Paragraphs 36 to 41 of the Circular give guidance on planning applications and clarifies that their determination shall be made in accordance with the development plan unless material considerations indicate otherwise. Other considerations for Gypsy and Traveller site applications are identified as usually including the impact on the surrounding area, the existing level of provision and need for sites in the area, the availability (or lack of) alternative accommodation for the applicants and their specific personal circumstances.

a) Need for Traveller Sites

In terms of the general need for traveller sites in the Vale it is noted that in 2008 a survey was conducted by Fordham Research Group on behalf of the Vale of Glamorgan and Cardiff Local Authorities into Gypsy and Traveller Accommodation throughout both authorities. The report was produced in response to the Housing Act 2004 which requires local authorities to consider Gypsies and Travellers accommodation needs in their local housing strategies. In terms of need on a national scale the report notes that the Welsh Assembly Government (WAG) caravan count illustrates that Cardiff has by far the largest Gypsy and Traveller caravan count in South West Wales region and the Vale of Glamorgan has one of the smallest. It is recognised that the Vale of Glamorgan has no authorised permanent residential or transit pitches, whilst Cardiff has two authorised sites which are owned and managed by the Council.

As part of this application the Council's Housing Section were consulted and identified from the Fordham Report that there are currently no authorised permanent residential or transit pitches in the area and there is an identified need for 6 permanent and 15 transit pitches to 2018. The Council is currently in the process of identifying need and suitable sites through the emerging Local Development Plan process in full accordance with the advice in Circular 30/2007. The current proposal could contribute to the identified need, and whilst no supporting information has been submitted with the application in respect of the future occupiers of the site, or any possible personal circumstances that may be material to the consideration of the application, nevertheless, it has been assumed that they will be classified as Gypsies and Travellers as defined by WAG Circular 30/2007. Thus whilst accepting a need for such development there remains consideration as to whether this particular site is a suitable location for use as a traveller site.

b) Location

In terms of the rural location of the site it is noted that Circular 30/2007 advice at para. 26 makes it clear that there should not be an in principle objection to rural sites. Notwithstanding this, para. 19 notes that issues of site sustainability are important for the health and well being of travellers, and not only in terms of transport mode, pedestrian access and safety and distances from services but for a range of issues including the wider benefits of ease of access to GP and other health services; children attending school; etc. Indeed it is noted that this is a point that has been raised in a number of the objections.

It is considered that the site is proposed unsustainable, not only in terms of the reliance on private transport but also in respect of the occupiers of the site accessing services in the community, including education and health. Day to day local services would have to be accessed via a single track country lane to the nearest local facilities approximately 1.5km away.

In addition to issues of sustainability it is noted that the site is identified as having an agricultural land classification of Grade 2. Policy ENV2 of the UDP notes that the best and most versatile agricultural land will be protected from irreversible development, save where overriding need can be demonstrated. Non agricultural land or land of a lower quality should be used when development is proposed. It is noted that no such supporting need has been submitted to justify why this particular site is appropriate to meet the demand for Gypsy and Traveller sites in the Vale. Moreover the type of use proposed combined with the area of hardstanding to be provided, indicates that if permission were granted its unlikely the land would ever be returned to agricultural use.

Thus it is considered that the use of this particular site for a gypsy pitch represents unsustainable development and the permanent loss of good quality agricultural land.

Character and Appearance

As already noted the site lies outside any designated residential settlement boundary and for the purpose of planning policy is within the countryside. The site itself does not have any special landscape or other such designation. Although no plans or elevations of the individual caravan units have been provided, the submitted DAS notes that the proposed caravans will conform to the definitions within Section 29 (1) of the Caravan Sites and Control of Development Act 1960 and Section 13 (1) of the Caravan Sites Act 1968. The DAS also advises that the site layout has been determined to best meet the applicant's requirements and has been designed with reference to the standards defined in 'Model Standards 2008 for Caravan Sites - Caravan Sites and Control of Development Act 1960 – Section 5 and Good Practice Guide in Designing Gypsy Traveller Sites in Wales.' As regards the landscaping of the site, the submitted plans indicate that the proposed hard-stand area will be enclosed by new hedgerow and tree planting.

In their submissions, the applicant's agent states that the proposal "contains numerous measures that will be taken in order to minimise any resultant visual impact. Existing hedgerows, bunds and areas of substantial vegetation will be retained and augmented wherever possible and no existing trees will be affected by the proposals. Additional native hedgerow and tree planting is indicated on the plan to supplement what exists on the site and where any hedgerow is removed this will be replaced with new native species planting. The materials and overall form of the utility / day-room building are appropriate to a countryside location with features typical of the tradition of agricultural buildings of this scale in the countryside."

Despite this it is considered that the proposed use of the site would introduce new structures (including the permanent utility building and hard-standing), domestic activities and a pattern of land-use, which would add to the evidence of residential occupation in the area. The site would be visible not only from Crossways and the public highways but more clearly visible from the public footpath to the south. Although the guidance in Circular 30/2007 is noted, the impact on the surrounding area remains a key consideration in assessing the acceptability of traveller sites (para. 36 refers). Thus it is concluded that the urbanisation of the site would detract from the unspoilt, undeveloped character of the surrounding rural landscape.

Highway Safety

Criterion (iii) of Policy HOUS12 requires that the proposal has a safe vehicular access. It is noted that the Council's Highway Engineer has requested further details in respect of likely numbers on the site in relation to parking and traffic generation, but despite this, there is no specific objection raised in relation to the existing visibility at the site entrance.

21 so highway would have no issue

It is noted that a large number of the objections raised relate to the inadequacy of the existing Redway Road for additional traffic and particularly the movement of caravans. However the number of caravans indicated in the submission and the area of hard-standing proposed means that the use of the site will be low level, which must be compared with the potential for the movement of agricultural machinery to and from the site. Thus in the absence of any objections from the Council's Highway Authority it is considered that a refusal on highway grounds could not be sustained. Nevertheless, given the objections raised elsewhere in this report, the above conclusion in respect of highway issues are not considered to overcome the objections to the proposal on other land use policy grounds.

Amenities of Neighbouring Occupiers

Whilst objections have been received from a wide area including Bonvilston, Welsh St. Donats and Pendoylan, there are representations from neighbours closer to the site, including the nearest residents at Crossways to the north.

In addition to the objections raised in relation to the matters addressed above, it is noted that there are concerns relating to fear of crime, social problems, and the devaluation of property. These are not considered to be valid planning objections when considering the acceptability of the application. Other issues such as the likelihood of a business use or the expansion of the applicant's current activities in respect of horses and damage to property outside the site, are also not relevant to the current application. Another concern has been raised over potential noise. Apart from the general noise from the residents of the site which should be no more of a nuisance than other residential properties in the vicinity, there is the potential for noise from generators likely to be associated with the caravan use. This, however, is considered to be a matter which could be overcome by condition requiring the siting and details of any such generator – if indeed such a generator would be required - to be subject to further approval, including any required acoustic mitigation to ensure it would have no adverse impact on the amenity of the nearest residential properties.

These are valid

Thus it is concluded that there are no reasonable grounds to object in terms of the potential impact on neighbouring amenity as a result of the proposed use.

Other Considerations

Circular 30/2007 identifies that 'other considerations' for Gypsy and Traveller site applications usually include the existing level of provision and need for sites in the area, the availability (or lack of) alternative accommodation for the applicants and their specific personal circumstances.

The Circular also explains that the provisions of the European Convention on Human Rights should be considered as an integral part of local authorities' decision making, including its approach to the question of what are material considerations in planning cases. Accordingly, consideration must be given to the consequence of refusal of this application on the rights of the applicant and those concerned, including local residents, and whether it is necessary and proportionate in the circumstances.

As already noted no supporting information has been submitted with the application in relation to any relevant personal circumstances, and as such the application has been considered on the basis of a one off private site for the general provision of accommodation for Gypsy and Travellers.

In respect of human rights, the right under Article 8 is qualified by necessary interference by a public authority to protect certain interests including economic well-being, which it has been established includes protection of the environment. Accordingly, it is maintained that, in determining the planning application, full consideration has been given to the implications for the Human Rights of the Gypsy and Traveller community. Policy HOUS14 of the UDP allows an assessment of proposals for gypsy sites against objective criterion aimed at ensuring only sites which do not cause demonstrable and unacceptable harm to matters of acknowledged importance are allowed. In addition the Council is pursuing policies through the emerging Local Development Plan that will seek the provision of suitable Gypsy and Traveller sites. Thus in considering the issue of Human Rights, which are not unqualified or absolute rights, it is maintained that a balanced and proportionate judgement has been reached, which weighs more heavily in favour of ensuring sustainable development and the protection of agricultural land and the setting of the countryside.

In view of the above the following recommendation is made.

CONCLUSION

The decision to recommend refusal of planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011.

Having regard to Policies ENV1 - Development in the Countryside; ENV2 - Agricultural Land; ENV27 - Design of New Developments; HOUS14 - Gypsy Caravans; and Strategic Policies 1 and 2-The Environment, and 8-Transportation of the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011; Supplementary Planning Guidance on Design in the Landscape and Sustainable Development; and national guidance contained in Planning Policy Wales, TAN12-Design and Circular 30/2007 Planning for Gypsy and Traveller Caravan Sites, it is considered that the proposal represents an unacceptable, unsustainable and unjustified form of development in this countryside location that would result in the loss of good quality agricultural land and detract from the unspoilt, undeveloped nature of the surrounding rural landscape.

17/2010 x 3

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Adeilad y Goron Parc Cathays Caerdydd CF10 3NQ	Crown Buildings Cathays Park Cardiff CF10 3NQ	Ffon/tel: Ffacs/fax: e-bost/e-mail:	029 2082 3889 029 2082 5150 wales@pins.gsi.gov.uk

Sian Husband Pembrokeshire County Council County Hall Haverfordwest SA61 1TP	Eich Cyf / Your Ref	10/0310/PA
	Ein Cyf / Our Ref	APP/N6845/A/11/2151750/WF
	Dyddiad / Date	20 September 2011

Dear Mrs Husband

Town and Country Planning Act 1990
Appeal by Mr M Jones
Site at Land off Clay Lane, Maiden Wells

Amgaeaf benderfyniad yr Arolygydd ar yr apêl uchod.

I enclose the Inspector's decision on the above appeal

Yn gywir

Yours faithfully

Rhys Rigby

Rhys Rigby
Cofrestrfa - Registry

Rydyn yn Croesawu Gohebiaeth yn Gymraeg a Saesneg
We Welcome Communications in English and Welsh

Pembrokeshire County Council

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Penderfyniad ar yr Apêl

Ymchwiliad a agorwyd ar 16/08/11
Ymweliad â safle a wnaed ar 17/08/11

gan Clive Nield BSc (Hons) CEng MICE MCIWEM C.WEM

Appeal Decision

Inquiry opened on 16/08/11
Site visit made on 17/08/11

by Clive Nield BSc (Hons) CEng MICE MCIWEM C.WEM

Arolygydd a benodir gan Weinidogion Cymru / an Inspector appointed by the Welsh Ministers

Dyddiad: 20/09/11 **Date: 20/09/11**

Appeal Ref: APP/N6845/A/11/2151750
Site address: Land off Clay Lane, Maiden Wells, Pembrokeshire

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Matthew Jones against the decision of Pembrokeshire County Council.
- The application Ref 10/0310/PA, dated 16 June 2010, was refused by notice dated 22 October 2010.
- The development proposed is use of the land for the stationing of caravans for residential purposes together with the formation of hard standing and a utility/dayroom ancillary to that use.
- The inquiry sat for 2 days on 16 & 17 August 2011.

Decision

1. The appeal is dismissed.

Procedural and Background Matters

2. The appeal site is part of a field just outside the village and, although not featured in the Council's reasons for refusal, the effect on the character and appearance of the area is an issue raised in representations received from many local residents. This is an important matter, and some 2½ weeks before the public inquiry I forewarned the Appellant's agent and invited him to make further representations on it. An additional Landscape Statement was presented at the public inquiry. The Council also put forward additional verbal evidence on this issue.

3. Although the description of development does not make it clear, the intention is that the site be used as gypsy accommodation, and the Appellant, Mr Jones, and his wife are Romany gypsies. Although the Council's first reason for refusal was that insufficient evidence had been provided to prove gypsy status, this is no longer in dispute.

4. At the inquiry an application for costs was made by Mr Matthew Jones against Pembrokeshire County Council. This application is the subject of a separate Decision.

Main Issues

5. The main issues in this case are: whether or not an adequate and safe vehicular access can be provided; whether or not the proposal meets policy aims for sustainable

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development; the effects of the development on the character and appearance of the area; the availability and need for accommodation for gypsies and travellers in the County, and the weight to be attributed to this; and the personal circumstances of Mr Jones and his wife in respect of their need for accommodation.

Reasons

Safety of Access

6. Whilst one of the Council's reasons for refusal was in connection with visibility at the site access, it is now agreed that visibility would be acceptable. The Council adds a reservation that the speed of traffic on the new road layout, currently under construction, will initially be uncertain until a 50 mph speed limit is introduced early in 2012. However, with or without that speed limit I consider the visibility to provide an acceptable level of highway safety, which would comply with the aims of development plan policy.

Sustainability

7. The only reason for refusal now sustained by the Council is that of sustainability. Maidenwells is a small hamlet with little in the way of community facilities. It comprises some 50 houses, a community hall and place of worship and only benefits from an irregular bus service. There is no footway to connect the appeal site to the village, and the nearest bus stop is some 465 metres away. A wider range of community facilities is available in Pembroke about 3 km away. Although a somewhat simplistic approach to the assessment of sustainability, these factors provide a useful platform for the wider assessment of sustainability advised by WAG Circular 30/2007, Planning for Gypsy and Traveller Caravan Sites.

8. The Circular advises that sustainability assessment for gypsy and traveller caravan sites should place less emphasis on reducing the need for travel by private car and should take into account a wider range of matters such as: opportunities for family growth and the support of family and social networks; peaceful and integrated co-existence with the local community; access to GPs and other health services; and regular school attendance. In this case, the proposed development would certainly allow opportunities for family growth but would be poorly located for family and social networks and for access to health facilities and schools. The site would not be integrated physically with the village, and the concerted opposition expressed by a considerable number of local residents and their elected representatives gives little confidence of a peaceful and integrated co-existence with the local community.

9. I will address the personal circumstances of Mr Jones and his wife later. However, in terms of general sustainability, including the wider appreciation defined in the Circular, the appeal site scores poorly. I conclude that the proposed development would conflict with national policy for the promotion of sustainable development.

Character and Appearance of Area

10. At the application stage the Council did not take issue with the effects of the proposed development on the character and appearance of the area. The Delegated Decision Report concluded that, subject to suitable landscaping measures, there would be no adverse landscape impact. However, many local residents have expressed concerns about these effects, especially as the site is located in open countryside outside the village.

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11. The immediate area does not benefit from any particular designation and is of typical Pembrokeshire rural character with fields of varying size, hedgerows (including earth banks), and scattered communities and individual properties. The appeal site is a strip of land along the eastern side of the field, remote from the village. In order to minimise the visibility of the caravans and amenity building from the road it would be proposed to locate them in the north-east corner of the field (i.e. at the back of the field) and linked to the site entrance by a long stone track. Mr Jones would screen the site by introducing earth banks and hedgerows along the front and side boundaries and additional landscaping measures around the site entrance and next to the caravans. For safety reasons the entrance gate would be set back from the road with a length of tarmacadam surfacing in front of it.

12. Mr Jones argues that it is common to see fields divided in this way in Pembrokeshire, that the only public views into the site are from the road past it, and that the proposed landscaping measures and natural topography of the land would provide effective screening. To some extent these assertions are correct. However, the site can be viewed from a much wider area than the road immediately in front of it, and the landscaping measures would only partly mitigate the visual impact of the development.

13. The introduction of a caravan site into this open countryside location would change the character of the area. The caravans and brick amenity block, together with inevitable external domestic paraphernalia and additional comings and goings of a domestic nature would change the character of the site from part of an agricultural field to a residential property. The formal site entrance with tarmacadam surfacing would emphasise this change in character. In addition, the introduction of the additional hedges, earth banks and trees would indicate a more intensive of use of the land, and it would be several years before they became fully effective as visual screens.

14. The site is isolated from the village and has no relationship to it. As such, the development would appear as an incongruous feature in the open countryside and would cause substantial harm to the character and appearance of the area. It would conflict with development plan and national policy to safeguard the countryside both for its own sake and for the setting it provides for the settlements in it. I am aware that WAG Circular 30/2007 advises that *"Rural settings, where not subject to specific planning or other constraints, are acceptable in principle"*. However, this does not override the need to assess the suitability of each individual site.

15. There is nothing remarkable about this particular site; indeed, Mr Jones says he picked it purely because it was available for him to buy. He did not consult the Council on its planning merits before he bought the field, as advised as good practice in the Circular. It is noteworthy that the Circular also advises Councils *"In deciding where to provide for Gypsy and Traveller sites, local planning authorities should first consider locations in or near existing settlements with access to local services"* and that *"they are entitled to refuse applications in locations that do not comply with planning policies, especially where the authority has complied with this guidance and proceeded properly to ensure needs identified by accommodation assessments are met"*. While the Council has made only partial progress towards the latter, there is a clear indication that each site should be assessed in terms of general planning policies. My conclusion is that the proposal would cause substantial harm to the character and appearance of this rural area contrary to the aims of relevant development plan and national policies.

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Availability and Need for Gypsy Accommodation

16. The Circular makes it clear that Councils are expected to assess the availability and need for accommodation for gypsies and travellers in the County and should make adequate provision to meet that need in the development plan. It further makes it clear that the extent to which Councils have achieved this is a material consideration in the determination of any planning application.

17. The current adopted development plan, the Joint Unitary Development Plan for Pembrokeshire 2000-2016, was adopted in 2006 at a time when the Council understood overall provision for gypsy caravan sites exceeded demand and would be sufficient to meet any additional needs over the plan period. The relevant policy, Policy 54 Gypsy Caravans, is a criteria-based policy which is now out of step with the more recent Government Circular. The Circular advocates the allocation of specific areas of land in future development plans, and the emerging Pembrokeshire Local Development Plan (LDP) shows an intention to follow that guidance.

18. The Council has carried out a Gypsy Traveller Accommodation Needs Assessment (GTAA), dated August 2010, which identified a need for an additional 33 pitches over the period 2011 - 2016. The deposit draft LDP, issued for consultation in January 2011, allocated land to accommodate this need by extending 3 existing gypsy caravan sites. Pembrokeshire County Council already makes provision for more gypsy caravan accommodation than any other County in Wales, largely by the provision of Council owned sites. However, at present these are full and have waiting lists.

19. The Council says it is preparing to make an application for grant funding for these site extensions and that the timetable for adoption of the emerging LDP is some 1½-2 years. Thus it seems the timetable for these extensions is likely to be of the order of 2-3 years. In the mean time there is a significant unmet need for accommodation. The Appellant further argues that the Council's 2010 Needs Assessment has serious shortcomings and underestimates the need by between 5-15 pitches. Whilst it does not accept the detailed figures, the Council has acknowledged that the need has been underestimated. Thus, it is common ground between the main parties that there is a significant unmet need for additional accommodation in the County and that there are currently no alternative available sites.

20. The Appellant also argues that, as the 2010 Needs Assessment underestimates the number of additional pitches needed over the next 5 years, there is no realistic likelihood of sufficient land being identified by the Council in the immediate future to meet the real need to 2016. I do not accept that argument. Whilst the 2010 Needs Assessment is clearly inadequate, the emerging LDP has yet to be subject to detailed scrutiny, and there is no reason to doubt that the shortcomings of the 2010 Needs Assessment will be identified and corrected. If the recent LDP consultation process has not brought this to the Council's attention, then this appeal certainly has, and I have no reason to believe the Council will not act on it.

21. The main matter at dispute in regard to the lack of alternative pitch provision is the weight to be attributed to it. The implications of a lack of adequate provision for gypsy accommodation are illustrated by the current circumstances experienced by some of the gypsies in Pembrokeshire. Some extended families are doubling up on pitches on the Council's gypsy sites; some, like the Appellant, are living on land outside those sites where there is no authorised pitch; some are believed to be living in houses, though would prefer to revert to their traditional way of life; some (though no particular evidence has been put forward to confirm this) may be living more transient

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lives without any fixed base; and some young adults are continuing to live with their parents even though they want to set up home separately.

22. The consequence of these circumstances are overcrowding, lack of security and stress, and it is likely to be at least 2-3 years before the Council makes increased provision for the additional accommodation needed. In view of this situation I attribute considerable weight to the lack of alternative pitch provision and the clear unmet need for additional gypsy accommodation. The Appellant has brought to my attention a number of previous appeal decisions and legal judgements, and my conclusions are consistent with these precedents, so far as they relate to similar circumstances.

Personal Circumstances

23. Finally, I turn to the personal circumstances of Mr Jones and his wife. They are both Romany gypsies and at present they occupy an area of waste land just outside the Council's Castle Quarry site. It is reported they want to start a family but are deterred by the lack of security on their present site. The appeal site would provide a stable home with reasonable access to health and education services.

24. On the other hand, the Council says Mr Jones lives on a "tolerated pitch" next to the Castle Quarry site and that there is no intention of taking enforcement action against him. In fact, it is reported that the Council appreciates how well Mr Jones maintains the land. The land in question is the same land on which the Council plans to extend the Castle Quarry site, and it is likely Mr Jones will be allocated one of the new pitches when they are established.

25. Whilst it is not disputed that Mr Jones and his wife are officially classed as "homeless", in reality Mr Jones has lived on his unauthorised Castle Quarry plot for the past 5 years. His wife has lived with her family at the Castle Quarry site all her life until she married Mr Jones in April 2010 and joined him on his unauthorised plot. Whilst they do not enjoy the long-term security that the appeal site would offer, I do not consider their personal circumstances to be unusual for people of their age. Many comparable young people of the settled population face similar challenges. I conclude that the personal circumstances of Mr Jones and his wife warrant limited weight.

Overall Conclusion

26. I have concluded above that, although the site access would provide an acceptable level of visibility, the proposed development would be poorly located in terms of sustainability (including the wider definition specified in WAG Circular 30/2007) and would cause substantial harm to the rural character and appearance of the area. In these respects it would conflict with national and development plan policy. Balanced against these factors are the undisputed unmet need for additional gypsy accommodation in the County, the lack of available, affordable, acceptable and suitable land to meet that need in advance of the Council's planned additional provision in 2-3 years time, and the Appellant's personal circumstances.

27. Although it is submitted that the appeal site represents the best chance of a secure home for Mr Jones and his wife for several years, Mr Jones says he purchased this particular field purely because it was the only land available to him to buy at the time. The land is not remarkable in any way, and much of the land in Pembrokeshire might be considered similar. Whilst not going so far as to describe it as a random selection, if planning permission were granted on this land it could set a precedent for similar applications almost anywhere throughout the County, albeit a precedent applicable only to the gypsy population, which is relatively small.

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28. Much has been made of the advice in the Circular that gypsy caravan sites are acceptable in principle in rural settings. However, it is clearly not intended that that should be regardless of the planning merits of any particular site. In this case. I consider the factors in favour of granting planning permission to be clearly outweighed by the harm to the rural character and appearance of the area and the unsustainable nature of the development. On balance, the proposal would be contrary to the aims of national and development plan policy.

29. I have also considered the possibility of granting temporary permission and of using planning conditions to make the proposal acceptable, for example a condition making the permission personal to Mr Jones. As the Council is likely to make additional gypsy accommodation available in the near future, a temporary permission, say for 3 years, would bridge the gap. In that case any harm to the character and appearance of the area would be for a limited time only.

30. However, the proposal includes a permanent amenity block of substantial construction and various other elements involving significant capital outlay, such as the lengthy stone drive and area of hardstanding, the tarmacadam and gated entrance, the extensive earth banks and landscaping measures, and provisions for foul and surface water drainage and treatment. It would not be reasonable to grant temporary planning permission that would require these measures to be removed after just a few years. Furthermore, in such a short time the benefits of the landscaping measures would barely be appreciated, and the harm to the character and appearance of the area would be acute. On balance, my conclusion is that the benefits of a temporary permission would still be clearly outweighed by the harm caused.

31. As for a personal permission, I have concluded above that the personal circumstances of Mr Jones and his wife carry limited weight. Accordingly, they have little effect on the balance of arguments and the use of a personal condition would not make the development acceptable.

32. For the reasons given above I conclude that the appeal as a whole should be dismissed.

33. Submissions were made relating to Article 8 of the European Convention on Human Rights, and I recognise that dismissal of the appeal would interfere with the home and family life of Mr Jones and his wife. However, this must be weighed against the wider public interest. For the reasons given above, I have found that this proposal would be harmful to the rural character and appearance of the area and contrary to policies to safeguard the open countryside, and I am satisfied that this legitimate aim can only be adequately safeguarded by the refusal of permission. On balance, I consider that the dismissal of the appeal would not have a disproportionate effect on Mr Jones and his wife.

34. In my determination of the appeal I have also had regard to the status of Mr Jones and his wife as Romany gypsies, a recognised distinct racial group covered by the Race Relations Act 1976, now replaced by the Equality Act 2010.

Clive Nield

Inspector

Pembrokeshire County Council

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Ms Claire Incledon of Counsel	Principal Advocate, Pembrokeshire CC. Instructed by Council Solicitor.
She called:	
Mr Martin Allen, BSc, MSc	Senior Planning Officer, Pembrokeshire CC.

FOR THE APPELLANT:

Mr Matthew Green, BA	Agent - Partner, Green Planning Solutions LLP.
He gave evidence and called:	
Mr Matthew Jones	Appellant.

INTERESTED PERSONS:

Cllr John Allen-Mirehouse	Councillor for neighbouring ward.
Cllr Rosalie Lilwall	Ward Councillor.
Mr Harold Clarke	Local resident.
Mr Stuart Lewis	Local resident.
Mr Roland Rogers	Local resident.

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ADDITIONAL DOCUMENTS RECEIVED AT INQUIRY

1.1-1.2	Copies of Letters of Notification of appeal and inquiry.
2.1-2.2	Signed Statements of Common Ground on: highway matters; and other matters.
3	Signed Witness Statement of Mr Jones.
4	Landscape Statement submitted on behalf of Mr Jones.
5	Draft conditions suggested by Council.
6	Closing Submissions on behalf of Council.
7	(Summary) Closing Submissions on behalf of Appellant.
8	Costs Application on behalf of Appellant.

PLANS

A1-A4 Application Plans reproduced at A4 size.

Pembrokeshire County Council

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Penderfyniad ar gostau

Ymchwiliad a agorwyd ar 16/08/11
Ymweliad â safle a wnaed ar 17/08/11

gan Clive Nield BSc (Hons) CEng MICE MCIWEM C.WEM

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 20/09/11

Costs Decision

Inquiry opened on 16/08/11
Site visit made on 17/08/11

by Clive Nield BSc (Hons) CEng MICE MCIWEM C.WEM

an Inspector appointed by the Welsh Ministers

Date: 20/09/11

Costs application in relation to Appeal Ref: APP/N6845/A/11/2151750
Site address: Land off Clay Lane, Malden Wells, Pembrokeshire

The Welsh Ministers have transferred the authority to decide this application for costs to me as the appointed Inspector.

- The application is made under the Town and Country Planning Act 1990, sections 78, 320 and Schedule 6, and the Local Government Act 1972, section 250(5).
- The application is made by Mr Matthew Jones for either a full or a partial award of costs against Pembrokeshire County Council.
- The inquiry was in connection with an appeal against the refusal of planning permission for use of the land for the stationing of caravans for residential purposes together with the formation of hardstanding and a utility/dayroom ancillary to that use.
- The inquiry sat for 2 days on 16 and 17 August 2011.

Decision

1. The application for an award of costs is allowed in part in the terms set out below.

Submissions for Mr Matthew Jones

2. The costs application was submitted in writing at the inquiry. The following additional points were made orally. In paragraph 1 the application should refer to partial award of costs in relation to each of the 3 reasons for refusal. Paragraph 6 should be supplemented by adding that the Council also failed to consider national policy in WAG Circular 30/2007, Planning for Gypsy and Traveller Caravan Sites, in regard to the definition of sustainability. Paragraph 7 should be supplemented by adding reference to paragraph 8 of Annex 3 of Circular 23/93 (Welsh Office), Awards of Costs Incurred in Planning and Other (including Compulsory Purchase Order) Proceedings.

3. An additional paragraph 10a should be added saying that the Council also failed to consider the possibility of granting a temporary permission. At the inquiry it was accepted by the Council that transitional arrangements came into play as the criteria in paragraph 13 of Circular 30/2007 were applicable. That paragraph advises that temporary permission may be justified where there is unmet need, no available alternative gypsy accommodation, and there is a reasonable expectation that new sites are likely to become available at the end of a period of time. The Council's failure to consider the possibility of granting temporary permission amounts to unreasonable behaviour as described in paragraph 11 of Annex 3 of the Costs Circular.

4. A key point in respect of the 3 reasons for refusal is whether or not the application should have been refused on them at all. The Council now accepts that the first reason

Pembrokeshire County Council

(insufficient evidence that the Applicant is a gypsy) is irrelevant unless the Applicant wants his personal circumstances to be taken into consideration. The Council conceded this point in the Statement of Common Ground before the start of the inquiry, and so costs are reduced accordingly.

5. The second reason for refusal concerned highway safety, and the costs applicable have been reduced by the agreement eventually reached in the Statement of Common Ground. However, the Council had information on the design speed of the new road layout and the planned speed limit when it considered the application and could have overcome its concerns at that time by the use of a suitable planning condition, as it suggested at the inquiry.

6. The third reason was in connection with sustainability, and it is clear that at the application stage the Council failed to take into account the wider definition of sustainability described in Circular 30/2007. Indeed, the Council's statement of evidence makes no reference to Circular 30/2007 at all, and it was only introduced in verbal evidence at the inquiry, probably on the advice of the Council's Counsel. The application should not have been refused on any of these grounds.

Response by Pembrokeshire County Council

7. The response was made orally at the inquiry, and it was emphasised that costs should only be awarded where a party has acted unreasonably. At the outset of the inquiry the Inspector identified 4 main issues in dispute: sustainability; the effect on the character and appearance of the area; the unmet need for gypsy accommodation; and the personal circumstances of the Appellant. The Council has sought to address these issues at the inquiry and has not acted unreasonably.

8. The Statement of Common Ground on highway matters was agreed in July 2011, well in advance of the public inquiry. Whilst the Council has maintained its argument about traffic speeds in excess of the design speed for the new road layout, it was not unreasonable to do this on account of the real concerns about highway safety. No costs should be awarded in connection with this reason for refusal.

9. With regard to the first reason for refusal, the failure to provide information on the Appellant's gypsy status, the Council agreed not to pursue this matter a few days before the start of the inquiry. In its opening at the inquiry the Council also confirmed its acceptance on the question of unmet need for gypsy accommodation, and it was not necessary to explore this in detail at the inquiry.

10. The third reason for refusal concerned sustainability, where the Council had paid particular attention to the elements of this referred to in Unitary Development Plan Policy 54 on Gypsy Caravans. However, the Council has never disputed that the policy should be explored in the light of the wider definition of sustainability contained in Circular 30/2007. It argued that the principles of sustainability should be adhered to, including links to amenity (with reference to UDP Policy 78) and whether or not the site should be located close to the village for peaceful integration with the local community.

11. It was correct to raise these issues at the inquiry because of the village location and the strength of local objections. If the Council has failed to make its case on all matters, an award of costs should at most be only partial. On the whole the Council has acted entirely reasonably.

Pembrokeshire County Council

Reasons

12. Circular 23/93 (Welsh Office) advises that, irrespective of the outcome of the appeal, costs may only be awarded against a party who has behaved unreasonably and thereby caused the party applying for costs to incur unnecessary or wasted expense in the appeal process.

Full Costs

13. The application for a full award of costs is based on the premise that the Council acted unreasonably in refusing the application and that it should not have been necessary to incur the costs of an appeal at all. Whilst there is merit in some of the arguments put forward and the Council's refusal on some grounds may be considered to be unreasonable (I deal with these further below), the fact that I have concluded on the balance of evidence that the proposed development would cause harm and conflict with development plan and national policy which outweighs the arguments in favour of granting permission leads me to the conclusion that the appeal could not have been avoided.

14. If the Council had taken into account everything that it should have done and had carried out the proper balancing exercise, I have no reason to doubt that it would have still refused the application. I have carried out this full exercise and reached the conclusion that the appeal against the Council's refusal should be dismissed. Thus the Council's refusal was not so unreasonable as to cause the Appellant to incur all of his costs in pursuing the appeal unnecessarily.

15. I therefore find that unreasonable behaviour resulting in unnecessary or wasted expense, as described in Circular 23/93, has not been demonstrated so far as a full award of costs is concerned.

Partial Costs

16. The application for a partial award of costs is made in respect of each of the 3 reasons for refusal. The first was that insufficient evidence had been provided to show that the Applicant was a gypsy. Whilst it is common practice for gypsy applicants to provide this information, strictly it is not necessary even when the application is for a gypsy caravan site. Failure to provide that information means that the personal circumstances of the Applicant cannot be taken into account but the wider needs of the gypsy community are still a material consideration.

17. The Council accepted this situation in advance of the public inquiry and acknowledged the Appellant's gypsy status in the 2nd Statement of Common Ground submitted at the start of the inquiry. The Council also acknowledged in its opening statement at the inquiry that this reason for refusal was flawed. I conclude that the Council acted unreasonably in refusing the application on this ground and caused the Appellant to incur unnecessary expense in dealing with this matter in preparations for the inquiry, though little time was spent on it at the inquiry itself.

18. The second reason for refusal was that there will be substandard access visibility once the new road improvement scheme is carried out. However, a Statement of Common Ground was agreed between the main parties in mid-July to the effect that visibility would be acceptable once a 50 mph speed limit was introduced along the stretch of road in question. This is expected in January 2012.

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19. Whilst the Appellant continues to argue that visibility would be acceptable with or without that speed limit and I have reached the same conclusion, it was not unreasonable for the Council to argue otherwise. However, this matter should not have led to refusal of the application as the Council's objections could have been overcome by a suitable planning condition, as was agreed by the parties in the Statement of Common Ground.

20. At the time of the application the Council's refusal seems to have been based on lack of appreciation of its own highway department's intentions for the design of the new road scheme, both in terms of the design speed used and the planned speed limit. A proper appreciation would have enabled it to overcome its objections by use of a planning condition. I conclude that the Council acted unreasonably in refusing the application on this ground and caused the Appellant to incur unnecessary expense in dealing with this matter in preparations for the inquiry, though only limited time was spent on it at the inquiry itself.

21. Finally, I turn to the third reason for refusal, that the lack of community and utility services in the village would make future occupants of the site reliant on use of the private car to access local services. The Appellant argues that this narrow approach to consideration of sustainability indicates a clear failure to take into account the advice in Circular 30/2007 and in 2 recent appeal decisions in the County that sustainability has to be considered in a much wider context for gypsies.

22. It is apparent that the Council's consideration was quite specifically in terms of the particular criteria in Unitary Development Plan Policy 54 and that it did not address the wider matters advised in Circular 30/2007. That failure to take into account more recent national policy amounts to unreasonable behaviour. However, I have found the lack of local services and facilities in the village to be an important element of my conclusions on sustainability even though I have taken into account the wider definition and list of criteria contained in Circular 30/2007.

23. I have reached the conclusion that the appeal site scores poorly on sustainability, even when less emphasis is placed on avoidance of travel by private car and weight is given to the wider definition in Circular 30/2007. In my main decision I have concluded that the proposed development would conflict with national policy for the promotion of sustainable development. Consequently, even though the Council acted unreasonably in failing to properly consider the wider aspects of sustainability, it did not cause the Appellant to incur additional or wasted cost in this part of the appeal. The costs would have had to have been incurred in any case.

24. Overall, I therefore find that unreasonable behaviour resulting in unnecessary expense, as described in Circular 23/93, has been demonstrated and that a partial award of costs is justified in respect of reasons for refusal 1 and 2.

Costs Order

25. In exercise of the powers under section 250(5) of the Local Government Act 1972 and Schedule 6 of the Town and Country Planning Act 1990 as amended, and all other enabling powers in that behalf, IT IS HEREBY ORDERED that Pembrokeshire County Council shall pay to Mr Matthew Jones the costs of the appeal proceedings limited to those costs incurred in dealing with the Council's reasons for refusal 1 and 2, such costs to be assessed in the Senior Courts Costs Office if not agreed. The proceedings concerned an appeal more particularly described in the heading of this decision.

Pembrokeshire County Council

26. The Applicant is now invited to submit to Pembrokeshire County Council, to whom a copy of this decision has been sent, details of these costs with a view to reaching agreement as to the amount. In the event that the parties cannot agree on the amount, a copy of the guidance note on how to apply for a detailed assessment by the Senior Courts Costs Office is enclosed.

Clive Nield

Inspector

Pembrokeshire County Council

The Planning Inspectorate

Award of appeal costs:

Local Government Act 1972 - section 250(5)

How to apply for a detailed and independent assessment when the amount of an award of costs is disputed

This note is for general guidance only. If you are in any doubt about how to proceed in a particular case, you should seek professional advice.

If the parties cannot agree on the amount of costs to be recovered, either party can refer the disputed costs to a Costs Officer or Costs Judge for detailed assessment[1]. This is handled by:

The Senior Courts Costs Office[2]
Clifford's Inn
Fetter Lane
London EC4A 1DQ
(Tel: 020 7947 7124).

But before this can happen you must arrange to have the costs award made what is called an order of the High Court[3]. This is done by writing to:

The Administrative Court Office
Royal Courts of Justice
Strand
London WC2A 2LL.

You should refer to section 250(5) of the Local Government Act 1972, and enclose the original of the order of the Secretary of State, or his Inspector, awarding costs. A prepaid return envelope should be enclosed. The High Court order will be returned with guidance about the next steps to be taken in the detailed assessment process.

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[1] The detailed assessment process is governed by Part 47 of the Civil Procedure Rules that came into effect on 26 April 1999. These rules are available online at http://www.justice.gov.uk/civil/procrules_fin/menus/rules.htm
You can also buy the Rules from The Stationery Office bookshops or look at copies in your local library or council offices.
[2] Formerly named the Supreme Court Costs Office
[3] Please note that no interest can be claimed on the costs claimed unless and until a High Court order has been made. Interest will only run from the date of that order.

Pembrokeshire County Council

10/7/97

Respondent: 2nd
First Affidavit of
Sworn: 10.7.97
Crown Office Ref No:
CO 510/95

IN THE HIGH COURT OF JUSTICE

QUEEN'S BENCH DIVISION

CROWN OFFICE LIST

IN THE MATTER OF AN APPLICATION FOR JUDICIAL REVIEW AND IN THE MATTER OF A DECISION OF SOUTH GLAMORGAN COUNTY COUNCIL DATED 20 DECEMBER 1994

B E T W E E N

THE QUEEN

and

SOUTH GLAMORGAN COUNTY COUNCIL

and

WILLIAM CARROLL **Respondents**

EX PARTE STANLEY PHILIP HARDING **Applicant**

AFFIDAVIT

I, Robert James Quick, of Dock Offices, Barry Dock, Barry, Vale of Glamorgan, make oath and say as follows:

1. I am Chief Planning Officer to The Vale of Glamorgan Council, I am a member of the Royal Town Planning Institute and a member of the Chartered Institute of Transport, I have been practising in the field of Town and Country Planning for the past 23 years and have been the Planning Division's representative on the Working Group dealing with this matter since the inception of The Vale of Glamorgan Council in April, 1996. I am duly authorised to make this affidavit on behalf of the First Respondent.

2. I have, since taking over responsibility for this matter, acquainted myself with all the relevant documents, including the affidavits sworn herein. In particular, I have read the report by Michael Cox filed on behalf of the Second Respondent and upon which I comment in this Affidavit. Before doing so, I shall outline certain changes which have occurred since the swearing of the Affidavit of Peter Norman Cope on behalf of the Respondent on 31 May, 1995.

3. On 1st April, 1996, pursuant to the Local Government (Wales) Act 1994, local government reorganisation came into effect in Wales. The First Respondent became a new Unitary Authority on the dissolution of the former South Glamorgan County Council, Vale of Glamorgan Borough Council and Ogwr Borough Council. Whilst some of the members of the old authorities became members of the new unitary authority, naturally the views of the new Unitary Authority do not coincide with the views of the former Councils, and the views of the First Respondent are its own after due consideration of all relevant matters.

4. The former Vale of Glamorgan Borough Council had strongly objected to the planning application the subject of the Application herein, on grounds that the proposal would intrude into the rural landscape and damage the amenity of the countryside; it considered the proposal to be contrary to the current Structure Plan and the draft Local Plan policies. This objection was forwarded to South Glamorgan County Council and was recorded in the report to the Economic Development and Strategic Planning Services Committee of that Council, at Exhibit "PNC 1" to Peter Norman Cope.

5. Following local government reorganisation, the attitude of the new Unitary Authority to the planning permission the subject of the Application herein is similar to the attitude of the former Vale of Glamorgan Borough Council in that it does not support the planning permission. After taking Leading Counsel's opinion, the First Respondent (that is, the new Unitary Authority) through its Leader and Chief Executive upon taking the advice of the Head of Legal and Administration resolved not to resist the Application herein.

Accordingly, a Consent Order was made quashing the planning permission by Brooke, J. on 1st May, 1996.

6. The Consent Order was set aside, on the application of the Second Respondent by Harrison, J. on 20th January, 1997. It was further ordered that the Second Respondent be served with the Notice of Motion and Affidavits herein. The circumstances are fully set out in the note of judgment taken by the First Respondent's Counsel, which is now produced and shown to me marked Exhibit "1".

7. I am informed by the First Respondent's Senior Lawyer and verily believe that proceedings to evict the Second Respondent from the site at Penllyn Glebe had been taken in Cardiff County Court, and that there was a hearing in the matter on 9th September, 1996. On that occasion Crowther J. adjourned the matter pending the outcome of the instant hearing.

8. The First Respondent's attitude to the Application herein remains that it does not support the planning permission and that it intends to appear by Counsel on the hearing of the Application for the assistance of the Court.

9. In the light of the First Respondent's resolution and in order to assist the Court, I make certain comments on the report of Mr. Cox. I shall make my comments by reference to the paragraph numbers of the report.

Paragraphs 2.2 & 2.3

I have caused a check of the First Respondent's archived files to be made, and verily believe that the site to which reference appears at Paragraphs 2.2 and 2.3 is Pantruthin Farm, which was owned at that time by Mr. D. Jones. The First Respondent did not take enforcement action against Mr. Jones. The First Respondent through its Enforcement Officer Mr. A. Harfoot advised Mr. Jones that planning permission was required for caravans to be stationed on his land, and provided him with the relevant application forms.

No formal enforcement action was taken to require Mr. Jones to remove the caravans from his land. No application for planning permission was received. The First Respondent's letter to Mr. Jones is now produced and shown to me and exhibited hereto as Exhibit "2".

Paragraph 3.1

Welsh Office Circular 51/77; Caravan Sites Act 1968 - Part II Gypsy Caravan Sites was cancelled by Welsh Office Circular 2.94: Gypsy Sites and Planning, published on 5th January, 1994. The former duty to provide accommodation for gypsies under Part II Caravan Sites Act 1968 was repealed by the Criminal Justice and Public Order Act 1994, which came into force, as Mr. Cox states at paragraph 3.7 on 3rd November, 1994. The date on which the planning application was made was 17th November, 1994, it being determined on 20th December, 1994.

Paragraph 3.4

As noted in my comments in respect of paragraphs 2.2 and 2.3 no enforcement action was taken by the First Respondent against Mr. Jones, and no application for planning permission was received from him, hence the requirements of Welsh Office Circular 51/77 never fell to be considered.

Paragraph 3.13

I do not consider "the sum of the advice in Circular 2/94 to be that where a local need can be demonstrated, authorities should identify any surplus land in their ownership on the edge of settlements, possibly in rural or semi-rural settings, where there are no adverse highway conditions, for the appropriate location of gypsy sites", as stated in Mr. Cox's report. Paragraph 11 of the said Circular advises as follows: "Authorities should also consider making full use of the registers of unused and under used land owned by public bodies as an aid to identifying suitable locations. Vacant land or surplus local authority land may be appropriate." Paragraphs 13 and 14 counsel caution with regard to areas protected by local planning policies, including countryside policies. There is now produced and shown to me marked Exhibit "3" a copy of the Circular. At paragraph 3.43 of the report Mr. Cox states that paragraphs 14 and 22 of the Circular are contradictory. I respectfully disagree with that opinion: both paragraphs are clear that the planning of gypsy sites must be consistent with agricultural, countryside and environmental policies.

Paragraph 3.20

South Glamorgan County Council is now extinct, and therefore has no policy in respect of provision of gypsy accommodation.

The First Respondent, in considering gypsy accommodation takes account inter alia of the following as material considerations:

(i) The South Glamorgan Structure Plan - Policy H8. This policy has never been amended to take account of the repealing of the Caravan Sites Act 1968, hence it is considered to be out of date, and the weight given to this consideration is accordingly reduced.

(ii) The Vale of Glamorgan Local Plan Deposit Draft (as amended) 1995, policy HOUS 14. The Vale of Glamorgan Local Plan was produced by the former Vale of Glamorgan Borough Council and underwent all stages of public consultation, up to but excluding a Public Inquiry. The former Vale of Glamorgan Borough Council determined that a Unitary Development Plan should be produced by the First Respondent, and hence in February, 1996, aborted the proposed Public Inquiry. The Local Plan Deposit Draft (as amended) 1995 is however adopted for Development Control Purposes, and accordingly is a material consideration in the determination of planning applications.

There is now produced and shown to me and produced hereto as Exhibit 4 a copy of Policy HOUS 14 of the Local Plan Deposit Draft (as amended) 1995, and as Exhibit 5 a copy of the Minute 1325(1) of the Public Works and Planning Committee of the Vale of Glamorgan Borough Council held on 5th December, 1994, approving the Local Plan Deposit Draft for Development Control Purposes and Minute 197(3) of the Economic Development, Planning, Transportation and Highways Committee of 2nd May, 1996, approving the use of the Local Plan Deposit Draft as amended after the Public Consultation exercise for the same purpose.

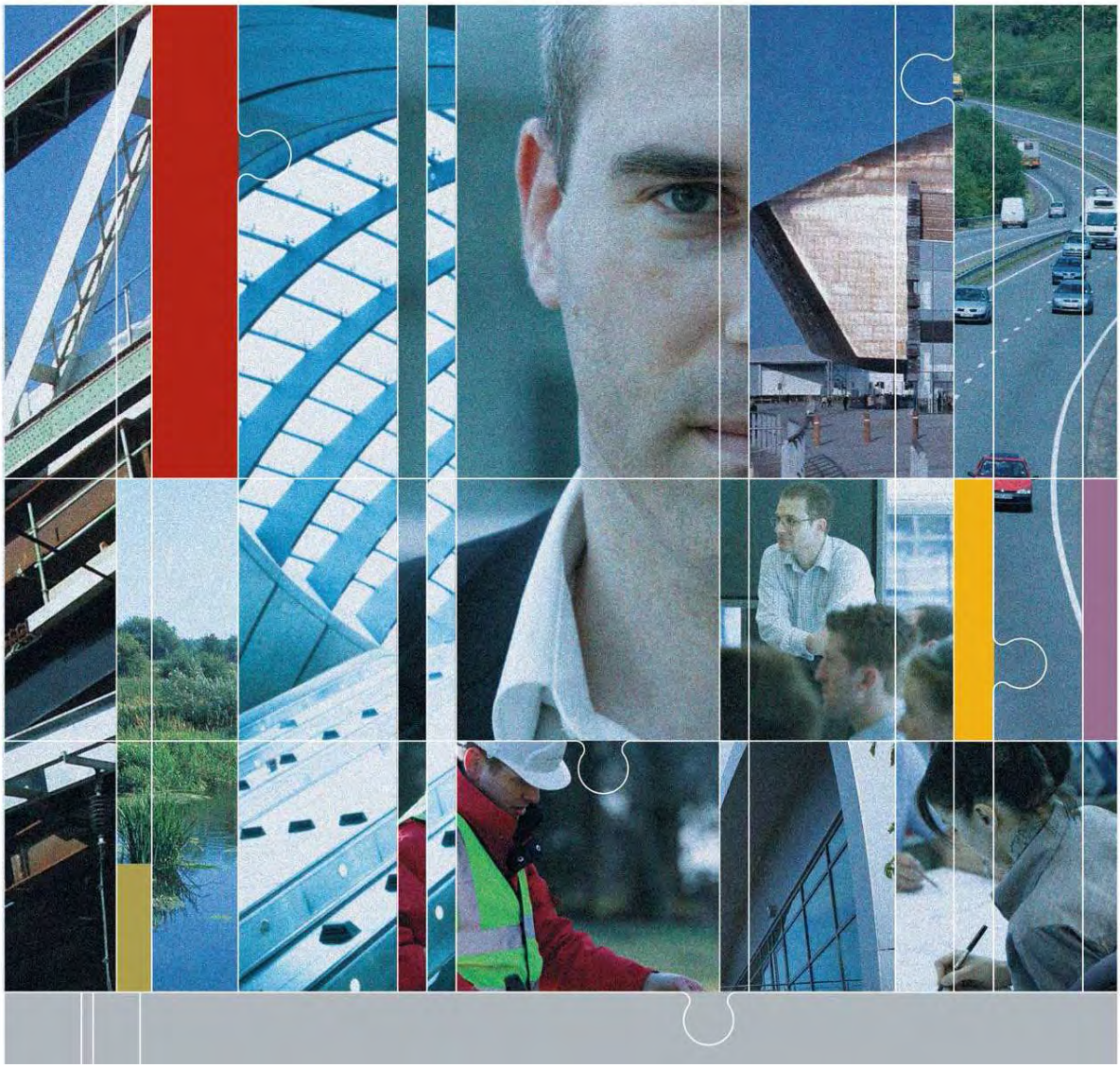
10. The Vale of Glamorgan Council has made efforts to facilitate the Second Respondent and his family. The Authority has reviewed suitable sites in its administrative area, and has identified an alternative site at Gluepot Lane, Llandow, which is approximately four miles from the Llangan site and lies in a rural location. The characteristics of the Gluepot Lane site are such that its use as a gypsy caravan site more closely accords with policy HOUS 14 of the Local Plan Deposit Draft (as amended) 1995 than the site at Llangan. The Authority has offered to undertake works to make it suitable

for occupation by the Second Respondent and his family, such as providing lighting and an amenity block. I am informed and verily believe that the Second Respondent's wife objects to the site, and therefore the offer has been declined.

SWORN this 10th. day of July 1997

Before me

Solicitor/~~Commissioner for Oaths.~~



Llangan Travellers Site Accessibility Assessment

March 2012

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Quality Management

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Prepared by	Brian Baker	Signature (for file)	
Checked by	Dean Mears	Signature (for file)	
Authorised by	Wayne palmer	Signature (for file)	

Llangan Travellers Site Accessibility Assessment, March 2012

1. Introduction

1.2 Mr. Richard Mann has commissioned Capita Symonds to undertake a preliminary assessment based on National Highway Policy and Design Guidance for Highways of the proposed Llangan Travellers site in the Vale of Glamorgan.

1.1 The Vale of Glamorgan county Borough Council have submitted proposals within their LDP consultation document to create a new development within a green field area, to the west of Llangan Village. Llangan is situated approximately 1300 metres north of the A48 trunk road and its junction at Pentre Meyrick and 5km west of the nearest major town of Cowbridge.

2. Location

2.1 Llangan is a Hamlet of approximately 35 properties, and is subject to "conservation status". The village is accessed from the main highway network via unclassified "rural roads" of various standards. It is understood that the village is residential only, that is to say there are no shops or other services in the village. There is a primary school (Llangan Primary School), but this is located approximately 1km from the village itself and 900 metres from the proposed development site. The proposed site location is shown in **Photograph 1**.

Photograph 1. Site Location

The site is also approximately 675 metres south west of the hamlet of Fferm Goch.

2.2 The development is to take the form of a "travellers" site, of approximately 21 "pitches", 6 being permanent residential pitches and 15 transit pitches. The area to be developed is understood to be presently occupied illegally by on "traveller family". The Vale of Glamorgan Deposit Local Plan 2011 – 2026 denotes the Land to the East of Llangan as Site Reference MG 9.

2.3 No details of the layout of the proposed site have been seen, it is assumed that the site can safely accommodate the planned number of pitches. There is guidance on site layouts, density, minimum requirements and so forth available, in particular the Welsh Government's Good Practice Guide in Designing Gypsy Traveller Sites in Wales dated July 2009. This study has not considered possible internal layouts nor viability of accommodating 21 pitches, however when comparing aerial photographs of Cardiff's Rover Way site and this location the Cardiff site appears to be approximately 30% larger in plan. This could infer the Llangan site may be too small to accommodate 21 pitches without additional land take from the adjoining fields. There would obviously be concerns if the site layout was substandard, minimum spacing of accommodation, minimum road widths etc are essential both for residents comforts and safety.

2.4 It is a concern that the size of the proposed site is greater than that recommended in the Welsh Governments 2009 guide, where no more than 12 pitches is preferred and more than 20 should be avoided unless there is a clear need for larger sites.

3. Assessment

3.1 Capita Symonds have been asked to comment on the suitability of the location with regard to highway access, this report is not intended to cover any aspect of the consultation process currently being undertaken but is intended as purely an advice note for the suitability of highway standards. The contents of this report are based on a limited brief, and are preliminary and offered for guidance only and are not a comprehensive study of the proposal.

3.2 The site is a small area of rural grassland (field) bordered by mature hedges, and crossed by a watercourse, part of the site is currently occupied by residential caravan buildings, is hard surfaced and the entrance is via a locked field gate. There is uncertainty over which services are available at the site at the present time.

3.3 The site itself is accessed via a narrow poorly maintained rural lane (see **Photograph 2**) of approximately 2.5m metres width, with neither footway nor verge, and semi mature vegetation encroaches onto the lane from both sides. The lane links Llangan with the nearby hamlet of Fferm Goch, and the distance from the main road to the site access point is approximately 110 metres. The 1km long lane itself is of poor horizontal alignment, with poor forward visibility and unsuitable for regular vehicular traffic. If the site is developed the lane itself would need major upgrading, which would certainly change its appearance within this rural environment.

Photograph 2. Site Access Lane

3.4 The lane itself links to the main, unclassified road, highway access road serving Llangan via a standard T junction. Visibility to and from the junction is reasonable for its current use. This unclassified road to Llangan at this point is of reasonable "rural standard". However, to the east, in the direction of the village school and main highway network the road narrows to approximately 3 metres width, with high hedge banks to both sides, such that for approximately 250 metres there is no scope for two way traffic.

3.5 The village school is approximately 1km from the village and 900metres from the proposed site. It is noted that the route does not offer any facilities for pedestrians, such that the only safe way for children to travel between the site and the school safely would be by vehicle. This route would also be potentially hazardous for cycle use for children, the elderly or infirm and could be potentially hazardous for all users other than by car.

Photograph 3. Junction With Main Road

3.6 Approximately 210 metres west of the T junction lay the first of the residential properties in Llangan village itself.

3.7 The aforementioned lane appears little used, as seen from the vegetation growth across it, it is understood it provides a route for a nearby pony club as well as access to the existing single residential site.

3.8 It is noted that both the site and nearby highway network are relatively flat, no steep gradients exist.

3.9 Generally, the site proposal is of similar size to the site that has long been established at Rover Way, in Cardiff. The 21 pitches at that location are understood to be home to approximately 80 or more people, of which a half can be school age children. The numbers can fluctuate, and it is understood that at times young families sometimes share pitches, thereby increasing the numbers on site.

3.10 With regard to the appropriateness of the location for a travellers site development, in relation to transportation, it is difficult to refer to standard guidelines, as few relate to “rural highways”, most highway design standards for residential development relate to urban areas. Hence, the advice contained within this report is based on best available information, acceptable highway standards for developments of similar size and transport needs of small communities. Welsh Government guidelines state sites should be situated in close proximity to transport links. The Llangan site would not appear to meet that criteria, being situated away from the main transport infrastructure, sites should also have ready access to schools, doctors and shops, against which requirements Llangan again appears to fail.

3.11 With regards to the existing lane, it is generally considered that where there is direct access to dwellings, the previous standard for developments, Design Bulletin 32, offers guidance where it states that a desirable minimum carriageway width of 5.5metres is appropriate, together with 2.0 metre wide footways on both sides. This will allow two way traffic at all times, and safe movement of pedestrians. However, as there is no direct access off the lane (apart from into the proposed development) it may be possible to incorporate a reduced carriageway width of 4.1 metres. This will enable two way traffic at low speeds, and cater for the emergency services (fire appliances).

3.12 Thus the lane itself should be widened to this minimum standard, which will require the removal of the existing hedge line on one or both sides of the lane and probable acquisition of land from the adjoining fields. This will of course change the environmental character of the area substantially, but is considered essential to cater for increased vehicle and pedestrian traffic.

3.13 It is relevant that TAN 18 additionally indicates that any extra traffic generated by a proposed development may produce the need for transport improvements in the vicinity, and beyond. TAN 18 states that where improvements are necessary, local planning authorities may grant planning permission subject to a condition requiring that improvements are completed prior to the commencement/occupation of the development.

3.14 With regards to the adjacent highway network, the main unclassified road leading northwards from Pentre Meyrick to Ruthin is of reasonable standard. Approximately 1.8km north of the A48, Llangan is accessed by turning left, and then via a single track rural road for approximately 250metres. This road then widens to approximately 4.5metres, enabling two way traffic to operate. As stated previously, no footway or verge exists for much of this section.

3.15 Should the development proceed, the likely increase in traffic would lead to potential traffic issues on this section of highway and, as such, it would seem appropriate to widen the carriageway to 5.5metres and to include footway verges. This will necessitate the acquisition of adjacent farm land, and the removal of the existing hedge bank on one or both sides.

3.16 The wider impact locality should be assessed when considering developments. The proposal at Llangan is likely to have a substantial impact on the nature of the area, due to what would be considered essential and fairly significant highway improvements to accommodate the additional traffic generated by the development. Although there are likely be safety benefits to users of the highway as a result of any highway improvements, it should be noted that potential highway improvements of the potential significance to mitigate for the proposed site are likely to change the visual and ecological nature of the area.

3.17 No observations are made within this report with regard to the internal site layout. Issues such as density of the development, services required, internal layout, impact on the ecology (an ecology assessment would seem essential) and the environment, although outside of the brief of this report, are likely to be of significance.

3.18 It is considered that prior to developing the site the following is carried out:

a. A traffic impact assessment.
b. An ecological assessment
c. Detailed appraisal of the highway network, principally between the site and the main highways (A48 and A473 at Pencoed).
d. Identification of non-hazardous pedestrian routes to schools or consideration of alternative free transport for pupils.
e. A full risk analysis for the proposed development is carried out.

3.19 The Welsh Governments 2009 guidance (item 3.2.5 of that document) offer detailed criteria to assist location choice, in summary these are:

1. Accessibility, sites should have good access to the public highway, safe and direct. This would need major highway improvements to the nearby road network to achieve, as it stands Llangan fails to achieve this point.

2. The site, should be level, no risk of flooding etc, Llangan appears to achieve this.

3. Local services, site should be within reasonable distance of schools, medical and community services. Again Llangan appears to fail this point.

4. Environment, location should be acceptable, e.g. not adjacent hazardous environs. Llangan may achieve this point.

5. On site services, all main services should be provided. While it is unknown what existing services are provided, it is unlikely all main services serve the current site; new links to services would therefore be required.

6. From the above it would seem that Llangan fails to achieve 3 of the 5 key points in regards location choice. In relation to this report item 1 above is key, and unless substantial spending on highway improvement is carried out then the location would not appear acceptable to accommodate the development.

4. Summary

4.1 In summary, it is considered that the location, being set back substantially from the main highway network, in a rural area, with no nearby facilities is not ideal for a development of 21 families, likely to generate substantial traffic and increased pedestrian and cycle use. There is limited access to the following facilities;

- Significant local retail, leisure and recreation facilities.
- Local medical and significant community facilities (nearest being Cowbridge and Bridgend).
- Regular bus and rail services.

4.2 It is understood that the travelling communities themselves favour sites situated on the outskirts of towns and cities, where services are more readily available. This point is noted from the Fordham 2008 report and similar views are noted in various other sources. This is obviously not the case at Llangan. There are limited local facilities and from a sustainable viewpoint the site does little to discourage car-borne transport and encourage walking and cycling.

4.3 It is apparent that detailed consideration and investigation should be undertaken to substantially improve the road network / transport links for the site to be developed from a transportation perspective. The current highway network is not considered appropriate for substantial additional traffic / development as it stands, while the lack of local services will necessitate all occupants of the area have to travel by motorised transport.

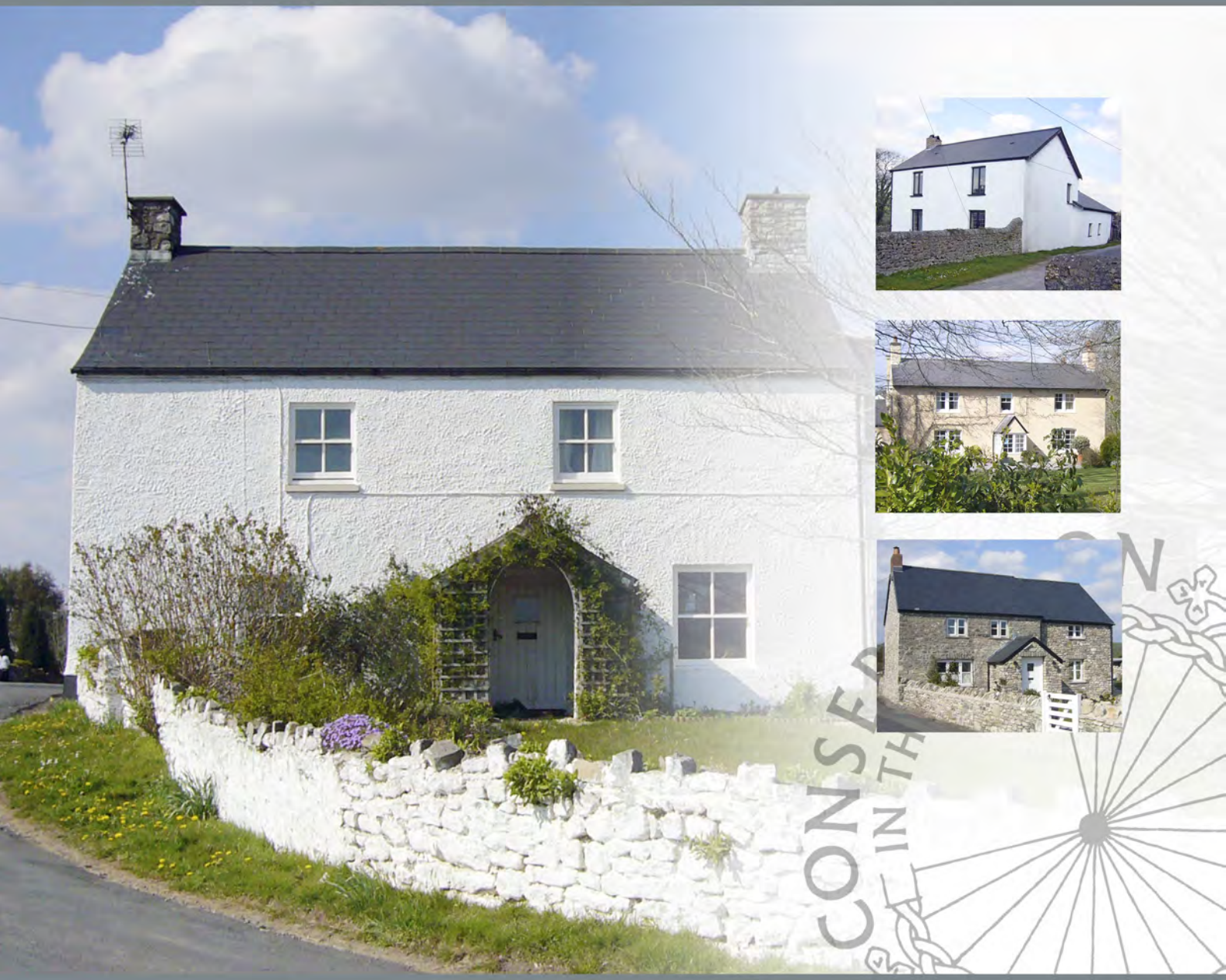
4.4 The routes between the village (and site) and main highway network (as currently exist) are considered unsafe for non-motorised users.

B C Baker, I Eng, FIHE, MICHT

22nd March 2012

CONSERVATION AREA

LLANGAN



APPRAISAL AND MANAGEMENT PLAN

DIRECTORATE OF ENVIRONMENTAL AND
ECONOMIC REGENERATION

VALE of GLAMORGAN
BRO MORGANNWG

CONSERVATION IN THE VALE

Llangan
Conservation Area Appraisal and Management Plan

March 2009

This document is the adopted Llangan Conservation Area Appraisal and Management Plan, and is a publicly agreed statement on the character and appearance of the Conservation Area and of a publicly agreed set of policies and actions intended to preserve and enhance the special qualities of the Conservation Area.

Following a period of public consultation from 1st September 2008 to 10th October 2008, this document was submitted on 25th March 2009 to the Vale of Glamorgan Council's Cabinet with a recommendation that the document is adopted as Supplementary Planning Guidance to the Vale of Glamorgan Adopted Unitary Development Plan (1996 – 2011). The Appraisal/Management Plan will also inform the preparation of the emergent Local Development Plan

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VALE of GLAMORGAN

BRO MORGANNWG

The Vale of Glamorgan © 2009

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Introduction

The Llangan Conservation Area was designated in August 1973 by the former Glamorgan County Council in recognition of the special architectural and historic interest of the village.

Having designated the Conservation Area, the local authority has a statutory duty to ensure that the character of the area is preserved or enhanced. It is therefore necessary to define and analyse those qualities that contribute to, or detract from, the special interest of the area, and to assess how they combine to justify the area's special designation as a Conservation Area.

The Llangan Conservation Area Appraisal and Management Plan builds upon policy set out by the Welsh Assembly in Planning Policy Wales and Circular 61/96, and local policy including the Council's adopted Supplementary Planning Guidance '*Conservation Areas in the Rural Vale' (1999).* This document provides a further, firm basis on which applications for development within, and close to the Llangan Conservation Area can be assessed.

The document is divided into two parts, Part 1 (The Conservation Area Appraisal) and Part 2 (The Conservation Area Management Plan).

The Conservation Area Appraisal records and analyses the various features that give the Llangan Conservation Area its special architectural and historic interest. These features are noted, described, and marked on the Conservation Area Appraisal Map along with written commentary on how they contribute to the special interest of the Conservation Area. There is a presumption that all of these features should be "preserved or enhanced", as required by the legislation.

The Conservation Area Management Plan is based upon the negative factors and summary of issues identified in Part 1 and sets out proposals and policies which can enhance the character and appearance of the Llangan Conservation Area. The recommendations include proposals for enhancement and policies for the avoidance of harmful change.

The Management Plan is written in the awareness that in managing the Vale's conservation areas the Council's resources are limited and therefore need to be prioritised. Financial constraints on the Council mean that proposals for which it is responsible may take longer than is desirable to implement. However, the Council will continue to encourage improvements to the Conservation Area in co-operation with property owners, groups and local businesses.

The document is intended for use by planning officers, developers and landowners to ensure that the special character is not eroded, but rather preserved and enhanced through development activity. While the descriptions go into some detail, a reader should not assume that the omission of any building, feature or space from this appraisal means that it is not of interest; if in doubt, please contact the Vale of Glamorgan Council - contact details can be found at the end of this document.

The survey work for this appraisal was undertaken during April and May 2008. To be concise and readable, the appraisal does not record all features of interest.

The Effects of Designation

This Appraisal/Management Plan has been prepared in compliance with Section 69(2) of the Planning (Listed Buildings and Conservation) Areas Act, 1990. The consequences of designation are summarised as follows:

- the Council has a general duty to ensure the preservation and enhancement of the Llangan Conservation Area in the determination of planning applications;
- six weeks notice needs to be given to the Council before works are carried out to certain trees not subject to tree preservation orders (those over 7.5cm in diameter measured 1.5 metres above the ground);
- conservation area consent is needed for the demolition of any unlisted building in the conservation area (subject to certain exemptions in terms of size some very minor buildings may be excluded from this provision);
- the details as to the limits regarding the works (such as extensions) which may be carried out without the benefit of planning permission are stricter;
- extra publicity is given to planning applications.

In practice, the Council's principal involvement in the management of the conservation area is through its duty to advise on, consider and respond to planning applications for new development. These are normally subject to closer scrutiny from a design perspective and may as a result often require a greater level of explanatory information and presentation. Dependent upon size of a proposal, an application may also be referred to the Council's Conservation Area Advisory Group, an independent forum which makes recommendations to the Council's Planning Committee regarding a number of issues regarding the management of conservation areas in the Vale of Glamorgan.

The Council also makes an important contribution to the appearance of the conservation area in the management of the public estate (e.g. parks, open spaces and its own buildings) and in fulfilling its statutory obligations as highway authority (e.g. in the maintenance of highways, verges, ditches, drains, hedges and in the provision of street furniture, signs and lighting).

Process of the Appraisal

Involving the community (and thereby raising public awareness) has been an integral part of the Appraisal process. This has been beneficial in two respects. Firstly, it has allowed the local community to provide important commentary on both the existing situation and its aspirations for the Conservation Area. In addition, it has raised awareness of the Conservation Area status of the village, and the implications for those living within its boundaries.

The Conservation and Design Team met initially with local Councillors on 29 May 2008 to outline the objectives of the review and to outline the main issues that are affecting the Conservation Area. Following this meeting a leaflet summarising the purpose of the Conservation Area Appraisal and Management Plan was prepared and a short questionnaire was distributed to all properties. The consultation period lasted 3 weeks. The results of the questionnaire were considered in the preparation of a draft Appraisal.

Following a consultation period of six weeks from 1st September 2008 to 10th October 2008, which included a surgery held at Cowbridge Community College on 10th September 2008 any further comments were considered and amendments, where necessary, made to the document which was then presented to, and approved by, the Vale of Glamorgan Council's Cabinet of 25 March 2009.

Planning Policy Framework

National Advice

Conservation Areas are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A Conservation Area is defined as *"an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance"*. It is the quality and interest of an *area*, rather than that of individual buildings, which is the prime consideration in identifying a Conservation Area.

Section 72 of the same Act specifies that, in making a decision on an application for development in a Conservation Area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

This document should be read in conjunction with national planning policy guidance, particularly Planning Policy Wales, which is augmented by Circular 61/96 – 'Planning and the Historic Environment: Historic Buildings and Conservation Areas' and Circular 1/98 – 'Planning and the Historic Environment: Directions by the Secretary of State for Wales'. These documents provide advice on the designation of Conservation Areas, and the importance of assessing the special interest of each one in an appropriate manner.

Development Plan

The Vale of Glamorgan's Unitary Development Plan (UDP) was adopted in April 2005. The Plan sets out the Council's aspirations for protecting and enhancing the historic environment and states how applications affecting Conservation Areas will be assessed. The policies relating directly to the management of Conservation Areas are:

- ENV 17 (Protection of Built and Historic Environment)
- ENV 20 (Development in Conservation Areas)
- ENV 21 (Demolition in Conservation Areas)
- ENV 22 (Advertisements in Conservation Areas)
- ENV 23 (Shopfront Design in Conservation Areas)

Additionally, Policy ENV 24 (Conservation and Enhancement of Open Space) and Policy ENV 27 (Design of New Developments) are important in the assessment of planning applications relating to Conservation Areas.

These policies will be strengthened by this Appraisal, which will offer greater detail regarding those elements that give the area its distinctiveness.

It should be noted that the designation of a Conservation Area is not intended to prevent change. It is, however, important that new development in or adjacent to the Conservation Area either preserves or enhances the quality of the area. For this reason, strict controls exist over applications for new development.

In addition to Conservation Area specific policies, the following UDP policies apply:

- ENV 1 (Development in the Countryside)
- ENV 2 (Agricultural Land)
- ENV 4 (Special Landscape Areas)
- ENV 11 (Protection of Landscape Features)
- ENV 12 (Woodland Management)
- HOUS 3 (Dwellings in the Countryside)
- HOUS 5 (Agricultural or Forestry Dwellings)
- HOUS 7 (Replacement and Extension of Dwellings in the Countryside).

These policies, and in particular ENV1 and HOUS3, restrict new housing development in the countryside to those that are justified in the interests of agriculture and forestry only.

Given the policy background and the character of Llangan it is unlikely that an intensification of development in the village would be appropriate.

Local Development Plan

The Vale of Glamorgan Council has started work on producing its Local Development Plan (LDP), which will set out how land within the Vale is used between 2011 and 2026. This includes the historic built environment and Conservation Areas. Up-to-date information on the progress of the Council's LDP can be found at www.valeofglamorgan.gov.uk.

Most historic buildings face south with gables end on to the road.

Roadside stone walls and grass verges help to retain a rural character.

Former farm buildings, for example this granary, have been converted to residential use.

The stone wall between Church Farm and the Church.

Summary of Special Interest

Although not exhaustive, the defining characteristics of the Conservation Area that reinforce the designation can be summarised as follows:

- Small Border Vale village in a rural hilltop setting;
- Historic settlement comprising medieval church, rectory, farmsteads and vernacular cottages;
- The architectural and historic interest of the area's pre-1900 buildings and structures, five of which are listed including medieval church and two 16th century houses;
- Typical historic pairing of medieval church and rectory set in a grove of fine sycamore and beech trees;
- Walled churchyard containing two medieval crosses of great rarity: Celtic Cross (c.10th century) and Churchyard Cross (c.15th century);
- Open green wedge of agricultural land between the environs of the Church and the early core of the village around the road junction;
- Mature trees and hedgerows, especially the grove of trees around the churchyard and rectory grounds;
- Extensive views to St. Mary Hill, the Ewenny Valley and southwards to an old lead mining chimney;
- Two significant 'greens': one beside the southern road junction with an open southerly aspect, the other at the entrance to the churchyard;
- Grass verges;
- Prevalence of stone boundary walls;
- Tranquil atmosphere;
- Bio-diversity and wildlife.

Llangan is located on rising land that continues to rise until it reaches St. Mary Hill.

Looking southwards the view is marred by pylons. A 19th century lead mine chimney can be seen to the right of centre.

Hedgerows provide rural boundaries along the approach to the village.

Small green beside the entrance to St. Canna's churchyard.

Location and Setting

Location and Context

Llangan is a small village located about 5 kilometres north-west of Cowbridge and 25 kilometres from Cardiff. The village has a rural setting alongside a minor road between Penllyn and Treoes and the main thoroughfare carries a small volume of local traffic. The conservation area covers only the northernmost, most historic, part of the village; the south-eastern linear extension of the village and the cul-de-sac of Twchwyn Garth date from the second half of the 20th century and are not included.

General Character and Plan Form

Historically, the built form of the conservation area was linear and comprised farm buildings and cottages sited on either side of the thoroughfare without a consistent relationship to the road. Generally speaking, the area's older properties face south and therefore have gables end-on to the road – Y Bwthyn and Ty Mawr have their gable walls directly abutting the road whist other properties e.g. converted farm buildings such as The Byre and The Granary are set back as befits their former agricultural use.

In common with many Glamorgan villages the church is located a short distance away from the main area of development, set apart in a spacious churchyard bounded by a stone wall and sheltered by trees. An open space between two distinct parts of the conservation area, one around St. Canna's Church the other around Church Farm, is one of its defining features. The green fields on either side of the short length of road between Church Farm and St. Canna's Church bring the surrounding countryside right into the village and emphasise the area's rural location.

In the latter part of the 20th century , new dwellings have been inserted into the dispersed historic form of the village, notably the three modern houses in a backland location on the east side of the road together with The Croft and Maesybryn which are detached dwellings in large plots on the west side.

Landscape Setting

Llangan is situated on a high limestone plateau in an area traditionally known as the Border Vale. The area is a tract of transitional country lying between the lower plateau of the Vale of Glamorgan and the high plateau of the uplands to the north. The land falls steeply westward to the Ewenny Valley and some distance to the east lies the broad valley of the River Thaw. Nant Canna, a tributary of the River Ewenny, runs along a shallow valley between Llangan and St. Mary Hill north of the conservation area. The wider landscape, though now predominantly arable, is pockmarked with remains of quarrying and mining activity.

Historic Development and Archaeology

The locality seems to have been populated during the Bronze Age and a Roman burial ground has been found near Llangan school. The Romans may have been attracted by the presence of lead ore, which was mined locally until the end of the 19th century.

Extract from George Yates' Map of 1799

The Church at Llangan is dedicated to Canna, traditionally the mother of St. Crallo, who founded a religious community at Llangrallo (Coychurch), and wife of Sadwrn, the brother of St. Illtyd. Canna, (born c. AD 510) also founded a church at Llanganna and she seems to be further commemorated in the place names of Pontcanna and Canton in Cardiff.

St. Canna's Church is probably 12th century in origin and although it may contain work from the 14th century (rood stair and chancel arch) and 16th Century (porch) it was externally almost completely rebuilt in 1856.

Within St. Canna's churchyard there are two extraordinary stone crosses. The 'Celtic Cross' is a disc-headed cross slab from the late 9th or early 10th century depicting the Crucifixion, now sheltering under a slated canopy. The 'Churchyard Cross' is wholly medieval and appears to be complete, unaltered and not rebuilt. This makes it an exceptional rarity.

The conservation area contains at least two dwellings of 16th century origin, The Old Rectory and Mount Pleasant Farmhouse, both of which have been altered and enlarged. The church at Llangan is associated with the Reverend David Jones, a late 18th century evangelical Methodist preacher who regularly preached to congregations of 4,000 and became known as 'the angel of Llangan'.

Historically, the community's economy has revolved around agriculture and the conservation area contains two old farmsteads, Church Farm and Mount Pleasant Farm. A lead mining site close to Gelliaraul Farm, to the south of the conservation area, was worked intermittently during the 18th and 19th centuries but does not appear to have left any lasting legacy in the village itself. Inquest documents record miners killed by accidents at Tewgoed during the 18th century. The only surviving structure from the Llangan lead mine which was active from 1855-1879 is a tall chimney dating from c.1855 which can be viewed across the fields south of Mount Pleasant Farmhouse.

Ordnance survey Map c.1880

Until the second half of the 20th century the built form of the settlement comprised church, rectory and two farmsteads with associated farm buildings and cottages. The small hamlet began to grow in size from the 1960s onwards as spaces close to the road were infilled, former farm buildings were converted and extended and a linear eastern extension to the village was added alongside the eastern approach. However the village remains small in size and does not have a shop, public house or community facility other than the Church.

An unusually wide verge beside the southern road junction enhances the village's hilltop location.

The absence of kerbs and pavements contributes to the rural character of the conservation area.

An open field, through which runs a public footpath, is vital to the rural setting of the churchyard.

Haphazard layout and unmetalled side roads are a reminder of the agricultural origins of the village.

Spatial Analysis

Development is dispersed in a haphazard pattern beside the road. The pre-1950 low density of the southern part of the area has been much increased by late 20th century infill but this part of the conservation area still retains a spacious atmosphere as a result of relatively large gardens, the set-back of some buildings, occasional views of the wider landscape and comparatively wide rural roads which experience little traffic.

Although spoiled by electricity pylons, southward views from the road junction south of Mount Pleasant Farm attest the rural setting of the conservation area. Similarly there are expansive views northward from the churchyard and the lane to Treoes.

The northern part of the conservation area containing church and rectory is much less dense than the southern part. It is characterised by the two large buildings at the centre of large plots screened by trees and immediately abutting open countryside. Both northern and southern areas contain a small 'green', the former at the entrance to the churchyard where there is a young tree in a patch of mown grass, the latter is a rough triangle of unkerbed roadside verge that forms a good setting for Mount Pleasant Farm and contributes to the rural atmosphere of the village.

Character Analysis

Actvity and Prevailing Uses

Historically, the village originated as a small medieval agricultural community, later linked to mining activity at Gelliaraul to the south of the conservation area. With the exception of the Church and minor farming activity, the conservation area is now predominantly residential. The shift from agricultural to residential uses is exemplified by former farm buildings which have extended and converted to residential uses (i.e. today's The Granary and The Byre) and modern backland infill (i.e. Rookery Nook, Oakfield) which occupies the site of former small fields. The village is on a bus route and is visited by the mobile library.

Buildings in the Conservation Area

Most of the older buildings reflect the village's agricultural origins, having been built as cottages and farm buildings. The most significant of these are listed and described below. From the southern end of the conservation area there is a view across open fields to a lone chimney north of Gelliaraul Farm that is the only surviving structure from the mid 19th century Llangan lead mine (outside the conservation area).

Both The Old Rectory and Mount Pleasant Farmhouse have 16th century origins as dwellings, now altered and enlarged. The original, and typical, close relationship between church and rectory, including a gateway between the two, is retained although the Church was almost completely rebuilt in the 1850s. The Celtic cross and the churchyard cross in the churchyard are items of great rarity.

Local limestone dominates as a building material. Slate roofs set at varying pitches and orientation highlight the informal building groups on either side of the road.

Celtic Cross

Medieval Churchyard Cross

Church of St. Canna.

Telephone Call Box.

Scheduled Monuments

Celtic Cross, Church of St. Canna

The cross, which depicts the Crucifixion, probably dates from the 9th or 10th century. It is approximately 1.3 metres in height and is set in a stone and concrete base within an open shelter just west of St. Canna's Church.

Medieval Churchyard Cross at Church of St. Canna

The limestone cross consists of a polygonal shaft with carved tabernacle head. The crosshead carries carvings of the Crucifixion on the west face and a Pieta on the east face; two figures of saints on the other sides. The cross is also listed grade I for its fine design and the great rarity of its exceptionally complete state.

Listed Buildings

Church of St. Canna – Grade II

The church is probably 12th century in origin and plan but was extensively remodelled in 1856. The only surviving structural feature is the doorway to the roodloft staircase. The church is built of local limestone with probably Bath stone dressings and Welsh slate roof.

Telephone Call-box Opposite Mount Pleasant Farm – Grade II

K6 type square red kiosk of cast-iron construction to the standard design of Giles Gilbert Scott. It has a domed roof with 4 lunettes containing embossed crowns. Listed grade II and included as a telephone call-box in a heritage location.

Mount Pleasant Farmhouse.

The Old Rectory.

Ty Mawr (South of Church)

Stone walls are a distinctive feature of the conservation area.

Mount Pleasant Farmhouse with Attached Barn – Grade II

This is a late 16th century two cell house which was heightened in c. 1800 to two full storeys. The attached barn appears to be a mixed purpose building with a threshing floor, cowhouse, stable and hayloft over.

The Old Rectory – Grade II

The house appears to originate from the mid 16th century, presumably a rectory from the first. It is listed as a 16th century house which has, remarkably, survived almost intact within a much larger 17th century and later house. The front elevation retains its c.1900 appearance. Little is now visible of the house's ancient origins when viewed externally.

Locally Listed County Treasures

The County Treasures survey contains a unified list of historic built assets found within the Vale of Glamorgan. It contains listed buildings, scheduled monuments, as well as entries identified as being of 'local importance'.

In addition to the above scheduled monuments and listed buildings Ty Mawr (south of Church of St. Canna) is recorded as a County Treasure. It is a direct entry cottage with lateral chimneys, probably the oldest and least modified in the village.

Ty Mawr (South of Church)

Sub Regional cottage direct entry with lateral chimneys. Probably oldest and least modified in village. Note - there are two houses named "Ty Mawr" in the village.

Positive Buildings - The Contribution of Key Unlisted Buildings

A number of key unlisted buildings have been identified as 'positive buildings' and these are marked on the appraisal map. Positive buildings are those which make a positive contribution to the special architectural or historic interest of the conservation area. Criteria for selection is given in Appendix 1.

Local Details

The rural character of the area is reinforced by grass verges and an absence of pavements. The grass verge opposite The Old Rectory is unusually wide and, like the two 'greens', adds to the spaciousness of the conservation area.

Small features such as this Victorian letter box add to local distinctiveness and should be preserved

The use of red brick suggests that this building was constructed in the 19th century.

The bell-cote of St. Canna's Church. Of the two bells, one is probably medieval, the other is dated 1861.

The church is surrounded by a band of trees

Stone boundary walls are a particular feature of the area – the one on the eastern side of the road between Church Farm and the entrance to the churchyard has an aged quality arising from colourful lichen. West of The Old Rectory is a rectangular garden partly enclosed by a well-constructed stone wall.

The red telephone kiosk, which is grade II listed, and the adjacent VR wall mounted red postbox contribute to the area's local distinctiveness.

General Condition

General building condition within the area is good and several historic buildings have been, or are in the process of, refurbishment. However, there are significant cracks in the stone walling of the Church and in at least one location, trees have caused the boundary stone wall to topple.

Green Spaces and Bio-Diversity

The green wedge between the northern part of the village, containing church and rectory, and the residential southern part is a prime characteristic of the conservation area. The wedge comprises open fields on either side of the road from where there a good northward views towards St. Mary Hill. Trees and boundary hedges add to the green aspect of this wedge.

Trees are a particular feature of the northern part of the conservation area particularly those within, and leading up to, the churchyard and those in the grounds of The Old Rectory. These mature beech and sycamore trees provide a fine setting for the historic buildings and a robust northern edge to the conservation area.

Trees are a feature of private gardens in the southern part of the conservation area but are not as prominent or as plentiful as around the Church. Private residences have well tended accompanying gardens, some of which front the highway, which adds to the rural ambience of the village.

The churchyard wall is in need of repair.

Cracks in the church's masonry are a cause for concern.

This oil tank might be concealed by a screen.

Some gravestones are in need of attention.

Negative Factors

There are a number of elements which detract from the special character of the area, and which offer potential for beneficial change. They are:

- Major vertical cracks in the stonework of St. Canna's Church indicate a need for remedial action;
- Some tombstones in the churchyard area in need of repair;
- The green oil tank east of the church would benefit from some form of screening;
- Electricity pylons and power lines spoil southward views;
- The churchyard's boundary wall is in need of attention in places;
- Major alteration and extension to some historic buildings has resulted in a significant loss of historic character.

Summary of Issues

The following issues have been listed with regard to the 'negative factors' listed above and include the views of the local community as part of the preliminary public consultation exercise. They provide the basis for the Management Plan. These issues will be subject to regular review by the Council and new ones may be added in the future:

- Protection of significant views into and out of the Conservation Area;
- Condition of the Church;
- The care and management of unkerbed grass verges, hedges and wooded banks;
- The protection and repair of stone boundary walls adjoining the highway;
- The retention and enhancement of the wayside brook;
- Building maintenance and repair;
- Design of new development;
- The care and management of important trees and tree groups;
- Boundary review;
- Monitoring and review.

Management Plan

Introduction

The Management Plan sets out proposals and policies which can enhance the character and appearance of the Conservation Area in the light of the issues identified in the preceding Appraisal.

For further details about the purpose and status of the Management Plan, please see the introduction to this document.

Boundary Review

As part of the character appraisal process, a thorough survey and review of the existing boundaries of the Llangan Conservation Area was undertaken. It was found that some of the conservation area boundary in the north and south of the area does not follow obvious field boundaries or hedgerows and are therefore not easily identifiable on the ground.

Recommendation:
Two amendments to the boundary of the Llangan Conservation Area are proposed.
(1) At the south of the area, the boundary should be redrawn to follow the existing hedgerows and fences beside the road and extended grass verge;
(2) At the north of the area, the boundary should be redrawn more tightly towards the village settlement thereby omitting a large field.

The proposed changes are shown on the accompanying appraisal map.

Landscape Setting

The landscape setting of the Conservation Area is very important and is notable for its rural, almost hilltop, location. For this reason the boundary has been drawn widely around the historic built environment and includes fields and open spaces that are vital to the area's rural landscape setting.

Recommendation:
Development which impacts in a detrimental way upon the immediate setting of the Conservation Area will be resisted. The Council will resist applications for change on the edges of the Conservation Area which would have a detrimental effect on the area's setting.

Views

There are many short and long views into, out of and through the Conservation Area which make a positive contribution to its special character. The most important views are identified on the Appraisal Map in the character appraisal.

Recommendation:
The Council will seek to ensure that all development respects the important views within, into and from the Conservation Area, as identified in the appraisal. The Council will seek to ensure that these views remain protected from inappropriate forms of development.

Protection of Important Open Spaces

Open areas and spaces between buildings and groups of buildings play an aesthetic part in forming the character of the village, in particular the green by the church entrance and beside the southern road junction. They can improve access into the surrounding countryside, frame vistas, enable distant views or are simply part of the historic development of the rural place.

Recommendation:
The development of open areas that contribute to the character of the Conservation Area will be opposed.

Management of Grass Verges

The appraisal has identified that unkerbed grass verges are a significant element in the rural ambience of the Conservation Area.

Recommendation:
The Council will ensure that any highway works bring a positive improvement to the Conservation Area and that grass verges are protected. Where highway improvements are required, they should respect the character of the Conservation Area.

Protection and Repair of Stone Walls

Traditionally, most boundaries in the Conservation Area are defined by limestone rubble walls. There is a small loss of these walls where routine maintenance and rebuilding of fallen sections has been neglected. Stone boundary walls, hedges and railings which enhance the character of the Conservation Area should be retained.

Recommendation:
The Council will seek to resist proposals to remove or significantly alter traditional boundary walls or for new boundary treatments which fail to respect the form and materials of traditional boundary treatments in the area. The Council will seek to secure the maintenance and repair of traditional stone walls.

Building Maintenance and Repair

Building condition in the conservation area is generally good but there are serious cracks in the masonry walling of St. Canna's Church and these are in need of immediate attention.

Recommendation:
The Council will seek to monitor the condition of all historic buildings in the Conservation Area and will report findings and advise action, as necessary. Where the condition of a building gives cause for concern, appropriate steps will be sought to secure the future of the building, including the use of statutory powers.

Management of Trees

Trees make a vital contribution to the rural ambience of the Conservation Area and the setting of many of its historic buildings especially around church and rectory. The appraisal identifies a number of significant trees and groups of trees on verges or within areas of public open space and within private gardens. Because of the very large number of trees, and the difficulty of obtaining access onto private land, a full tree survey was not carried out at the time of the appraisal survey and the Appraisal map therefore only includes an indication of the most significant groups of trees.

Recommendation:
The Council will seek to consider the use of Tree Preservation Orders in appropriate circumstances where a tree has significant amenity value and is considered to be potentially under threat. The felling of trees or development of woodland that contributes to the character of the Conservation Area will be opposed.

Loss of Architectural Detail and Minor Alterations to Historic Buildings

Many of the unlisted buildings in the Llangan Conservation Area have been adversely affected by the replacement of original timber sash windows with uPVC or aluminium, the loss of original timber front doors, removal of render and painting of formerly exposed stonework. Most of these minor alterations are not currently subject of planning control. The incremental loss of original building materials and architectural detail is cumulatively eroding one of the characteristic features of the Conservation Area.

Recommendations:
The Council will encourage restoration of architectural detail/reversal of unsympathetic alterations especially timber windows, chimney stacks and original roof covering.

The Council will consider the future introduction of an 'Article 4' Direction in respect of buildings identified as 'County Treasures' and 'positive' buildings in the Appraisal.

Control of New Development

Some modern developments do not harmonise with the historic character and appearance of the Conservation Area. This applies to small extensions and garages as well as larger development schemes.

Recommendations:
Development proposals will be judged for their effect on the area's character and appearance as identified in the Llangan Conservation Area Appraisal together with relevant Development Plan policies and any other material considerations.

The Council will continue to ensure that all new development accords with policies in the Unitary Development Plan and any other policies which supersede this in the emerging Local Development Plan (LDP).

Positive Buildings

'Positive' buildings have been identified as part of the appraisal process and these are marked on the Appraisal Map. Generally, these are individual or groups of buildings that retain all or a high proportion of their original architectural detailing and which add interest and vitality to the appearance of the Conservation Area. The criteria for selection of positive buildings are identified in Appendix 1 of this document.

Recommendation:
In accordance with Government guidance contained within Circular 61/96, the Council will adopt a general presumption against the demolition of 'positive' buildings with proposals to demolish such buildings assessed against the same broad criteria as proposals to demolish listed buildings. Any application for the demolition of a positive building will therefore need to be justified as to why the building should not be retained.

Conservation Area Guidance

Consultation with the local community suggests that there is a need for additional design guidance and leaflets about conservation areas that build upon existing supplementary planning guidance and advisory leaflets.

Recommendation:
The Council will consider preparing advisory guidance and 'best practice' notes that would assist in retaining the area's prevalent historic character and appearance and promote awareness of the value and importance of the conservation area, e.g. written advice regarding (a) alterations to historic buildings, (b) development within conservation areas, (c) the use of traditional building materials, (d) appropriate boundary treatment in rural villages and (e) care and maintenance of trees and woodland.

Buildings and Land in Poor Condition

Recommendation:
Where sites or buildings are in a poor condition and the appearance of the property or land are detrimental to the surrounding area or neighbourhood, consideration will be given to the serving of a Section 215 Notice. This notice requires proper maintenance of the property or land in question, and specifies what steps are required to remedy the problem within a specific time period.

Monitoring and Review

Recommendation:
This document should be reviewed every five years from the date of its formal adoption. A review should include the following:

- *A survey of the Conservation Area including a full dated photographic survey to aid possible enforcement action;*
- *An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;*
- *The identification of any new issues which need to be addressed, requiring further actions or enhancements;*
- *The production of a short report detailing the findings of the survey and any necessary action;*
- *Publicity and advertising.*

References and Useful Information

Local Generic Guidance

Advice for owners of properties in Conservation Areas can be found in the leaflet *A Guide to Living and Working in Conservation Areas*, which is available on line on the Council website at www.valeofglamorgan.gov.uk

Additional information, including design guidance and guidance on repairs and alteration is contained within the adopted supplementary planning guidance document – Conservation Areas in the Rural Vale.

Bibliography

1. J Newman, Glamorgan (Pevsner 'The Buildings of Wales'), Yale University, 1995
2. Statutory List of Buildings of Special Historic or Architectural Interest
3. Vale of Glamorgan Council, Conservation Areas in the Rural Vale, 1999
4. Vale of Glamorgan Council, County Treasures, 2007
5. R.Denning, Llangan, 1967

Contact Details

For further advice and information please contact the Conservation and Design Team at:

Planning and Transportation Policy,
Vale of Glamorgan Council,
Dock Office,
Barry Docks,
CF63 4RT

Tel: 01446 704 626/8
Email: planning&transport@valeofglamorgan.gov.uk

Appendix 1

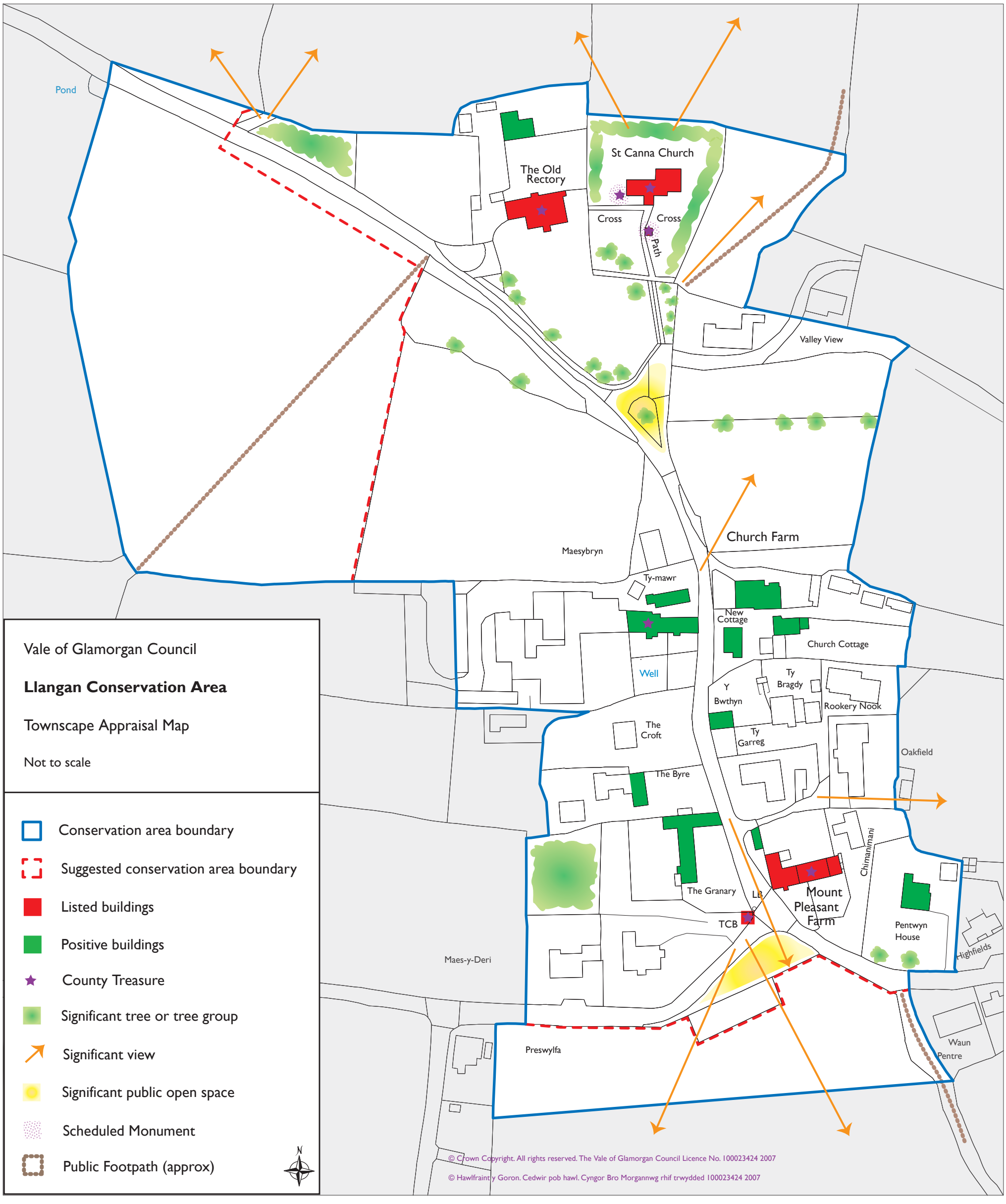
Criteria for the Selection of 'Positive Buildings'.

For the purposes of this conservation area appraisal, a positive building is an unlisted building that makes a positive contribution to the special architectural or historic interest of the conservation area.

The criteria for assessing the contribution made by unlisted buildings to the special architectural or historic interest of a conservation area are given below.

Any one of these characteristics could provide the basis for considering that a building makes a positive contribution to the special architectural or historic interest of a conservation area and is therefore identified as a 'positive building':

- Is the building the work of a particular architect of regional or local note?
- Has it qualities of age, style, materials or any other characteristics which reflect those of at least a substantial number of the buildings in the conservation area?
- Does it relate by age, materials or in any other historically significant way to adjacent listed buildings, and contribute positively to their setting?
- Does it individually, or as part of a group, serve as a reminder of the gradual development of the settlement in which it stands, or of an earlier phase of growth?
- Does it have significant historic association with established features such as the road layout, burgage plots, a town park or a landscape feature?
- Does the building have landmark quality, or contribute to the quality of recognisable spaces, including exteriors or open spaces with a complex of public buildings?
- Does it reflect the traditional functional character of, or former uses within, the area?
- Has it significant historic associations with local people or past events?
- Does its use contribute to the character or appearance of the conservation area?
- If a structure associated with a designed landscape within the conservation area, such as a significant wall, terracing or a minor garden building, is it of identifiable importance to the historic design?


Pond
The Old Rectory
St Canna Church
Cross
Cross
Path
Valley View
Church Farm
Maesybryn
Ty-mawr
New Cottage
Church Cottage
Well
Y Bwthyn
Ty Bragdy
Rookery Nook
The Croft
Ty Garreg
Oakfield
The Byre
Chimanimani
The Granary
LB
Mount Pleasant Farm
TCB
Pentwyn House
Highfields
Maes-y-Deri
Preswylfa
Waun Pentre
Vale of Glamorgan Council
Llangan Conservation Area
Townscape Appraisal Map
Not to scale
Conservation area boundary
Suggested conservation area boundary
Listed buildings
Positive buildings
County Treasure
Significant tree or tree group
Significant view
Significant public open space
Scheduled Monument
Public Footpath (approx)
N
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 Appendix 5

FW: Chief Fire Officer.docx

From: **Matheson, Richard (Head of Legislative Fire Safety)** (RG-Matheson@southwales-fire.gov.uk)
Sent: 31 January 2012 10:25:49
To: 'Richard@skistgervais.co.uk' (Richard@skistgervais.co.uk)
1 attachment
designinggypsysites.doc (1846.5 KB)

Dear Richard,

May I firstly apologise for the delay in responding to your email. Unfortunately, I became unwell last week and as a consequence, I was unexpectedly off work for a number of days.

Reference your enquiry below, South Wales Fire & Rescue Service has no record of consultation (under Town and Country Planning) in respect of the proposal.

Typical fire and rescue service vehicle access route specification recommends a

- Minimum width of road between kerbs 3.7 metres;
- Minimum width of a gateway 3.1 metres
- Minimum clearance height of 3.7 metres;
- Minimum carrying capacity 12.5 tonnes;

A fire service vehicle should not have to reverse more than 20 metres. Where a turning circle needs to be provided it should be:

- Minimum turning circle between kerbs 16.8 metres;
- Minimum turning circle between walls 19.2 metres.

These distances are the standard distances that the SWFRS recommend on any planning consultation as they align with the recommendations to satisfy the Building Regulations. Where necessary, due to constraints of an existing site, SWFRS may consider the suitability of access routes on a case by case basis.

With regard to the attendance times to the proposed site, appliances from Cowbridge fire station and Bridgend fire station comprise the pre-determined attendance. It is estimated that the first appliance would be in attendance within eight minutes from the time of call.

As well as access routes, the fire service would also recommend adequate water supplies for fire fighting are made a condition of planning. A fire hydrant providing an adequate flow of water would be necessary. Where this facility is not available, alternative water supplies may be considered.

I have attached a copy of the Department for Communities and Local Government guidance "Designing Gypsy and Traveller Sites" for your information. Page 24 deals specifically with access for fire appliances.

I trust that this assists with your enquiry, but should you require any further information please do not hesitate to contact me.

Yours sincerely,

Richard Matheson

Head of Risk Reduction

01443 232551

From: Morris, RG (Head of Community Safety and Partnerships)
Sent: 23 January 2012 12:55
To: Matheson, Richard (Head of Legislative Fire Safety)
Cc: Brown, Neil (Head of Road Safety)
Subject: FW: Chief Fire Officer.docx

Hi Rich,

Please see e-mail trail below, can you advise accordingly?

Regards

Rob

Rob Morris

Group Manager

Head of Community Safety and Partnerships

South Wales Fire and Rescue Service

Tel 01443 232000

Mobile 07747693410

rg-morris@southwales-fire.gov.uk

From: Griffin, Julie (PA to CFO)
Sent: 23 January 2012 08:46
To: Morris, RG (Head of Community Safety and Partnerships)
Subject: FW: Chief Fire Officer.docx

Julie Griffin

PA to Acting Chief Fire Officer, Huw Jakeway

CP i'r Prif Swyddog Tân Dros Dro, Huw Jakeway

South Wales Fire and Rescue Service

Gwasanaeth Tân ac Achub De Cymru

Ffôn/Tel: 01443 232006

E-Mail/ E-Bost: j-griffin@southwales-fire.gov.uk

From: Richard Mann [mailto:rmann@uwha.co.uk]
Sent: 20 January 2012 11:59
To: Business Support
Cc: Richard@skistgervais.co.uk
Subject: RE: Chief Fire Officer.docx

Please accept my apologies as I have added some further information. Please can you respond to Richard@skistgervais.co.uk

I have also enclosed the text by way of this e-mail in the event that you cannot open the previous file and have sent a copy by post.

Regards

Chief Fire Officer

South Wales Fire & Rescue Service
Forest View Business Park
Llantrisant
CF72 8LX

20th January 2012

Dear Sir / Madam

Re: VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN

The Vale of Glamorgan has recently published is Draft LDP which is suggesting that a piece of open countryside adjacent to the village of Llangan be considered for a large scale Gypsy and Travellers site.

We would like to know whether the Vale of Glamorgan has consulted with the South Wales Fire Service with respect to this site.

The Office of the Deputy Prime Minister publishes design guidance specifically in relation to sites for Gypsy and Travellers which recommends that access roads to such sites are required to be a minimum of 3.5m wide for 2 way traffic and at least 3.m wide for one way systems. I would be interested to know if the South Wales Fire Authority has a view on this and whether they feel that wider access is more appropriate.

I would also welcome and comments that you may have in respect of turning areas for emergency vehicles at junction layouts (access to the site is through a narrow lane with a 90 degree turn required).

The ODPM document also comments against the likely risk of fire on a site where LPG containers are stored and we would be interested to have your view on the risk of fire at such sites.

With respect to the particular site in question; I have enclosed a site location plan (edged red) and some street views and would welcome your comments

in relation to access for your emergency vehicles.

The ODPM and the Welsh Government go on to advise that sites should generally be designed to be on the fringes of settled towns and close to all local amenities. We would be interested to have your view on the generality of locations for these types of sites in the context of reaction times for emergency vehicles.

It would be really appreciated if you could come back to me as early as possible.

Regards

Richard Mann

Picture (Device Independent Bitmap)

View A

View C

View B

Picture (Device Independent Bitmap)

View D

Picture (Device Independent Bitmap)

United Welsh Housing Association is a charitable housing association

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Mae'r neges e-bost hon ac unrhyw ffeiliau sydd ynghlwm wrthi yn gwbl gyfrinachol ac wedi'u bwriadu al sylw y person neu sefydliad y maent wedi eu cyfeirio ato yn unig. Na chaniateir i chi adolygu, ailanfon, lledaenu na defnyddio'r wybodaeth uchod ar unrhyw gyfrif: peidiwch a chymryd unrhyw gamau o ganlyniad a gan ddibynnu arni. Os ydych wedi derbyn y neges e-bost hon ar gam, wnewch chi hysbysu'r anfonydd ar unwaith a dileu'r e-bost a'i chynnwys oddi ar eich system os gwelwch yn dda. Barn neu safbwyntiau'r awdur yw'r rhai a fynegir yn y neges e-bost hon ac nid ydynt yn adlewyrchu o anghenraid barn neu safbwyntiau Gwasanaeth Tan Ac Achub De Cymru onis dywedir yn bendant fel arall. Bydd pob eitem o bost a anfonir i'r cyfeiriad hwn yn cael ei monitro gan sustem e-bost corfforaethol y Gwasanaeth Tan ac efallai y caiff ei harchwilio gan berson arall, sy ddim o reidrwydd y derbynnydd gwreiddiol, er mwyn dod o hyd i ddefnydd o ddeunydd anaddas neu dorri rheolau polisiau. Os nad yw hyn yn dderbyniol i chi, peidiwch a defnyddio'r dull yma o gyfathrebu a Gwasanaeth Tan Ac Achub De Cymru.

Site Details

Site Area	0.76
Asset No	23718
Ward	Llandow/Ewenny
Easting	296380
Current use	Gypsy/Traveller Site
Northing	177692

Site Constraints

Access	Poor – Very narrow lane
Topography	Generally level – sloping down from south east corner
Flooding	The site is unaffected by flooding
Surface water flooding	The site is largely unaffected by surface water flooding but there is a large band of surface water flooding located to north of the site
Special Landscape Area	The site is within a Special landscape Area
Green Wedge	The site is not within a green wedge designation
Conservation Area	The site is not within a designated Conservation Area but is located in close proximity to the Conservation Area of Llangan
Quarry Buffer Zone	The site is not within a defined quarry buffer zone
PROW	None affecting the Site
SINC	None
Other designations UDP	Near Llangan Conservation Area
Hazards	None identified
Estates Issues	Owning Department – Housing. Part of the site is currently used as a Gypsy and Traveller Site. There may be implications to consider under S123 of the Local Government Act relating to the loss of Public Open Space. Legal advice should be sought as a result.
Legal issues	No legal restriction on the land. Designated as Housing Land so S123 Public Open Space loss is not an issue.
Parks comments	Not consulted
Countryside Comments	Not consulted
General Comments	Part of the site currently used as unauthorised Gypsy and Traveller site. Remainder of the site is Greenfield. Existing services to site but unsure of capacity to accommodate required development. Poor

	road access. Isolated rural location. Site could accommodate additional capacity.
Assessment	The site is owned by the Council and has an accepted long standing use as a Gypsy and Traveller Site and there is scope to increase the capacity of the site should the investment become available. The site is in close proximity to the settlement of Fferm Goch which has been identified in the Vale Of Glamorgan Council's sustainable settlement hierarchy as a Minor Rural Settlement. However, no facilities are located adjacent to the site and public transport provision is very poor.

Appendix 9 can be found within Appendix 8 of the 2016 Representation

Appendix 2 Representation produced by Barton Willmore on behalf of Llangan Action (April 2014)

Vale of Glamorgan Deposit Local Development Plan Alternative Sites Consultation

Representation on behalf of Llangan Action

APRIL 2014

Vale of Glamorgan Deposit Local Development Plan
Alternative Sites Consultation

Representation on behalf of Llangan Action

April 2014

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Date: April 2014

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APPENDICIES

Appendix 1 Representation produced by Barton Willmore on behalf of Llangan Action (March 2012)

1.0 Introduction

1.1 This Representation sets out objections to the proposed de-allocation of 'Land at Hayes Road, Sully' which is allocated under Policy MG 5 of the Vale of Glamorgan Deposit Plan, November 2013 (LDP) for a Gypsy and Traveller site. This Representation also sets out objections to the proposed allocation of a new Gypsy and Traveller site at Llangan under Alternative Site Number 92, Alternative Site Number 105 and Alternative Site Number 106 of the Alternative Sites Register.

1.2 This Representation sets out the merits of retaining the existing allocation at Hayes Road, Sully for the provision of a Gypsy and Traveller site within the LDP due to it being a 'Sound' allocation.

1.3 In addition, this Representation also confirms that the proposed alternative allocations at Llangan are not 'Sound' drawing largely on the previous Representation submitted to the Deposit Local Development Plan (February 2012) in March 2012 which confirms that Llangan is not a suitable settlement for a Gypsy and Traveller site. A copy of the previous Representation produced by Barton Willmore on behalf of Llangan Action is contained in Appendix 1 for ease of reference and should be read in conjunction with this Representation.

2.0 Land at Hayes Road, Sully – A Sound Allocation

2.1 Under Policy MG 5 of the Vale of Glamorgan Deposit Plan, November 2013 (LDP), land at Hayes Road, Sully is allocated for a Gypsy and Traveller site.

2.2 The policy states that:

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

2.3 The supporting paragraphs 6.38 to 6.44 of the LDP state that:

> *"Sections 224 and 225 of the Housing Act 2004 require local authorities to assess the accommodation needs of Gypsy and Travellers within their area and that where there is an identified need sufficient site(s) should be allocated within the Council's LDP to address that need.*
>
> *In 2007 in partnership with Cardiff Council the Vale of Glamorgan Council commissioned Fordham Research13 to undertake a Local Housing Market Assessment to include a Gypsy and Traveller Accommodation Assessment (G&TAA) with the aim of quantifying the accommodation and housing related support needs of Gypsies and Travellers in terms of residential and transit sites as well as bricks and mortar accommodation.*
>
> *The Study, which included direct consultation with the Gypsy and Traveller community, identified a need for the Council to provide 6 authorised pitches and 15 transit pitches for the Plan period.*
>
> *To inform the preparation of this Plan, a further study was commissioned in 2013/14 which has concluded that 18 pitches are required to satisfy the identified and future need for Gypsies and Travellers during the Plan period.*
>
> *Having regard to the evidence collated as part of the study, it concludes that the Plan should meet the short – medium term*

need and closely monitor the situation for the latter period of the Plan, allowing the Council to address clearly identified current needs, but also have flexibility to address needs which cannot be substantiated at this time.

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

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

2.4 It is considered that the proposed allocation meets the Tests of Soundness as set out in the Local Development Plan Manual, June 2006. Therefore, in order to ensure that the Vale of Glamorgan Local Development Plan remains 'sound' with regards to Policy MG 5, it is recommended that the existing allocation is retained in order to provide Gypsy and Traveller accommodation over the LDP

period in the Vale of Glamorgan. It is set out below, how the proposed allocation meets the relevant Tests of Soundness.

Test C2: It has regard to National Policy

2.5 Planning Policy Wales, February 2014, 6th Edition (PPW) sets out the land use planning policy context for Wales at a national level.

Sustainable Development

2.6 Paragraph 4.1.6 of PPW identifies that the planning system has a fundamental role in delivering sustainable development in Wales. It is stated that:

> *"In particular the planning system, through both development plans and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change."*

2.7 Paragraph 4.4.2 identifies that planning policies and proposals should:

- *"Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;*
- *Locate developments so as to minimise the demand for travel, especially by private car; Support the need to tackle the causes of climate change by moving towards a low carbon economy;*
- *Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;*
- *Play an appropriate role to facilitate sustainable building standards;*

- *Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;*
- *Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;*
- *Help to ensure the conservation of the historic environment and cultural heritage Maximise the use of renewable resources;*
- *Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;*
- *Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;*
- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged;*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car;*
- *Promote quality, lasting, environmentally-sound and flexible employment opportunities;*
- *Support initiative and innovation and avoid placing unnecessary burdens on enterprises;*
- *Respect and encourage diversity in the local economy;*
- *Promote a greener economy and social enterprises; and*

- *Contribute to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development and responding to climate change."*

2.8 The site at Hayes Road evidently constitutes sustainable development because the site:

- Will reduce the need to travel due to extensive local service provision in close proximity to the site;
- Is sustainably located with good access to public transport facilities, with the nearest bus stop located approximately 200m from the site which provides services to Barry, Penarth and Cardiff approximately every 30 minutes;
- Is not affected by any historical or ecological designations including SSSIs, Green Wedges or Special Landscape Areas;
- Promotes sustainable access to existing local employment, shopping, education, health, community, leisure and sports facilities;
- Meets the identified needs of Gypsies and Travellers in the Vale of Glamorgan; and
- Contributes to improvements in health due to its location in close proximity to existing services and facilities.

2.9 Although a small portion of the site lies within flood risk Zone C2 on the northern edge, it is considered that adequate mitigation measures could be incorporated into future improvement works which would obviate any risk of flooding within this area, which is confirmed by paragraph 9.8 of the Vale of Glamorgan 'Gypsy and Traveller Site Assessment' LDP Background Paper.

2.10 Furthermore, a small proportion of the site lies within the Health and Safety Executive Consultation Zone associated with Dow Corning. However, the site's location within the Zone requires the Health and Safety Executive to be consulted upon any future planning application but it does not preclude the development of the site in principle.

Housing

2.11 Chapter 9 of PPW deals with housing and paragraph 9.1.1 states that the objectives are to provide:

- *Homes that are in good condition, in safe neighbourhoods and sustainable communities; and*
- *Greater choice for people over the type of housing and the location they live in, recognising the needs for all, including those in need of affordable or special needs housing in both urban and rural areas.*

2.12 Paragraph 9.2.21 of PPW identifies that local authorities are required to assess the accommodation needs of Gypsy families. The Vale of Glamorgan has carried out an assessment of the needs for Gypsies and Travellers. The Fordham Research study identifies that there is a strong feeling in the Gypsy and Travellers community that small sites on the edge of existing large communities are required to help facilitate access to health, education and welfare facilities. The Study also highlighted that isolated, rural sites restrict access to health, education and welfare facilities and should be avoided.

2.13 The site at Hayes Road, Sully accords with the requirement of Planning Policy Wales Chapter 9 in that the site is located on the edge of a large community (Sully) with good access to local health, education and welfare facilities.

WG Circular 30/2007 – Planning for Gypsy and Traveller Caravan Sites

2.14 WG Circular 30/2007 – Planning for Gypsy and Traveller Caravan Sites (Circular 30/2007) paragraph 17 identifies that:

> *"Where there is an assessment of unmet need for Gypsy and Traveller accommodation in the area, local planning authorities should allocate sufficient sites in LDPs to ensure that the identified pitch requirements for residential and transit use can be met. Local planning authorities will need to demonstrate that sites are suitable, and that there is a realistic likelihood that the specific sites allocated in LDPs will be made available for that purpose".*

2.15 The existing allocation near Sully is considered to be large enough to meet the requirement identified for the Vale of Glamorgan. The 'Designing Gypsy and Travellers Sites Good Practice Guide' identifies that a pitch should be a minimum of 500 sq m plus infrastructure and facilities. The 2013 LDP Gypsy and Traveller Site Assessment Background Paper states that "*the Council's land holdings to the south offers the opportunity for expansion in order to include additional services and facilities as recommended in the Good Practice Guide in Designing Gypsy and Traveller Sites in Wales*".

2.16 Paragraph 19 of Circular 30/2007 sets out issues in terms of suitable sites and states that:

> *"Issues of site sustainability are important for the health and well being of Gypsy and Travellers not only in respect of environmental issues but also for the maintenance and support of family and social networks. It should not be considered only in terms of transport mode, pedestrian access, safety and distances from services. Such consideration may include:*
>
> - *opportunities for growth within family units;*
> - *the promotion of peaceful and integrated co-existence between the site and the local community;*
> - *the wider benefits of easier access to GP and other health services;*
> - *access to utilities including waste recovery and disposal services; access for emergency vehicles;*
> - *children attending school on a regular basis;*
> - *also other educational issues such as space e.g. for touring or static play bus, homework club, teaching base for older children and adults;*
> - *suitable safe play areas;*
> - *contribute to a network of transit stops at intervals that reduce the need for long-distance travelling;*
> - *possible environmental damage caused by unauthorised encampment;*

- *not locating sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans and;*
- *regard for areas designated as being of international or national importance for biodiversity and landscape."*

2.17 Furthermore, paragraph 20 of Circular 30/2007 identifies that in deciding where to provide for Gypsy and Traveller sites; local planning authorities should first consider locations in or near existing settlements with access to local services e.g. shops, doctors, schools, employment, leisure and recreation opportunities, churches and other religious establishments.

2.18 Paragraph 26 of Circular 30/2007 states that Gypsy and Travellers sites:

> *"Should respect the scale of and not be so large as to dominate the nearest settled community serving them. They should also avoid placing an undue burden on the local infrastructure."*

2.19 The site at Hayes Road would not dominate the settlement of Sully based on its size and characteristics. The infrastructure to the settlement is considered to be of a suitable standard to accommodate the allocated Gypsy and Traveller Site.

2.20 Based on the above, the site at Hayes Road, Sully therefore fully complies with the requirements of the Circular in that it provides access to existing public transport and local services and facilities including schools and health facilities.

Consistency Test C3 - Wales Spatial Plan, Update 2008

2.21 The Wales Spatial Plan, Update 2008, promotes sustainable development and states that:

'Sustainable development is about improving wellbeing and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources. The Wales Spatial Plan aims to deliver sustainable development through its Area Strategies in the context of the Welsh Assembly Government's statutory Sustainable Development Scheme. The

Scheme is currently being revised to reflect the Assembly Government's One Wales agenda'.

2.22 The WSP identifies 5 key themes which are:

- Building sustainable communities
- Achieving sustainable accessibility
- Promoting a sustainable economy
- Valuing our environment
- Respecting distinctiveness

2.23 In terms of "Building Sustainable Communities" the WSP emphasises the need to focus development to settlements including the creation of jobs and delivering regeneration.

2.24 In "Promoting a Sustainable Economy" the WSP seeks to develop key settlements with vibrant economies, deliver new employment sites at sustainable locations, improve skills within Wales and provide appropriate infrastructure for employment development.

2.25 Within "Valuing Our Environment" the emphasis is to deal with climate change and protecting and enhancing the environment.

2.26 "Achieving Sustainable Accessibility" seeks to locate housing, employment and key services in close proximity to each other and areas accessible by modes of travel other than the private car.

2.27 Finally, "Respecting Distinctiveness" seeks to create flourishing communities, deliver high quality environment, buildings and spaces with a sense of identity and promote the Welsh Language.

2.28 The WSP divides Wales into a number of areas, with the Vale of Glamorgan being located within the South East Wales region – 'Sustainable Capital Region'. The WSP sets out a vision for the area and 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 with conservation of the landscape, environment and community strength of this area.'

2.29 Again the key theme of the Wales Spatial Plan is achieving sustainable development through focusing new development in areas which have good access to key services and facilities. For the reasons set out above the allocation of Hayes Road, Sully is consistent with the objectives of the Wales Spatial Plan. Therefore Policy MG 5 complies with Soundness Test C3 - Consistency.

Consistency – C4 – Vale of Glamorgan Community Strategy

2.30 The Community Strategy 'Planning and Working Together' provides a vision for how the Vale of Glamorgan will look in the future and how that vision can be achieved. The Vision states that:

'Our vision for the Vale is a place:

that is safe, clean and attractive, where individuals and communities have sustainable opportunities to improve their health, learning and skills, prosperity and well being, and where there is a strong sense of community in which local groups and individuals have the capacity and incentive to make an effective contribution to the future sustainability of the area.'

2.31 The Community Strategy contains 10 priority outcomes as follows:

- People of all ages are actively engaged in life in the Vale and have the capacity and confidence to identify their own needs as individuals and within communities.
- The diverse needs of local people are met through the provision of customer focused, accessible services and information.
- Vale of Glamorgan residents and organisations respect the local environment and work together to meet the challenge of climate change.
- Older people are valued and empowered to remain independent, healthy and active. They have equality of opportunity and receive high quality services to meet their diverse needs.

- Children and Young people in the Vale of Glamorgan are well informed and supported to access a broad range of quality services that enable them to take full advantage of the life opportunities available in their local communities and beyond.
- People of all ages are able to access coordinated learning opportunities and have the necessary skills to reach their full potential, helping to remove barriers to employment. The underlying causes of deprivation are tackled and the regeneration of the Vale of Glamorgan continues, opportunities for individuals and businesses are developed and the quality of the built and natural environment is protected and enhanced.
- The Vale of Glamorgan maximises the potential of its position within the region working with its neighbours for the benefit of local people and businesses, attracting visitors, residents and investment.
- Residents and visitors are safe and feel safe and the Vale of Glamorgan is recognised as a low crime area.
- Health inequalities are reduced and residents are able to access the necessary services, information and advice to improve their wellbeing and quality of life.

2.32 Due to Sully being a sustainable location, the allocation of Hayes Road, Sully meets the objectives of the Community Strategy with the site promoting inclusion and accessibility to services and facilities including health and education facilities.

2.33 In conclusion, Policy MG 5 complies with Soundness Test C4.

Test CE1: the plan sets out a coherent strategy from which its policies and allocations logically flow and, where cross boundary issues are relevant, it is compatible with the development plans prepared by neighbouring authorities.

2.34 The LDP sets out a Vision and 10 key strategic objectives to deliver the Vision which set out the context of the LDP strategy. Policy MG 5 is assessed against each of the objectives to demonstrate that the proposed policy and associated allocation at Hayes Road, Sully flows logically from the Strategy and is therefore 'Sound.'

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

2.35 The Gypsy and Travellers community within the Vale of Glamorgan has the same rights as other sections of the community and in this regard the proposed allocation at Sully Road provides appropriate access to existing services, facilities and jobs.

2.36 The proposed allocation is consistent with paragraph 4.5 of the LDP which identifies that:

'The LDP will seek to ensure that the role and function of the towns and villages identified in the sustainable settlement hierarchy is maintained and enhanced by ensuring that new development is of a ***scale appropriate to its location****, supports the local economy and sustains and wherever possible improves local services and facilities'.*

2.37 In regards to role and function of the settlement, Sully is identified as a primary settlement where the aim of the LDP is to concentrate the majority of growth alongside Key Settlements and Service Centres. Paragraph 5.17 of the LDP confirms that primary settlements 'offer a number of key services and facilities, which is consistent with the requirements of Circular 09/2007. Furthermore, the proposed allocation is considered to be of an appropriate scale for Sully, as set out above.

2.38 Therefore it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.39 A key thrust of this objective is locating development to minimise the need to travel. Sully is considered to be sustainably located and indeed the site is located within 200m of a bus stop which provides services to Barry, Penarth and Cardiff approximately every 30 minutes.

2.40 Therefore, it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.41 The LDP identifies that one of the main contributors to climate change is people's propensity to travel by private car and the need to seek to increase the use of sustainable transport. It is identified that this can be achieved through concentrating new development within the South East Zone and the settlements identified within the sustainable settlement hierarchy which are, or can be, well served by public transport or by walking or cycling.

2.42 Sully falls within the South East Zone and is accessible by public transport, foot and cycle. Furthermore, Sully offers the following facilities:

- A Jones Dental Surgery: 2.25km
- Sully Surgery: 600m
- Sully Primary School: 1km
- Sully Library: 1.4km
- Sully Sports and Social Club: 1.7km
- Sully Post Office: 1.3km

2.43 Therefore, it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.44 The proposed site is not subject to any historic or environmental designations therefore the development of the site will not have any adverse impacts on the built or natural environment of the Vale of Glamorgan. In addition, the loss of open space is not considered to be detrimental to the quality of the natural environment of the area.

2.45 Therefore it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.46 Paragraph 4.9 of the LDP identifies that appropriately and conveniently located community facilities are an important component of sustainable communities, reducing the need for people to travel and improving the quality of life.

2.47 The proposed allocation at Hayes Road, Sully is appropriately and conveniently located in close proximity to existing community facilities within Sully including a school, doctors surgery and community centre. In this regard Circular 30/2007 advises that issues of site sustainability are important for the health and well being of travellers, not only in terms of transport mode, pedestrian access and safety and distances from services but for a range of issues including the wider benefits of ease of access to GP and health services; children attending school etc. The proposed allocation therefore achieves this requirement.

2.48 Therefore, it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.49 N/A

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

2.50 Paragraph 4.12 of the LDP states that:

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

2.51 The provision of Gypsy and Traveller accommodation is included in the definition of new housing which is required to meet future needs in accordance with PPW and WG Circular 30/2007, with the allocation at Hayes Road, Sully meeting the objectives of paragraph 4.12 of PPW.

2.52 Therefore, it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.53 It has been suggested that the allocation of the land at Hayes Road, Sully will have a detrimental impact on delivering Policy MG 9 (7) of the LDP, with Hayes Road being located adjacent to a proposed B1 allocation. However, by definition B1 uses are compatible with residential uses and appropriate screening can be provided to minimise any adverse impacts. Notwithstanding the above, the site at Hayes Road is not considered to be visually obtrusive and the primary frontage to Hayes Road is considered to be well screened from passers-by and local traffic. Furthermore, the 2013 Gypsy and Traveller Site Assessment Background Paper confirms that future site improvement works could readily incorporate additional screening measures to improve views of the site from other areas, including the proposed B1 site to the east.

2.54 In addition, there is over 40 hectares of other land allocated for B1 development within the Vale of Glamorgan (excluding the strategic employment allocations) which is in excess of what is required to meet the economic objectives of the LDP. Therefore, the allocation of Hayes Road, Sully will not have a detrimental impact on meeting this objective of the LDP.

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

2.55 The allocation can be appropriately screened to minimise impacts on the adjacent access to the seafront. In addition, the loss of open space is not considered to be detrimental to the experience of visitors and residents due to the quality and quantity of open space available elsewhere including the sea front.

2.56 Therefore, it is considered that Policy MG 5 will not impact on achieving this objective of the LDP.

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

2.56 The allocation site is part brownfield, whilst the Greenfield element is considered to be of limited environmental value (given the absence of environmental designations).

2.57 Therefore, it is considered that Policy MG 5 is broadly consistent with this Strategic Objective of the LDP.

Test CE2: the strategy, policies and allocations are realistic and appropriate having considered the relevant alternatives and are founded on a robust and credible evidence base.

2.58 The allocation of the Hayes Road, Sully for the provision of a Gypsy and Traveller site is considered to be realistic, appropriate and deliverable having considered the relevant alternatives including the proposed sites at Llangan. Further detail of the unsuitability of Llangan as a location for the Gypsy and Traveller site is set out in the next section, whilst the above and the Council's evidence base clearly demonstrates that the allocation at Hayes Road, Sully is realistic, appropriate and deliverable having considered the alternatives.

2.59 Therefore based on the above, Policy MG 5 is considered to comply with Coherence and Effectiveness Soundness Test CE 2.

Summary

2.61 Based on the above, the proposed de-allocation of Hayes Road for the provision of a Gypsy and Traveller site under Policy MG 5 is not required to make the LDP sound. It is clearly demonstrated above that the proposed allocation complies with the following tests of soundness:

- C1;

- C2;
- C3;
- CE1; and
- CE2.

2.62 Therefore, the proposed allocation of Hayes Road, Sully for a Gypsy and Traveller site is 'Sound' and should accordingly be retained in the adopted LDP.

3.0 Alternative Sites at Llangan

3.1 Three sites including the previously allocated site in Llangan (ASN 92, ASN 105 and ASN 106) are being promoted as potential alternative sites to the allocation at Hayes Road, Sully for a Gypsy and Traveller site. Therefore, this section of the Representation demonstrates that Llangan is not a suitable location for a Gypsy and Travellers site.

3.2 As previously set out, a central theme running through planning policy is sustainable development. Paragraph 4.16 of PPW states that:

'In particular the planning system, through both development plans and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change'.

3.4 Paragraph 4.4.2 identifies that planning policies and proposals should:

- *'Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;*
- *Locate developments so as to minimise the demand for travel, especially by private car;*
- *Support the need to tackle the causes of climate change by moving towards a low carbon economy;*
- *Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;*
- *Play an appropriate role to facilitate sustainable building standards;*
- *Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;*
- *Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;*
- *Help to ensure the conservation of the historic environment and cultural heritage*
- *Maximise the use of renewable resources;*

- *Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;*
- *Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;*
- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged;*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car;*
- *Promote quality, lasting, environmentally-sound and flexible employment opportunities;*
- *Support initiative and innovation and avoid placing unnecessary burdens on enterprises;*
- *Respect and encourage diversity in the local economy;*
- *Promote a greener economy and social enterprises; and*
- *Contribute to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development and responding to climate change'.*

3.5 Llangan is not considered to be a sustainable or suitable location for a Gypsy and Traveller site for the following reasons:

- The limited local facilities available;
- The limited provision of public transport;
- The settlement is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide;

- The settlement does not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan;
- The settlement does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- The settlement does not maximise opportunities for community development and social welfare due to its size;
- The settlement does not foster social inclusion due to the isolated location of the settlement; and
- The settlement does not contribute to improvements in health due to the isolation from services and facilities.

3.6 The assertion that the development of a Gypsy and Traveller site at Llangan does not constitute sustainable development is also supported by a number of planning applications and Appeal decisions (2002/00109/FUL and (2011/00710/FUL) which are detailed in the previous Representation.

3.7 Furthermore, the Background Paper – Sustainable Settlements Appraisal Review, November 2011 sets out how the Council has developed the settlement hierarchy in the Vale of Glamorgan. Within the Background Paper, Llangan is identified under the settlement category of 'Hamlets and Rural Areas'. Paragraph 6.9 of the Sustainable Settlements Appraisal Review Background Paper confirms that such settlements require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale. Paragraph 6.10 states that:

'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.****'*

3.8 This is then confirmed in Chapter 5 of the Deposit LDP, were Hamlets and Rural Areas are not mentioned in terms of accommodating new development.

3.9 Further, the Background Paper of the Vale of Glamorgan LPA identifies 'Acceptable Walking Distances' in Table 1 based on the Guidelines for Providing Journeys on Foot, The Institute of Highways and Transportation (2000) and Sustainable Settlements: A guide for Planners, Designers and Developers and Shaping Neighbourhoods, which confirms that Llangan scores zero for public

transport facilities. If a Gypsy and Traveller site was allocated at Llangan, the occupants of the site would be denied sustainable access to a wide range of facilities and services.

3.10 In conclusion, Llangan is not a sustainable location for a Gypsy and Traveller site and the Representations promoting sites in Llangan fail to recognise that Llangan is not a sustainable location for new development. Therefore, the settlement does not meet planning policy requirements in terms of finding appropriate locations for Gypsy and Traveller sites.

4.0 CONCLUSION

4.1 Based on the above, the proposed de-allocation of the Land at Hayes Road, Sully and the proposals put forward to allocate a site at Llangan for the provision of a Gypsy and Traveller site is not considered to be 'sound'. It is clearly demonstrated that the current proposed allocation at Hayes Road, Sully under Policy MG 5 of the LDP complies with the following tests of soundness:

- C1;
- C2;
- C3;
- CE1; and
- CE2.

4.2 As set out in Chapter 2, Policy MG 5 has been produced in accordance with planning policy in terms of both sustainable development and housing. The site at Hayes Road constitutes sustainable development because the site:

- Will reduce the need to travel due to extensive local service provision in close proximity to the site;
- Is sustainably located with good access to public transport facilities, with the nearest bus stop located approximately 200m from the site which provides services to Barry, Penarth and Cardiff approximately every 30 minutes;
- Is not affected by any historical or ecological designations including SSSIs, Green Wedges or Special Landscape Areas;
- Promotes sustainable access to existing local employment, shopping, education, health, community, leisure and sports facilities;
- Meets the identified needs of Gypsies and Travellers in the Vale of Glamorgan; and
- Contributes to improvements in health due to its location in close proximity to existing services and facilities.

4.3 Whilst it is considered that the de-allocation of Hayes Road, Sully under Policy MG 5 is not required to make the LDP 'sound', it is also considered that Llangan is not a sustainable location for a Gypsy and Traveller site and therefore does not comply with planning policy requirements, for the reasons set out in Chapter 3 and the accompanying Representation in Appendix 1.

4.4 In conclusion, Policy MG 5 in its current form is considered to be 'sound' and therefore the proposed allocation of the land at Hayes Road, Sully for the provision of a Gypsy and Traveller site should be accordingly retained in the adopted LDP.

Appendix 3 Sustainable Settlements Appraisal Background Paper (February 2016 Update)

Vale of Glamorgan **Local Development Plan** 2011-2026

Sustainable Settlements Appraisal

Background Paper

February 2016 update

VALE of GLAMORGAN
BRO MORGANNWG

Local Development Plan
Cynllun Datblygu Lleol

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1. INTRODUCTION

1.1 Planning Policy Wales [PPW] requires Local Development Plan's [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 4.7 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 A revised Sustainable Settlements Appraisal [SSA] was prepared in 2013 to clarify the issues raised surrounding the original methodology and to recommend changes, where appropriate, to the settlement hierarchy in the Vale of Glamorgan Deposit LDP. The revised appraisal contained amendments to the weighting and scoring mechanisms used when compared to the 2007 assessment in order to clarify the methodology and to make the study more robust and transparent. This resulted in some changes to the initial scoring and rankings of settlements within the appraisal although there was little change to the general position of settlements and the overall conclusions and recommended settlement hierarchy for the Deposit LDP.

1.5 This updated study has been prepared to inform the LDP Examination and in response to Hearing Session 1, Action Point 4, to address any factual inaccuracies and those issues raised in representations and at the Hearing Session. This revised study therefore provides a factual update on the Council's previous Sustainable Settlement Appraisals and has a study base date of April 2016. The Council's action

point Position Statement sets out individual changes by settlement and considers any implications for the Local Development Plan.

1.6 For clarity the 2016 Sustainable Settlements Review supersedes the earlier Sustainable Settlements Appraisals dated 2007 and 2013.

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. In the 2011 Census the Vale of Glamorgan's population was recorded as being 126,305.

2.2 The main settlements in the Vale of Glamorgan are the towns of Barry, Penarth, Llantwit Major and Cowbridge, the latter two being historic towns which are surrounded by smaller rural settlements. The St Athan area also hosts the MoD St Athan airbase and the Welsh Government Aerospace Business Park which were designated as part of the Cardiff Airport and St Athan Enterprise Zone in 2012. Cardiff and Bridgend are also in close proximity to the Vale's Eastern and Western boundary respectively and there is significant cross boundary commuting by residents of the Vale of Glamorgan to these areas. Notwithstanding this, 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 and also forms part of the Welsh Government Enterprise Zone.

Policy Context

Planning Policy Wales

2.3 Planning Policy Wales [PPW] (Edition 8, 2016) 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 4.7.2 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 in both urban and rural areas to minimise the need for long distance commuting (paragraph 4.7.4 refers). In terms of developing spatial strategies generally, 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.

2.5 In respect of development in rural areas PPW (paragraph 4.7.7) recognises that for most rural areas the opportunities for reducing car use and increasing the use of public transport, walking and cycling are more limited than in urban areas. In rural areas PPW advises that the majority of new development should be located in those settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. Local service centres, or clusters of smaller settlements where a sustainable functional linkage can be demonstrated, should be designated by local authorities and be identified as the preferred locations for most new development including housing and employment provision (also see PPW Paragraph 8.6.2 relating to Transport).

2.6 Furthermore, PPW (paragraph 9.2.22) also advises 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. There should be a choice of housing, recognising the housing needs of all, including those in need of affordable or special needs provision. 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".

Technical Advice Note 6 (Planning for Sustainable Rural Communities)

2.7 Technical Advice Note (TAN) 6 builds upon the principles set out within Planning Policy Wales. With regards to informing the location of development, TAN 6 Paragraph 2.2.1 advises that "Development plans should set out the spatial vision for

rural communities. This should be based on a sound understanding of the functional linkages within the area and the potential for improving the sustainability of the existing settlement pattern. Many rural communities can accommodate development, particularly to meet local needs. New development can help to generate wealth to support local services, ensuring that communities are sustainable in the long term". Therefore, whilst detailed assessments will be required to consider specific site allocations, TAN 6 also requires an audit of rural services and facilities by settlement and the consideration of functional linkages within the area to inform the settlement strategy in the Local Development Plan.

The Wales Spatial Plan

2.8 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" (WG, 2008 p101).

2.9 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).

2.10 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).

2.11 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. This study follows the subsequent methodology used in the 2013 Background Paper, which introduced a number of changes to the original methodology. Most notably the study used simplified scoring criteria in the assessments in order to indicate the sustainability and broad groups of settlements to help identify suitable locations for new development. Furthermore, for the purpose of brevity, the 2016 Study has only assessed the settlements scoring 4 or more in the previous studies (noting that the LDP hierarchy only included those settlements scoring 5 or more).

3.2 A total of 57 individual settlements within the Vale of Glamorgan have been assessed in this study. 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 or areas of settlements were identified for surveying purposes only as set out overleaf. 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. For the purposes of this study, 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 / St Athan
Cowbridge	Cowbridge / Llanblethian
Sully	Cog / Sully
Rhoose	Fontygary / Rhoose
Llantwit Major	Boverton / Llantwit Major / RAF West Camp
Barry	Barry / The Bendricks

Bonvilston	Bonvilston / Greenway
Corntown and Ewenny	Corntown / Ewenny
Ruthin	Group of hamlets and rural settlements
St Andrews Major	Group of hamlets and rural settlements

3.3 Official population figures for individual settlements are not available due to the availability of data at that geographical scale. As such and for the purposes of this study, settlement population figures have been derived from best available estimates using the following method. Settlement populations were estimated by establishing dwelling counts (taken from the Local Land and Property Gazetteer), these were divided by the Welsh Government dwelling to household conversion ratio (1.04) then multiplied by the assumed average household size of 2.30 persons per household (taken from the latest 2014 Household Estimates). Appendix 1 lists the estimated population figures for each of the assessed settlements and Appendix 2 illustrates the boundaries used for the dwelling counts for each settlement.

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, 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 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. The general safety and nature of the walking environment in accessing these services, particularly relevant in the rural Vale, will therefore need to be considered in the final groupings of settlements.

3.7 These guidelines have been used to produce a 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 to cover the range of services and facilities assessed and 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 one study area, it is acknowledged use of the scoring system alone can be more relevant for surveying and understanding the role of smaller settlements and the discrete urban areas that comprise larger urban settlements. In this respect, each criterion has a maximum possible score for surveying purposes only and to provide the initial sustainability rankings so that comparisons can be drawn when analysing the assessed settlements further. In analysing the grouping of settlements other key factors such as settlement population, functional linkages and the role and status of settlements has been considered.

3.9 Table 2 sets out the scoring system used for these initial sustainability rankings including the individually weighted criteria. Detailed explanation regarding the scoring system is provided below following the table however, the assessment can be summarised through 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 audit of services and facilities undertaken during February 2016. This was based on site visits undertaken by Officers 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 settlement No primary school	3 0

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

Service / Facility	Categories and Travel Distances	Weighted Scores
Bus Services Cont'd	Hourly service to a main settlement throughout the day on weekdays, or; Daily service – less than hourly but at least one morning and one late afternoon/evening service to a main settlement.	1
	No formal bus service or infrequent daily service to a main settlement (i.e. services which do not have a morning and late afternoon return service) *or* 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 settlements (in both directions) Hourly service or less to 2 or more main settlements (in both directions) Station within 800m walking distance of settlement	4 3 1
Leisure and Recreation	Leisure Centre Formal Sports Pitch, or Equipped play area / youth area, or Allotments (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).	2 1 1 1
Employment	Employers / Employment Opportunities within settlement Employers / Employment Opportunities within 2km distance of settlement (based on a 'preferred maximum' walking distance)	3 2
Proximity to Main settlement	Village within 5Km to the centre of a main settlement by nearest road route.	1

N.B. – For the purposes of the above scoring system 'main settlements' are considered to be Bridgend, Cardiff and the main settlements within the Vale of Glamorgan (Barry, St Athan, Penarth, Llantwit Major and Cowbridge). Proximity to main settlements or other facilities such as employment opportunities are measured from the centre of assessed settlements to the centre of main settlements or facilities.

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 in 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 clusters of settlements 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 main settlement (i.e. Barry, St Athan, Penarth, Cowbridge, Llantwit Major, Bridgend or Cardiff), 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 Bus services play an important role in the accessibility of rural communities and contribute towards the vitality of the Vale's rural settlements. It should be noted that some rural bus services are supported and are therefore reliant on Government funding. Since June 2013 a number of rural bus services have changed or been removed from service. This has been reflected in this updated appraisal which has a study base date of February 2016 and which has used bus service and timetabling information correct at that time.

3.17 In addition to these services, the Council operates the "Greenlinks" Rural Community Transport scheme which offers a ring and request service for all Vale residents. Greenlinks was established in June 2010 and has grown greatly in popularity since this time. Whilst not as extensive as traditional bus operations, it is considered that this flexible on demand service provides an important contribution towards rural accessibility in the Vale of Glamorgan and there are plans to extend this facility further in the rural areas. At February 2016, the Vale of Glamorgan was served by two Greenlinks services:

- The G1 Service operates Monday to Friday and is an 'on-demand' service providing a link between St, Athan, Cowbridge, and Bridgend Town Centre , also serving the villages of Llanmaes, Eglwys Brewis, St Mary Church, Llandough, Llanblethian, Pentre Meyrick, Penllyn, Craig Penllyn, City, Ruthin, St Mary Hill, Fferm Goch, LLangan, Treoes, Colwinston, Corntown and Ewenny.

- The G4 Service operates every Thursday and is an 'on demand' service to Cardiff, serving residents of the coastal area of the rural vale, including the villages of Llanmaes, Flemingston, Llancarfan, Llanbethery, Moulton, St Athan, LLantwit Major, Llancadle, Gileston, Penmark, Aberthaw (East), Rhoose and Porthkerry.

3.18 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 3.

Table 3: Settlements Ranked by Initial Sustainability Score (2016)

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

5. ANALYSIS

5.1 This section takes into account the location and functional relationship of settlements within the Vale of Glamorgan together with other relevant socio-economic considerations such as settlement population and their 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. The study then concludes with suggested settlement groupings based upon their relative sustainability.

5.2 The 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 that is proposed following careful consideration of all other planning considerations not covered within this study.

5.3 These wider planning considerations include the local need for development (in terms of the need for local housing, 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 possible that some settlements will not strictly reflect the indicative groupings suggested 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, site specific allocations and the consideration of candidate site assessments, as part of the LDP process, will require individual and detailed 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 (Key and Service Centre 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 these key settlements will 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 (Minor 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, some of which are shared between settlements and service the wider rural community. These can be considered as being the rural villages or clusters of smaller settlements where there are sustainable functional linkages. These settlements play an important role in creating and sustaining vibrant rural communities (considered under section 2.2 'Location of development' in TAN 6 - Planning for Sustainable Rural Communities).

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 and surrounding area.

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 pay 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, particularly given the safety and nature of the walking environment along the associated country roads. 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 generally limited range of services and facilities within the settlement (a lack of core services and facilities),
(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.

Main Settlements (Key and Service Centre 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 highly for bus services and three of the four top scoring settlements also benefit from train services. 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 smaller but still significant populations of over 1000. They are also 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. Overall, the identified primary settlements score 19 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	St. Athan	Llandough (Penarth)
Rhoose	Sully	Wenvoe

Sustainable Rural Settlements (Minor 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. Some are in close proximity to each other or have links with the surrounding towns and villages. 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 facilities. These settlements also have a population above 100 and are within the top 40 of the 57 of the assessed settlements.

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

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

6.8 Culverhouse Cross is the highest scoring settlement within this category and has a high population, estimated at 803. 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, leisure and employment uses. The settlement also benefits from frequent bus services and strategic road links to 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.

Hamlets and Rural Areas

6.9 As noted above, these settlements are 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 by 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 or functional links 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 5 or less within the initial sustainability rankings and / or have a low population generally below 100.

Of the 57 settlements assessed in this 2016 study 11 settlements are identified as being within this rural category, these are:

Penmark	St Georges	Monknash	Llancadle
Llangan	St Brides Super Ely	St Mary Church	Llansannor
Welsh St Donats	Porthkerry	St Andrews Major	

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.

Thirteen anomaly results can therefore be identified, these are:

St Donats	The Downs	St. Hilary	Tair Onen
Leckwith	Marcross	Gileston	Twyn-yd-odyn
Pentre Meyrick	Swanbridge	The Herbets	Ogmore Village
Tredogan			

6.13 These settlements satisfy one or more of the above factors and should be considered as a rural hamlet forming part of the countryside. Table 4 provides further details regarding the identification of these anomaly settlements. These anomaly settlements are shown as settlements with a strike through in the estimated settlements population table at Appendix 1 and in the detailed assessment table at Appendix 3.

Table 4: Identified Anomaly Settlements

Settlement	Commentary
St Donats	▪ 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.
Leckwith	▪ 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 46.
Pentre Meyrick	▪ 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 38, significantly lower than other settlements within sustainable rural settlements classification.
Tredogan	▪ 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 27.
The Downs	▪ Although area is well served by public transport the studied settlement area otherwise amounts to a small number of dwellings in the countryside along Grants Field road off the A48. ▪ No real village core or settlement function given the lack of community services and facilities.
Marcross	▪ Low estimated population of 86. ▪ Limited services and facilities – scored over 4 based on the 303 bus service, its proximity to the service centre of Llantwit Major and a public house. ▪ Otherwise considered to be a small rural hamlet.
Swanbridge	▪ 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 82. ▪ Bus stop detached from assessed area and accessed along a narrow road without a footpath.
St. Hilary	▪ 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. ▪ Limited community facilities although settlement contains a village pub and place of worship and community hall.
Gileston	▪ Minimum score for rural settlement primarily due to location close to the strategic highway, the St Athan Strategic Opportunity Area and MoD Base as apposed to the range of services and facilities. ▪ Otherwise considered to be a small and isolated rural hamlet. ▪ No core services and facilities and no bus services within easy and safe walking distance.
The Herberts	▪ 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 82.
Tair Onen	▪ Low estimated population of 80. ▪ Limited services and facilities – scored over 4 based on employment units located off the A48. ▪ Otherwise considered to be a small rural hamlet.
Twyn yr odyn	▪ Low estimated population of 62. ▪ Limited services and facilities – scored over 4 based on recreation facilities and potential employment opportunities located at Culverhouse Cross. ▪ Otherwise considered to be a small and isolated rural hamlet.
Ogmore Village	▪ Low estimated population of 40. ▪ Limited services and facilities – scored over 4 based on the bus service, its proximity to Bridgend, a post box and food / drink outlet. ▪ Settlement study area located within a sensitive rural area in the Glamorgan Heritage Coast and Castle upon Alun Special Landscape Area. ▪ Otherwise considered to be a small rural hamlet.

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, cannot be fully considered by this study. These are generally factors where it is more 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 potential development sites within individual settlements. Such detailed planning assessments would need to consider the environmental, social and economic issues affecting specific settlements (as referenced in TAN 6 paragraphs 2.2.1 – 2.2.3). Decisions on levels of growth and individual proposals will be made as informed planning judgements having considered all other relevant factors.

7.4 Nevertheless, this study has been used as the starting point for defining the LDP Settlement Hierarchy, and alongside a wider assessment and planning judgement having considered all other material considerations, the LDP Settlement Hierarchy has been defined as below. The findings of this updated 2016 study have not resulted in a material change in the grouping or definition of any individual settlement.

LDP SETTLEMENT HIERARCHY

Key Settlement:
Barry

Service Centre Settlements:
Cowbridge, Llantwit Major and Penarth

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

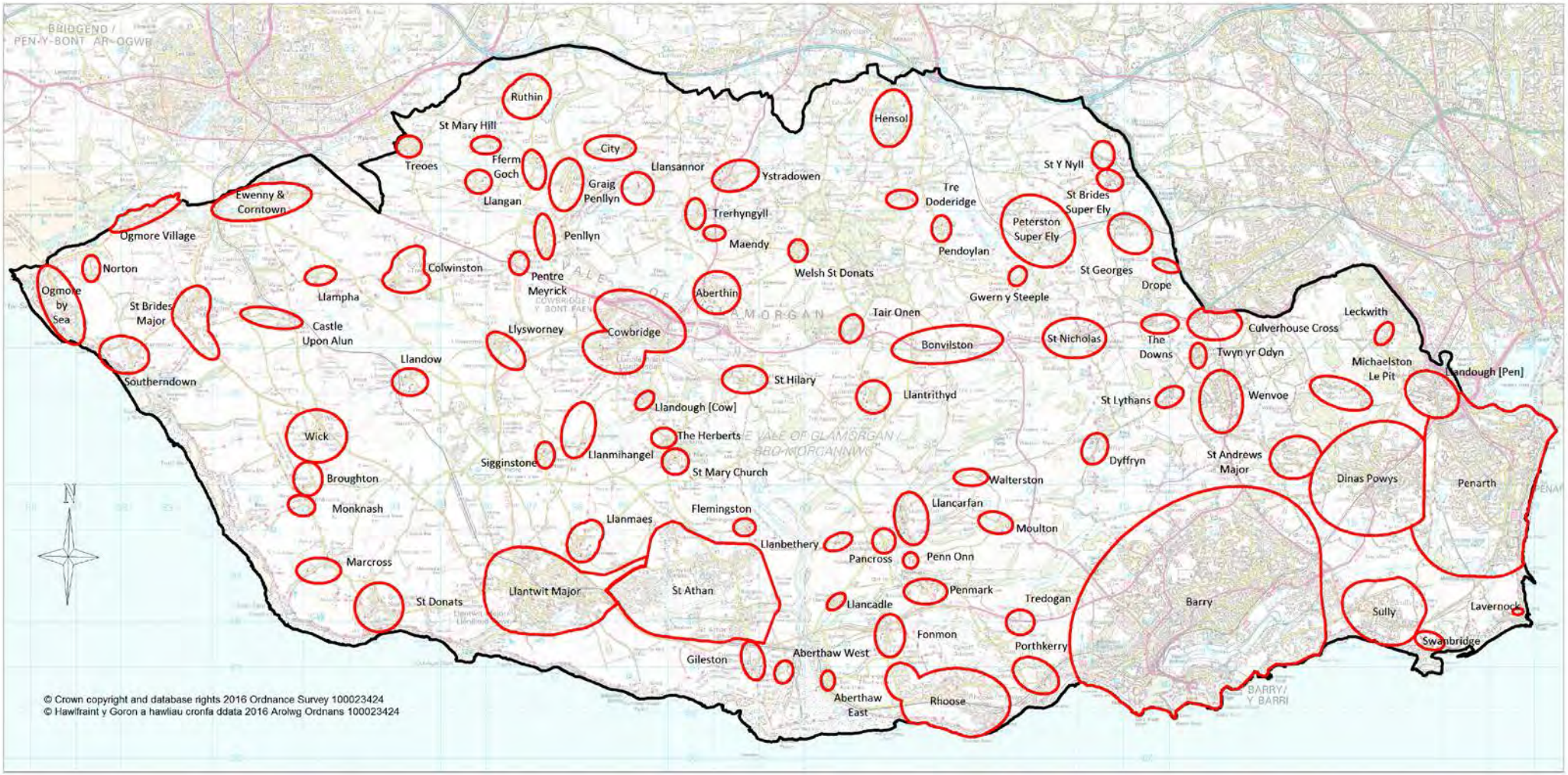
Minor Rural Settlements:
Aberthin, Bonvilston, Colwinston, Corntown, Culverhouse Cross, East Aberthaw, Ewenny, Fferm Goch, Graig Penllyn, Llancarfan, Llandow, Llanmaes, Llysworney, Ogmore by Sea, Pendoylan, Penllyn, Peterston Super Ely, Sigingstone, Southerndown, St Brides Major, St Nicholas, Treoes,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

Appendices

Appendix 1 – Estimated Settlement Population (2016)

Settlement	Estimated Population	Settlement	Estimated Population
Barry	52818	Ystradowen	529
Penarth	24033	Llanmaes	296
Llantwit Major	8581	~~The Downs~~	117
Cowbridge	4034	Llysworney	203
Dinas Powys	7159	Llandow	175
Rhoose	5454	Sigingstone	102
St Athan	4290	~~Marcross~~	86
Sully	3003	~~Swanbridge~~	82
Llandough (Pen)	2059	Graig Penllyn	210
Wenvoe	1320	Southerndown	188
Culverhouse Cross	803	Penllyn	159
Wick	511	~~St Hilary~~	148
St Brides Major	683	~~Gileston~~	144
Peterston Super Ely	630	~~The Herberts~~	82
Corntown & Ewenny	617	~~Tair Onen~~	80
St Nicholas	323	~~Twyn-yr-odyn~~	62
Bonvilston	354	~~Ogmore Village~~	40
Fferm Goch	190	Penmark	139
Aberthaw (East)	102	Llangan	88
Ogmore by Sea	1400	Welsh St Donats	84
Colwinston	487	St Georges	73
Aberthin	345	St Brides Super Ely	62
Treoes	330	Porthkerry	29
Llancarfan	155	Monknash	22
~~St Donats~~	144	St Mary Church	124
Pendoylan	117	St Andrews Major	60
~~Leckwith~~	46	Llancadle	53
~~Pentre Meyrick~~	38	Llansannor	58
~~Tredogan~~	27		

Appendix 2 - Location and Boundary Map of Appraised Settlements



Appendix 3 – 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	2013 Score	2016 Score	Estimated Settlement Population
1	Barry	3	3	6	1	2	2	2	1	1	4	4	4	3	1	37	37	52818
2	Penarth	3	3	6	1	2	2	2	1	1	4	4	4	3	1	37	37	24033
3	Llantwit Major	3	3	6	1	2	2	2	1	1	2	3	4	3	1	36	34	8581
4	Cowbridge	3	3	6	1	2	2	2	1	1	3	0	4	3	1	33	32	4034
5	Dinas Powys	0	3	3	1	2	2	2	1	1	3	4	2	2	1	28	27	7159
6	Rhoose	0	3	3	1	2	2	2	1	1	2	3	2	3	0	27	25	5454
7	St Athan	0	3	3	1	2	2	2	1	1	2	0	2	3	1	25	23	4290
8	Sully	0	3	2	1	1	2	1	1	1	3	0	2	3	1	22	21	3003
9	Llandough (Pen)	0	3	0	1	1	1	2	0	1	4	1	2	3	1	21	20	2059
10	Wenvoe	0	3	2	1	1	1	0	1	1	4	0	2	3	0	20	19	1320
11	Culverhouse Cross	2	0	3	1	0	2	0	0	0	4	0	1	3	0	17	16	803
12	Wick	0	3	2	1	2	1	0	0	1	2	0	1	0	0	14	13	511
13	St Brides Major	0	3	2	1	1	1	0	0	1	1	0	2	0	0	13	12	683
14	Peterston Super Ely	0	3	1	1	1	1	0	0	1	1	0	2	0	0	11	11	630
15	Corntown & Ewenny	0	0	2	1	0	1	0	0	1	2	0	2	0	1	7	10	617
16	St Nicholas	0	3	0	1	2	0	0	0	1	3	0	0	0	0	12	10	323
17	Bonvilston	0	0	1	1	2	1	0	0	1	3	0	0	0	0	13	9	354
18	Fferm Goch	0	3	0	1	0	0	0	0	1	0	0	1	3	0	9	9	190
19	Aberthaw (East)	0	0	0	1	1	1	0	0	0	2	0	1	2	1	9	9	102
20	Ogmore by Sea	0	0	2	1	1	1	0	0	0	2	0	1	0	0	8	8	1400
21	Colwinston	0	3	0	0	1	1	0	0	1	0	0	2	0	0	8	8	487
22	Aberthin	0	0	0	1	1	1	0	0	1	1	0	0	2	1	8	8	345
23	Treoes	0	0	0	1	1	1	0	0	1	0	0	1	2	1	8	8	330
24	Llancarfan	0	3	0	1	1	1	0	0	1	0	0	1	0	0	8	8	155
25	~~St Donats~~	3	0	0	1	1	0	0	0	0	2	0	0	0	1	7	8	144

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	2013 Score	2016 Score	Estimated Settlement Population
26	Pendoylan	0	3	0	1	1	1	0	0	0	1	0	1	0	0	8	8	117
27	~~Leckwith~~	0	0	0	1	0	0	0	0	0	3	0	1	2	1	8	8	46
28	~~Pentre Meyrick~~	0	0	0	1	0	0	0	0	0	3	0	0	3	1	9	8	38
29	~~Tredogan~~	0	0	0	0	0	0	0	0	0	4	0	0	3	1	7	8	27
30	Ystradowen	0	0	1	1	1	1	0	0	1	0	0	1	0	1	7	7	529
31	Llanmaes	0	0	0	1	1	0	0	0	0	0	0	2	2	1	7	7	296
32	Llysworney	0	0	0	1	1	1	0	0	0	1	0	1	0	1	6	6	203
33	Llandow	0	0	0	1	1	0	0	0	1	0	0	1	2	0	7	6	175
34	~~The Downs~~	0	0	0	1	0	0	0	0	0	3	0	0	2	0	6	6	117
35	Sigingstone	0	0	0	1	0	1	0	0	1	0	0	0	2	1	5	6	102
36	~~Marcross~~	0	0	0	1	1	1	0	0	0	2	0	0	0	1	5	6	86
37	~~Swanbridge~~	0	0	0	1	0	1	0	0	0	3	0	0	0	1	7	6	82
38	Graig Penllyn	0	0	0	1	0	1	0	0	0	0	0	2	0	1	5	5	210
39	Southerndown	0	0	0	1	1	1	0	0	0	2	0	0	0	0	5	5	188
40	Penllyn	0	0	0	1	1	1	0	0	1	0	0	0	0	1	5	5	159
41	~~St Hilary~~	0	0	0	1	1	1	0	0	1	0	0	0	0	1	6	5	148
42	~~Gileston~~	0	0	0	1	1	0	0	0	0	0	0	0	2	1	5	5	144
43	~~The Herberts~~	0	3	0	1	0	0	0	0	0	0	0	0	0	1	6	5	82
44	~~Tair Onen~~	0	0	0	1	0	0	0	0	0	0	0	0	3	1	5	5	80
45	~~Twyn-yr-odyn~~	0	0	0	1	0	1	0	0	0	0	0	1	2	0	4	5	62
46	Ogmore Village	0	0	0	1	0	1	0	0	0	2	0	0	0	1	5	5	40
47	Penmark	0	0	0	1	1	1	0	0	1	0	0	0	0	0	4	4	139
48	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	4	88
49	Welsh St Donats	0	0	0	1	1	0	0	0	1	0	0	0	0	1	4	4	84
50	St Georges	0	0	0	1	1	1	0	0	0	1	0	0	0	0	4	4	73
51	St Brides Super Ely	0	0	0	1	1	0	0	0	1	1	0	0	0	0	4	4	62
52	Porthkerry	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	4	29
53	Monknash	0	0	0	1	0	1	0	0	0	2	0	0	0	0	5	4	22
54	St Mary Church	0	0	0	1	1	0	0	0	0	0	0	0	0	1	4	3	124

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	2013 Score	2016 Score	Estimated Settlement Population
55	**St Andrews Major**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**3**	**60**
56	**Llancadle**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**3**	**53**
57	**Llansannor**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**2**	**58**

Appendix 4 – Summary of Changes by Settlement

Settlement	Reasons for Overall Score Change from the 2013 Study
Llantwit Major	• Llantwit Major previously scored 36. • Changes in bus services have resulted in the only score change for Llantwit Major. Bus services now score 2 due to an hourly service to a main centre throughout the day, weekdays and weekends. Previously the score for bus services was 4. This is a situational change due to changes in bus services in the area. • Llantwit Major now scores 34 with an estimated population of 8581 and remains within the 'Main Settlements' category.'
Cowbridge	• Cowbridge previously scored 33. • Changes in bus services have resulted in the only score change for Cowbridge. Bus services now score 3 due to a half hourly or more frequent service to a main centre throughout the day including a Saturday or Sunday. Previously the score for bus services was 4. This is a situational change due to changes in the bus services in the area. • Cowbridge now scores 32 with an estimated population of 4034 and remains within the 'Main Settlements' category.'
Dinas Powys	• Dinas Powys previously scored 28. • Changes in bus services have resulted in the only score change for Dinas Powys. Bus services now score 3 due to a half hourly or more frequent service to a main centre throughout the day including a Saturday or Sunday. Previously the score for bus services was 4. This is a situational change due to changes in the bus services in the area. • Dinas Powys now scores 27 with an estimated population of 7159 and remains within the 'Primary Settlements' category.
Rhoose	• Rhoose previously scored 27. • Changes in bus services have resulted in the only score change for Rhoose. Bus services now score 2 is based on an hourly service to a main centre on weekdays and on a Saturday or Sunday. Previously the score for bus services was 4. This is a situational change due to changes in the bus services in the area. • Rhoose now scores 25 with an estimated population of 5454 and remains within the 'Primary Settlements' category.
St Athan	• St Athan previously scored 25. • Changes in bus services have resulted in the only score change for St Athan. Bus services now score 2 based on an hourly service to a main centre on weekdays and on a Saturday or Sunday. Previously the score for bus services was 4. This is a situational change due to changes in the bus services in the area. • St Athan now scores 23 with an estimated population of 4290 and remains within the 'Primary Settlements' category.
Sully	• Sully previously scored 22. • Changes in bus services have resulted in the only score change for Sully. Bus services now score 3 based on a half hourly or more frequent service to a main centre throughout the day including a Saturday or Sunday. Previously bus services scored 4. This is a situational change due to changes in the bus services in the area. • Sully now scores 21 with an estimated population of 3003 and remains within the 'Primary Settlements' category.

Llandough (Pen)	• Llandough previously scored 21. • The score for places of worship has been corrected to reflect the fact that there is one place of worship within 1km of Llandough, named 'Saint Dochowy's Church'. This change is a factual correction. • Llandough now scores 20 with and estimated population of 2059 and remains within the 'Primary Settlements' category.
Wenvoe	• Wenvoe previously scored 20. • The proximity to main settlement score has been amended following clarification of the scoring criteria. While Wenvoe is approximately 2km (centre to centre) from Culverhouse Cross and the edge of Cardiff it would be beyond 5km to the centre of Cardiff. This change is therefore a factual correction following clarification of the scoring criteria. • Wenvoe now scores 19 with an estimated population of 1320 and remains within the 'Primary Settlements' category.
Culverhouse Cross	• Culverhouse Cross previously scored 17. • The proximity to main settlement score has been amended following clarification of the scoring criteria. Culverhouse Cross is greater than 5km to the centre of Cardiff and the score has been adjusted accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • Culverhouse Cross now scores 16 with an estimated population of 803 and remains within the 'Sustainable Rural Settlements' category.
Wick	• Wick previously scored 14. • Changes in bus services have resulted in the only score change for Wick. Bus services now score 2 based on an hourly service to a main settlement on weekdays. Previously the score for bus services was 3. This is a situational change due to changes in bus services in the area. • Wick now scores 13 overall with an estimated population of 511 and remains within the 'Sustainable Rural Settlements' category.
St Brides Major	• St Brides Major previously scored 13. • Changes in bus services have resulted in the only score change for St Brides Major. Bus services now score 1 based on an hourly service to a main settlement on weekdays. This is a situational change due to changes in bus services in the area. • St Brides Major now scores 12 with an estimated population of 683 and remains within the 'Sustainable Rural Settlements' category.
Peterston Super Ely	• Peterston Super Ely previously scored 11 and the overall score remains unchanged. • Corrections in the scoring for 'day to day shops and services' and leisure and recreation categories have taken place in the updated assessment. • The previous study only recognised one equipped play area/youth area, however there is also a formal sports pitch (tennis courts) located west of the play area. This is therefore a factual change. • The previous study recognised two day to day shops and services, however on Peterston Super Ely is served by one main shop/service. This is therefore a factual correction. • Peterston Super Ely remains within the 'Sustainable Rural Settlements' category.
Corntown and Ewenny	• Corntown previously scored 5 and Ewenny 8. • The rural settlements of Corntown and Ewenny have been combined

	due to their close proximity, built form and functional relationship. The combined score for Corntown and Ewenny is 10 overall. • Corntown and Ewenny lies outside of the top 10 scoring settlements (and is ranked 15th overall). It has an estimated population of 617 and remains within the 'Sustainable Rural Settlements' category. The combination of Corntown and Ewenny have therefore resulted in a new settlement score. .
St Nicholas	• St Nicholas previously scored 12. • Changes in bus services have resulted in one of the changes to the overall score for St Nicholas. Bus services now score 3 based on a half hourly or more frequent service to a main settlement throughout the day including Saturday or Sunday. The previous bus score was 4. This is a situational change due to changes in bus services in the area. • The proximity to main settlement score has been amended following clarification of the scoring criteria. St Nicholas is greater than 5km to the centre of Cardiff and the score has been adjusted accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • St Nicholas now scores 10 overall with an estimated settlement population of 323 and remains within the 'Sustainable Rural Settlements' category.
Bonvilston	• Bonvilston previously scored 13. • Changes in bus services have resulted in one of the changes to the overall score for Bonvilston. Bus services now score 3 based on a half hourly or more frequent service to a main settlement throughout the day including Saturday or Sunday. The previous bus score was 4. This is a situational change due to changes in bus services in the area. • Changes to the proximity to employment score has been made for Bonvilston for consistency with employment uses considered for this criteria. From the centre of the village, Bonvilston is approximately 2.5km from Cottrell Park Golf Club to the east. This change is therefore a factual correction following clarification of the scoring criteria. • Bonvilston now scores 9 overall with an estimated settlement population of 354 and remains within the 'Sustainable Rural Settlements' category.
Llancarfan	• Llancarfan previously scored 8 and the overall score remains unchanged. • The proximity to main settlement score has been amended following clarification of the scoring criteria. Llancarfan is 5.5km to St Athan village centre therefore the proximity to main settlement score has been amended accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • A correction under the scoring for leisure and recreational facilities results in an unchanged overall score. The previous study did not recognise any leisure facilities, however there is one formal sports pitch (tennis court). • Llancarfan remains within the 'Sustainable Rural Settlements' category.
~~St Donats~~	• St Donats previously scored 7. • Changes in bus services have resulted in the only score change for St Donats. Bus services now score 2 based on an hourly service to a

	main settlement on weekdays and on a Saturday or Sunday. Previously bus services scored 1. This is a situational change due to changes in bus services in the area. • St Donats now scores 8 with an estimated population of 144 and remains within the 'Anomaly Settlements' category.
~~Pentre Meyrick~~	• Pentre Meyrick previously scored 9. • Changes in bus services have resulted in the only score change for Pentre Meyrick. Bus services now score 3 based on a half hourly or more frequent service to a main settlement on weekdays and on a Saturday or Sunday. Previously bus services scored 4. This is a situational change due to changes in bus services in the area. • Pentre Meyrick now scores 8 with an estimated population of 38 and remains within the 'Anomaly Settlements' category.
~~Tredogan~~	• Tredogan previously scored 7. • Changes in bus services have resulted in the only score change for Tredogan. Bus services now score 4 based on a half hourly or more frequent service to a main centre throughout and on a Saturday or Sunday. Previously bus services scored 3. This is a situational change due to changes in bus services in the area. • Tredogan now scores 8 with an estimated population of 27 and remains within the 'Anomaly Settlements' category.
Llanmaes	• Llanmaes previously scored 7 and this remains unchanged. • Changes relate to a correction regarding distances to Llantwit Major train station (approximately 1.5km walking distance from the village centre) and a score added for leisure and recreation facilities The previous study recognised one outside play area, however there is an additional grassland pitch with a football and basketball goal posts. These changes are therefore factual corrections. • Llanmaes remains within the 'Sustainable Rural Settlements' category.
Llandow	• Llandow previously scored 7. • Changes in bus services have resulted in the only change to the overall score. Bus services now score 0 due to the infrequent daily service to the settlement (the 321 service is however available from the Nash Manor junction hail and ride location approx. 2km distance). This is a situational change due to changes in bus services in the area. • Llandow now scores 6 with an estimated population of 175 and remains within the 'Sustainable Rural Settlements' category.
~~The Downs~~	• The Downs previously scored 6 and this remains unchanged. • The proximity to main settlement score has been amended following clarification of the scoring criteria. Whilst the Downs is approximately 1.7km from Culverhouse Cross and the edge of Cardiff it is greater than 5km to the centre of Cardiff and the score has been adjusted accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • Changes in bus services have resulted in a change to the score. Bus services now score 3 based on a half hourly or more frequent service to a main settlement throughout the day including a Saturday or Sunday. Previously bus services scored 4. This is a situational change due to changes in bus services in the area. • The Downs did not previously have a score for being within close proximity to employment opportunities or an employment area.

	However, the settlement is within 2km to existing employment uses of Culverhouse Cross and this has been corrected accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • The Downs score remains unchanged and remains within the 'Anomaly Settlements' category.
Sigingstone	• Sigingstone previously scored 5. • Changes in bus services have resulted in a change the bus services score for Sigingstone. Bus services now score 0 due to the infrequent daily service to the settlement (the 321 service is however available from the Llantwit Major junction hail and ride location approx. 1km distance). This is a situational change due to changes in bus services in the area. • Sigingstone did not previously have an employment opportunities score. However, Sigingstone is within 2km of employment opportunities at the Vale Business Park, Llandow. This is a factual change. • Sigingstone now scores 6 with an estimated population of 102 and remains within the 'Sustainable Rural Settlements' category.
~~Marcross~~	• Marcross previously scored 5. • Changes in bus services have resulted in the only change in the overall score for Marcross. Bus services now score 2 based on an hourly service to a main settlement on weekdays and a Saturday or Sunday. Previously the bus services score was 1. This is a situational change due to changes in bus services in the area. • Marcross now scores 6 with an estimated population of 86 and remains within the 'Anomaly Settlements' category.
~~Swanbridge~~	• Swanbridge previously scored 7. • Changes in bus services have resulted in a change to the bus service score. Bus services now score 3 based on a half hourly or more frequent service to a main settlement on weekdays and on a Saturday or Sunday (from Sully Road). Previously the bus services score was 4. This is a situational change due to changes in bus services in the area. • The nearest shop/services are located on Sully road however there are no 'day to day shop/services' within 800m of the settlement and this has been corrected. This change is a factual correction. • There are two restaurant/food and drink outlets within the settlement. There is a public house 'The Captain's Wife' and 'Seashore Grill' restaurant located within the Caravan Park. The previous study only recognised one facility, therefore this change is a factual correction. • Swanbridge now scores 6 with an estimated population of 82 and remains within the 'Anomaly Settlements' category.
~~St Hilary~~	• St Hilary previously scored 6. • Changes in bus services have resulted in a change to the overall score. Bus services now score 0 due to the infrequent daily service to the settlement (the X2 service is available at a bus stop approximately 850m away on the A48). This is a situational change due to changes in bus services in the area. • St Hilary now scores 5 with an estimated population of 148 and remains within the 'Anomaly Settlements' category.
~~The Herberts~~	• The Herberts previously scored 6.

	• Changes in bus services have resulted in a change to the overall score. Bus services now score 0 due to the infrequent daily service to the settlement. Previously the score for bus services was 1. This is a situational change due to changes in bus services in the area. • The Herberts now scores 5 with an estimated population of 82 and remains within the 'Anomaly Settlements' category.
~~Twyn-yr-odyn~~	• Twyn-yr-odyn previously scored 4. • Previously Twyn-yr-odyn was not recognised as having any employment opportunities however the settlement is within 2km of existing employment opportunities at Culverhouse Cross. This change is a factual correction. • The proximity to main settlement score has been amended following clarification of the scoring criteria. Whist Twyn-yr-odyn is approximately 1km from Culverhouse Cross and the edge of Cardiff it is more than 5km to the centre. This change is therefore a factual correction following clarification of the scoring criteria. • Twyn-yr-odyn now scores 5 with an estimated population of 62 and is now categorised within the 'Anomaly Settlements' category.
St Georges	• St Georges previously scored 4 and this remains unchanged. • The proximity to main settlement score has been amended following clarification of the scoring criteria. This change is therefore a factual correction following clarification of the scoring criteria. • The score for bus services is now 1 recognising the 303 bus service and based on an hourly service to a main settlement throughout the day on a Saturday or Sunday. • St Georges remains in the 'Hamlets and Rural Areas' category.
St Brides Super Ely	• St Brides Super Ely previously scored 4 and this remains unchanged. • The proximity to main settlement score has been amended following clarification of the scoring criteria. While the settlement is approximately 3.5km from Pentrebane in Cardiff it would be beyond 5km to the centre. This change is therefore a factual correction following clarification of the scoring criteria. • The score for bus services is now 1 recognising the 303 bus service based on an hourly service to a main settlement throughout the day and on a Saturday or Sunday. This is a situational change due to changes in bus services in the area. • St Brides Super Ely remains in the 'Hamlets and Rural Areas' category.
Monknash	• Monknash previously scored 5. • There are no places of worship within 1km of Monknash and this has been corrected accordingly. This change is a factual correction. • Monknash now scores 4 with an estimated population of 22 and remains within the 'Hamlets and Rural Areas' category.
St Mary Church	• St Mary Church previously scored 4. • Changes in bus services have resulted in a change to the overall score. Bus services now score 0 due to the infrequent daily service to St Mary Church which has no regular. The exception to this is the 'call and ride' Greenlinks G1 service which pre bookable in the rural Vale. This is a situational change due to changes in bus services in the area. • St Mary Church now scores 3 with an estimated population of 124 and remains within the 'Hamlets and Rural Settlements' category.
St Andrews Major	• St Andrews Major previously scored 4.

	• The proximity to main settlement score has been amended following clarification of the scoring criteria. Whilst St Andrews Major is approximately 2.5km from Barry it would be beyond 5km to the Town Centre and the scoring has been adjusted accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • St Andrews Major now scores 3 with an estimated population of 60 and remains within the 'Hamlets and Rural Areas' category.
Llancadle	• Llancadle previously scored 4. • There are no places of worship within 1km of Llancadle and this scoring has been corrected accordingly. This change is a factual correction. • Llancadle now scores 3 with an estimated population of 53 and remains within the 'Hamlets and Rural Areas' category.
Llansannor	• Llansannor previously scored 5. • Llansannor and Llanharry Church in Wales Primary School it is located approximately 2.3km from the centre of Llansannor which is beyond the distance criteria. Therefore, the score for Primary Schools has been adjusted accordingly. This change is a factual correction. • Llansannor now scores 2 with an estimated population of 58 and remains within the 'Hamlets and Rural Areas' category.

Appendix 4 Sustainability Appraisal for Land at Llangan

SA Assessment: Llangan Gypsy and Traveller Allocation

SITE ASSESSMENT STAGE 3: SUSTAINABILITY APPRAISAL

Assessment	Effect
Development at the site will have a positive impact on sustainability	+ +
Development at the site will have a some positive impact on sustainability	+
Development at the site will have a negligible or neutral impact on sustainability. A recorded neutral effect does not necessarily mean there will be no effect at the site level, but shows that at this strategic level there is no identifiable effects.	0
Development at the site would have both positive and negative impact on sustainability	+ / -
Development at the site will have a slight negative impact on the sustainability.	–
Development at the site will have a very negative impact on sustainability	– –
The impact of an issue cannot be predicted at this stage	?

Sustainability Objective	Appraisal guidance notes:	Assessment Criteria	Effect
1. To provide the opportunity for people to meet their housing needs	The site has the potential to deliver a mix of housing tenures including affordable housing (achievable on larger sites through 106 agreements). Whole or part of the site has been promoted for affordable housing. The site is located in an area of housing need as identified in the Housing Market Assessment Study	The provision of a Gypsy and Traveller site would support the objectives of the Council's Housing Strategy 20015 – 2020 and meet the need identified within the Vale of Glamorgan Gypsy and Traveller Accommodation Assessment May 2016. The site is greenfield land in the open countryside adjacent to an existing settlement.	+ -
2. To maintain, promote and enhance the range of local facilities	The site is promoted for community, leisure and recreational facilities. The proposal would not lead to a loss of a community facility. The site has the potential to provide community facilities.	The site is not being investigated for these uses. The proposal to develop the site for the use proposed would not lead to the loss of existing community facilities and development of the site would not provide additional community facilities.	0

3. To maintain and improve access for all	Existing services and facilities are easily accessible from the site by walking, cycling or public transport.	The nearest settlement to the site is the minor rural settlement of Fferm Goch. ~~The site is located close to the minor rural settlement of Fferm Goch~~ and is approximately 600 metres from the village of Llangan. No pedestrian or cycle links are provided along the narrow country roads to these settlements. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. The nearest regular bus services are available 2.6km on the A48 which run approximately every half hour to Cardiff / Bridgend. While the existing village services and facilities within Fferm Goch are within 950m walking/cycling distance from the site but no pedestrian or cycle infrastructure links are available to enhance of facilitate such movements. There ~~would~~ remains a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis. However, no bus stops are located within 400m of the site which is considered to be a reasonable walking distance to a bus stop and therefore the use of public transport will not be encouraged or facilitated. The nearest bus stops are located in Llangan (approximately 600m) and Fferm Goch (approximately 950m) where the rural greenlinks bus service can be accessed from. However, regular bus services can be accessed from the A48 bus stop located 2.6km south of the site.	~~++~~ -- ~~+~~
4. Reduce the causes of deprivation	The development would lead to improved access to employment, housing, health, education facilities or enhancement of the built environment for wards ranked in the lower Indices of Multiple Deprivation.	Development of the site would not contribute toward reducing the causes of deprivation. ~~;~~ ~~however the provision of a permanent Gypsy and Traveller site could assist in enabling future residents of the site to access those services and facilities that contribute towards the measurement of multiple deprivation.~~ The site is isolated and is not located in close proximity to employment, income, health and well-being, education, housing, environment and access for all.	~~0~~ -

5. To maintain, protect and enhance community spirit	The site would not lead to a coalescence of settlements. The site would not result in a loss in recreational land or a community facility.	Development of the site would not lead to coalescence and would not result in loss of recreational land or any community facilities.	**0**
6. To minimise the causes and manage the effects of climate change	The site would not increase the need to travel and or increase travel distances The site is not located within an area prone to flood risk or would will have a negative effect on the quality of water resources The site is capable of incorporating renewable energy sources or energy conservation measures	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. ~~While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling.~~ No pedestrian or cycle links are provided to these settlements. ~~There~~ would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car. There is minor and intermediate surface water flooding located to a northern section of the site. The site falls within a Special Landscape Area and constitutes greenfield land.	~~++~~ -
7. To minimise waste	The site will have a positive impact on waste minimisation (e.g. a proposal for new waste management facility).	The development would generate additional domestic waste and does not promote waste management facilities.	**-**

8. To use land effectively and efficiently	The site is a brownfield site and / or involves the beneficial re-use of existing buildings. The site is capable of accommodating high density development	Predominantly the site is greenfield land with a small portion being classed as brownfield land. The site is classified as Grade 3b and 4, not the best or most versatile agricultural land. Currently there is an unauthorised, tolerated Gypsy and traveller pitch on part of the site. The site is not capable of being developed to a high density given its isolated location in the open countryside.	+ -

		Furthermore the site is proposed to provide for two pitches.	
9. To protect and enhance the built environment and natural environment	The proposal would have a neutral or positive effect on a conservation area, or buildings or gardens designated as having historic interest. The proposal will have a neutral or positive effect on biodiversity, landscape or nature conservation designation.	~~Development as proposed would not affect a conservation area or building or garden of historic interest.~~ ~~The site is not affected by an ecological or landscape designation.~~ The proposed allocation is located in view of a Conservation Area with no intervening development. The development of the site will therefore impact on the setting of the Conservation Area. The site is located within a Special Landscape Area and no Phase 1 Ecological Survey has been completed to confirm that the site is of no ecological interests.	~~**0**~~ ~~--~~
10. To provide a high quality environment within all new developments	The development has the potential to support high quality public realm.	Existing design guidance produced by the Welsh Government for Gypsy and Traveller sites will inform site development and ensure that best practise guidelines are followed.	**0**
11. To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage	The site is not located within a nationally or internationally designated ecological site, an Area of Archaeological or Historical Importance (e.g. Ancient monument, listed buildings, conservation area).	Development as proposed would not affect a national or international site of ecological, archaeological or historic importance.	**0**
12. To reduce the need to travel and enable the use of more sustainable modes of transport	The site is well served by public transport and accessible by walking and cycling. Services and facilities are easily accessible by a range of transport modes including walking and cycling.	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a	**+ /** **- -**

		regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car. No pedestrian or cycle links are provided to Fferm Goch and Llangan and pedestrians and cyclists will have to use the narrow country lanes.	

13. To provide for a diverse and wide range of local job opportunities	The proposal is for new employment development The site would not result in a loss of employment land that has been identified as having a continued economic role.	The development of a Gypsy and Traveller site would not provide employment opportunities. A permanent site is however likely to prove beneficial for future residents allowing improved access to the local employment market and/or a permanent base from which to develop self-employment initiatives and opportunities.	**0**
14. To maintain and enhance the viability of the Vale's town, district and local centres	The site is located either within a centre, edge of centre or an out of town location.	The development proposed will not impact upon the viability of the Vale's town, district or local centres.	**0**
15. To promote appropriate tourism	The proposal is either for a new or enhanced tourism facility or would not result in a loss of a tourism facility.	The proposal would not contribute to the promotion or development of tourism within the Vale of Glamorgan.	**0**

Effect Summary Table

++	+	0	+/-	-	- -	?
0	**0**	**4**	**0**	**5**	**3**	**0**

SA Summary Comments

The site is located within the open countryside. The nearest settlements are the~~ close to the~~ minor rural settlement of Fferm Goch (950m) and Llangan (600m). The site is some 7.5 kilometres from the main service centre of Cowbridge. Whilst the site is unaffected by any ecological, archaeological or historic designations the development of the site will impact on the setting of Llangan Conservation Area, it falls within a Special Landscape Area and no Phase 1 Ecological Survey has been completed to confirm that the site as limited ecological value. There is also ~~and while there is~~ evidence of localised surface water flooding in the area this does not directly affect the site. Although Fferm Goch benefits from some local facilities, there would be a need for future residents of the site to travel to service centres such as Cowbridge or further afield to Bridgend to access employment opportunities and the wider range of services that would be required on a regular basis. These opportunities are only accessible by private car with no pedestrian or cycle facilities being accessible directly from the site. ~~Overall this is a largely neutral assessment against the sustainability objectives.~~ Due to the lack of alternative means of travel to the private car, the site overall scores negatively.

Appendix 5 South Glamorgan County Council Economic Development and Strategic Planning Services Committee Report 20th December 1994 (Planning Application Ref. 3681)

AGENDA ITEM NO. 3(ii)

SOUTH GLAMORGAN COUNTY COUNCIL

ECONOMIC DEVELOPMENT AND STRATEGIC PLANNING SERVICES COMMITTEE : 20 DECEMBER 1994

REPORT OF DIRECTOR

DEVELOPMENT BY THE COUNTY COUNCIL : CHANGE OF USE TO PROVIDE SINGLE FAMILY TRAVELLERS SITE (OS PARCEL NO. 3869) EAST OF LLANGAN VILLAGE (APPLICATION NO. 3681)
ELECTORAL DIVISION : COWBRIDGE

PROPOSAL (Submitted 18 November 1994)

1. This application is made by the Director of Personnel Services and proposes the change of use of 1.8 acres of County Council small-holding land, which is located some 230m east of Llangan Village, for the purposes of providing a single family travellers site. Part of the site will be laid out to provide a hardstanding measuring 35m x 14m, capable of accommodating up to four caravans, although only one family will be allowed permanent residence. A demountable amenity block will also be provided although details have yet to be submitted. Access off the lane serving the site will be via an existing access which will be upgraded to provide a new hardsurfaced road.

REPRESENTATIONS (Expiry date 12 December 1994)

2. a. The Vale of Glamorgan Borough Council objects on the grounds that the proposal would intrude into the rural landscape and damage the amenity of the countryside; it considers the proposal is contrary to existing Structure Plan policy and contrary to draft Local Plan policies.

b. The local Member has been consulted but has not as yet submitted his views.

c. The proposal was advertised as a departure from the development plan, both by press and site notices (two locations). As a result of this publicity, 120+ letters of objection have been received. A list of objectors is attached in Appendix "A". This number includes 80+ individual signatures to a standard letter of objection which has been circulated in the area.

In addition to these letters, a 254 signature petition opposing the development has also been received. Many of the letters refer to the prospective occupier and his circumstances and do not confine themselves to the proposal which is being made by the County Council. I understand that a request has been made for the Secretary of State to call in this application and I have provided the information requested by the Welsh Office.

The grounds of objection are as follows:

(1) Proposal is contrary to the Development Plan.

(2) The proposed occupier is not a resident of South Glamorgan, and has disregarded planning control in the past.

(3) The cost of laying out the site cannot be justified.

(4) The proposed location is in open countryside, where protection policies exist.

(5) Fear of strangers being introduced to the area, resulting in stress to local residents.

(6) Increasing dog population, a danger to children, and livestock.

(7) If this were a private application for residential it would be turned down as a clear intrusion into the countryside.

(8) More pressing need to provide local facilities such as footpaths to the nearby school. Where does the County Council's priorities lie.

(9) Blighting effect of development on local properties.

(10) Why is County Council dealing with proposals previously dealt with by the Borough Council, and consistently resisted.

(11) Poor access, with limited width and visibility.

d. Llangan Community Council has considered the proposal and has made the following representations.

(1) The Council strongly object to this proposal which is out of accord with the Development Plan.

(2) The site is within the open countryside and therefore in normal circumstances the only housing that would be permitted is that connected with agriculture. To permit this development would undoubtedly lead to further development.

(3) Welsh Office Circular 00/93 specifies that whilst the needs of gypsies should be taken into account, their applications should be treated in a similar manner as other members of the population. If permission is granted it is likely the site could expand further. The proposal ignores policies contained in the Vale's Local Plan.

(4) The client is not resident in South Glamorgan and his son attends school in Mid Glamorgan. It would therefore be more appropriate for that authority to find suitable provision.

(5) Cost of laying out the site cannot be justified, when local needs, such as footpath provision to a local school, are ignored.

(6) Community Council not officially informed of the application in usual way.

(7) Previous application made by the client have been consistently resisted. This disregard for normal planning procedures is now leading to financial expense for the ratepayer.

(8) If application permitted, contrary to policy, it brings into question the function of Local Plans and Planning Authorities. Any undermining of the protective legislative framework of local plans will lead to planning chaos.

e. The Borough Council's Director of Housing and Technical Services, the County Council's Director of Highway and Transportation Services, and Welsh Water have no comments.

f. The National Rivers Authority have no objection subject to provision of a soakaway to cater for surface water drainage.

POLICY ISSUES : OPEN COUNTRYSIDE

3. The principal issues to be considered in assessing the planning merits of this proposal are whether the use would be acceptable in the light of national and local planning policy. Current Structure Plan Policies H10 and H16, which are relevant in this case, only allow for development outside the limits of defined settlements (the site is located 230m east of Llangan) where it can be justified in the interests of agriculture or forestry. The draft Replacement Structure Plan and the draft Vale of Glamorgan Local Plan propose changes to these policies, though continuing the broad aims of preventing unrelated developments in the open countryside. These policies are consistent with central government advice.

POLICY ISSUES : ACCOMMODATION FOR GYPSIES

4. However this presumption against unrelated rural development must also be balanced against those policies in the approved Structure Plan (H15) and the draft Replacement Structure Plan (H8) and also the draft Vale of Glamorgan Local Plan (Policy Hous 14). These aim to ensure sufficient caravan pitches for gypsies are provided, subject to meeting certain criteria. Proposed Structure Plan Policy H8 states:-

"Sufficient caravan pitches will be provided for all gypsies who normally reside in or resort to the County; this will be achieved by the development of permanent gypsy sites and transit sites in appropriate locations; proposals for permanent gypsy sites will be evaluated in relationship to the following criteria:-

(i) accessibility;
(ii) availability of water and sewerage facilities;
(iii) availability of secondary and primary school facilities;
(iv) availability of shops, services and bus routes; and
(v) relationship to residential or industrial areas.

NATIONAL POLICY

5. Whilst the duty on the County Council under the Caravan Sites Act 1968 to provide sites for gypsies has recently been repealed by the Criminal Justice and Public Order Act 1994 (which came into force on 3 November), the discretionary powers provided by the Caravan Sites and Control of Development Act 1960 still allows for the provision of such sites. Welsh Office Circular 2/94 (Gypsy Sites and Planning) which stated the government's intention to repeal the statutory duty to provide sites nevertheless stressed the need for Development Plans to continue to have regard to making suitable provision, although such provision must continue to be determined in relation to land use factors and be consistent with countryside protection policies.

LOCAL ISSUES

6. Given the site's location clear of Llangan, the need to provide a suitable site must be very carefully balanced against the need to protect the countryside from unrelated development. The site is intended to provide accommodation for a family who claim to make their living from agriculture, and in these circumstances an urban location would be inappropriate. Strict application of countryside policy would require it to be sited within one of the villages, but based on the experience to date of such proposals, this might be difficult. On balance, the current proposal may be considered to represent a more satisfactory compromise than the previous proposals at Crack Hill (remote from any settlement), St Mary Hill (adjoining the village), and Ruthin Common (adjoining an isolated house).

7. The latter site was the subject of appeals to the Welsh Office, and the Inspector on the last occasion (June 1994) felt that neither the Vale of Glamorgan Local Plan nor the Replacement Structure Plan had progressed far enough to carry much weight. Both were then at the Consultation Stage, and both have since reached their Deposit Stage. The Inspector also considered the personal circumstance of the family concerned, but felt that they were "largely of [their] own making". Bearing in mind the combination of countryside intrusion, visual impact and significant access problems, he dismissed the appeal. Only the former of these issues presents significant problems in the latest proposal.

8. Although the site is in essentially an open field, the location of the hardstanding and proposed amenity block tight against a semi-mature hedgerow on one side and with a tree lined road fronting the site would give an element of screening to this development, although it may well be visible in part from certain viewpoints. The criteria laid out in Policy H8 of the draft Replacement Structure Plan (referred to in paragraph 4), can be substantially met by this site; suitable provision will be made for sewage disposal, water supply

and access; Llangan school lies ½ miles to the east and other services are within reasonable travelling distance. Whilst any proposed site is likely to be unpopular, failure to provide proper accommodation where there is a clear demand, will lead to increasing incidents of unauthorised encampments in more unsuitable locations. Currently the County only has 76 pitches, all on two sites in Cardiff. There is of course a rising demand for this type of accommodation and in terms of the new legislation there is now an obligation for the Structure and Local Plans to provide for such accommodation.

9. Considering the small scale of this development, the minimal but genuine need for pitches in the Vale of Glamorgan, the undoubted hostility towards a more urban location and given the criteria listed under proposed Structure Plan Policy H8, there would appear to be a justification for departing from existing and proposed countryside protection policies in this particular instance. There is however a need to impose strict conditions to limit the area of development, and to control the appearance of the site.

ENVIRONMENTAL STRATEGY, PROPERTY, EQUAL OPPORTUNITIES, PERSONNEL AND ANTI-POVERTY IMPLICATIONS

10. The provision of accommodation for gypsy families is an important principle within the Council's duties to provide equality of opportunity for all sectors of the community. Environmental impact of a site which will remain in the Council's ownership will be far better than allowing travellers to continually establish unlawful temporary sites throughout the area.

RECOMMENDATIONS

That for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992, planning permission be granted for the development described in the plans and documents submitted on 18 November 1994 under application ref. 3681, subject to the following conditions (for clarification the local planning authority is the County Council in respect of this application):-

1. Details of the proposed demountable amenity block shall be submitted to and approved by the Local Planning Authority prior to beneficial occupation of the site.

2. The area proposed for the stationing of caravans shall be enclosed by the creation of an earth bund suitable for planting, within which a hardstanding area shall be provided, details of which shall incorporate appropriate drainage facilities and shall be submitted to and approved by the Local Planning Authority prior to any site works commencing.

3. A landscaping scheme shall be submitted to and approved by the Local Planning Authority prior to any site works commencing and shall thereafter be maintained and replaced as necessary for a period of five years to the satisfaction of the Local Planning Authority.

4. Proposals for the effective management of the site outside the enclosed bunded area shall be submitted to and approved by the Local Planning Authority prior to the commencement of any site works and thereafter this area of the site shall be satisfactorily maintained in accordance with these management proposals.

5. The proposed access works, bund and hardstanding shall be implemented prior to beneficial occupation of the site.

6. No open storage of waste or scrap metals, wood, rags, tyres or any other materials for any purpose whatsoever shall take place on the site, and the enclosure area shall include adequate provision for the proper storage of any household waste.

7. No waste materials or other combustible products shall be burnt on the site at any time.

8. The occupation of the site shall be limited to a single family only, unless the written approval of the Council has been first obtained to allow a limited number of guests to stay on the site for a maximum period of not more than 28 days.

9. The occupation of the site shall be restricted to persons solely or mainly employed in the locality in agriculture or in forestry or a dependant of such a person residing with him or her.

REASONS

(1) No such details have been submitted.

(2/3/4) In the interests of the proper management of the site and of visual amenity.

(5) To ensure such provision is made prior to occupation of the site.

(6/7) To ensure the satisfactory management of the site.

(8) To control the levels of occupancy of the site.

(9) The site is not one where residential use would normally be approved accept for purposes of agriculture or forestry.

Peter Cope
Director

(EDSP/LP/GRT/SW/3681)

This report has been prepared in accordance with procedures approved by the Chief Officer Management Team and reflects their collective views and advice.

Background Papers

Planning Application File 3681
Previous Related Application File 3552

Appendix 6 Vale of Glamorgan Council Report 28th October 1998

AGENDA ITEM NO: 15

THE VALE OF GLAMORGAN COUNCIL

COUNCIL : 28th OCTOBER, 1998

REPORT OF THE CHIEF EXECUTIVE

NOT FOR PUBLICATION BY VIRTUE OF PART 1 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972, THE RELEVANT PARAGRAPH OF THE SCHEDULE BEING REFERRED TO IN BRACKETS AFTER EACH HEADING.

R -v- SOUTH GLAMORGAN COUNTY COUNCIL AND WILLIAM CARROLL, EX PARTE STANLEY HARDING
(Exempt information under paragraph 12[a])

1. Background

1.1. Mr. Carroll lives at Penllyn Glebe, Llangan site with his wife and four children. One of the children is autistic and attends a special school at Bridgend, while two of his other children attend the Llangan Primary School. The Carroll family have settled into the Llangan community and Mr. and Mrs. Carroll support the Parents Teacher Association at the local Primary School. The site is owned by the Council.

1.2. Members will be aware that on 27th November, 1997, the High Court quashed the planning permission granted by South Glamorgan County Council on its own application for a Single Family Traveller site at Penllyn Glebe, Llangan.

1.3. The Development Control Sub-Committee of 8th January, 1998, received a report in relation to the legal implications of the High Court decision of the 27th November, 1997. The Development Control Sub-Committee of 8th January, 1998, Minute 1538 (c) states;

"(c) Results of legal proceedings (HLA) -
A. Judicial Review: R -v- South Glamorgan County Council and William Carroll ex parte Harding -

Mr. Harding, on behalf of the residents of Llangan, had obtained leave to have a Judicial Review of the decision by South Glamorgan County Council in December 1994 to grant planning permission for a Single Family Traveller site at Penllyn Glebe, Llangan. Following protracted negotiations, the need for the

Judicial Review was obviated and, in May, 1996, the said planning permission was quashed with the consent of the above parties. Eviction proceedings were commenced against the current occupiers of the site, Mr. William Carroll and family, when, in September, 1996, following an application by Mr. Carroll's representative, the eviction proceedings were adjourned pending the outcome of a further Judicial Review into the decision to quash the planning permission. The decision to quash the planning permission was subsequently reaffirmed in the High Court, and Mr. Carroll was refused leave to appeal. Mr. Carroll could, nevertheless, seek to challenge the decision to refuse leave to appeal.

Having regard to the above and to the full content of the report, it was RECOMMENDED-

(1) THAT the report be noted for information.

(2) THAT the Head of Legal and Administration report the outcome of any application by Mr. Carroll for leave to appeal to a future meeting."

1.4. Mr. Carroll subsequently made an application for leave to appeal against the decision, but that application was refused by the Court of Appeal on the 16th February, 1998. At the Development Control Sub-Committee on 25th March, 1998, the planning application in relation to a Single Family Traveller site at Penllyn Glebe, Llangan was refused for the following reason:-

"1. In order to preserve the countryside the Local Planning Authority considers that no additional development shall take place other than is justified for purposes of agriculture, forestry, appropriate recreational activities, mineral extraction or public utilities. No such justification exists in this case. Accordingly the development is considered contrary to policies EV3, H10 and H16 of the South Glamorgan Structure Plan Proposals for Alteration No. 1, and policies ENV4, HOUS4 and HOUS14 of the Vale of Glamorgan Local Plan Deposit Draft 1995 (as amended)."

Daughter same again.

The Council began legal proceedings against Mr. Carroll, to repossess the Penllyn Glebe, Llangan site.

The repossession hearing in the County Court was due to be heard on 15th September, 1998. Prior to the County Court hearing Mr. Carroll's legal representatives applied for leave to bring further Judicial Review proceedings challenging the reasonableness of the Council's decision to evict Mr. Carroll in the absence of a suitable site to which he could relocate.

2. The Issues

2.1. The Council, through an Officers Working Group, has considered numerous locations for Mr. Carroll and his family's caravans based on Mr. Carroll's request to be;

? why

(a) located within the Rural Vale, preferably within close proximity of Llangan,

(b) at a location which would be solely occupied by Mr. Carroll's family, and,

why when he wants gypsy life

(c) to have an option to purchase the land from the Council at an unspecified future date.

2.2. It must be noted that Mr. Carroll has refused to consider the option of living in a house and wishes to continue to live through his gypsy/traveller way of life. See (B Previous legal proceedings and Planning Inquiries have also clearly shown that any site for Mr. Carroll's caravans must be consistent with planning policies relating to sites for housing. The Officers Working Group has come to the conclusion that there are currently no suitable locations within the ownership of the Council, and consistent with planning policy, which will meet Mr. Carroll's requirements.

Can we see work involved.

2.3. During May, 1996 the Chief Executive, on behalf of the Council gave an undertaking to Stanley Harding that the Council use all lawful endeavors to remove the occupiers from the Penllyn Glebe, Llangan site.

2.4. Every effort has been made to find an alternative location for Mr. Carroll, but at present there is nothing available.

2.5. The Council is obliged to consider, on grounds of common humanity, whether evicting Mr. Carroll and his family will cause more harm to them then it will be of benefit in planning or other terms. Quite clearly eviction of the family in the absence of a suitable site to which they may relocate will cause them distress, and will disrupt the education of the children. However, the Council may allow the family to remain on the site, on a temporary basis until such time as a suitable site for their relocation becomes available.

2.6. If the Council does not proceed to evict Mr. Carroll and his family from the Penllyn Glebe, Llangan site, then Mr. Carroll's application for leave for a Judicial Review Hearing must necessarily be withdrawn, as he may not challenge a decision which has been withdrawn, and cannot therefore take effect to his prejudice.

3. Legal Implications

3.1. As noted in paragraph 2.3 above the Council has given Stanley Harding an Undertaking that it will use its best lawful endeavours to remove the occupiers from the Penllyn Glebe site. The Head of Legal and Administration is satisfied that the Council can demonstrate that it has used it best lawful endeavours to that effect, however the absence of suitable alternative accommodation cannot achieve that aim, and that any claim to the contrary by Mr. Harding could be resisted. The Council should continue to review sites as they become available and upon any such site being suitable for Mr. Carroll and his family should require them to take up the site and vacate the Penllyn Glebe site.

3.2. As the site no longer has the benefit of planning permission as a Single Family Traveller Site its use in planning terms has reverted to agricultural use. Should Mr. Carroll's residential use of the site exceed four years it would be open to him to make an application for a Certificate of Lawful Development changing the use of the land from agricultural to residential. The Council's continued ownership of the land will however preclude any development thereof, and upon the site becoming vacant an application to change the use back to agricultural use may be pursued if a Certificate of Lawfulness is obtained for residential use. Enforcement against Mr. Carroll's continued occupation of the site in variance with the recent planning refusal is discretionary particularly in view of the continued ownership and control of the site by the Council. It is important however that the search for an acceptable alternative site is continued.

3.3. Should Mr. Carroll remain in occupation of the site it will be necessary to grant him a licence in respect of the occupation. The licence will limit occupation of the site to those persons currently in occupation, would be personal to Mr. Carroll and would not permit the possibility of any person succeeding to the licence and would preclude any person running a business from the site. The area covered by the licence would also be restricted to that part of the field currently occupied by the caravans.

4. Financial Implications

4.1. In the absence of a suitable alternative site for the relocation of the Carroll family the Head of Legal and Administration is of the view that the Council is unlikely to succeed in the pending Judicial Review Hearing, with costs being awarded against the Council.

5. Equal Opportunities Implications

5.1. In any consideration of matters relating to the eviction of gypsies the Council is obliged to have regard to issues of Common Humanity.

6. Employment Implications

6.1. There are no employment implications arising from this report.

7. Recommendations

7.1. It is recommended that the Council allow Mr. Carroll and his immediate family to continue to occupy the Penllyn Glebe, Llangan site under a new licence, to be determined by the Head of Legal and Administration, until a suitable alternative site within the Vale of Glamorgan is available for Mr. Carroll and his immediate family.

7.2. It is recommended that the Head of Legal and Administration is instructed to continue to make enquiries to acquire a suitable alternative site for Mr. Carroll and his family within the Vale of Glamorgan.

7.3 It is recommended that a further report be submitted to Committee reporting on progress in finding an alternative site for Mr. Carroll.

All appropriate Chief Officers have been consulted on this report.

Appendix 7 Response from South Wales Fire & Rescue Service

Gemma Phillips

Subject: FW: Local Development Plan/ Proposed Travellers Site Llangan Vale Of Glamorgan County Borough Council

From: Fisher, Martyn
Sent: 26 September 2016 15:07
To: richardmann1000@gmail.com
Cc: Baxter, D
Subject: FW: Local Development Plan/ Proposed Travellers Site Llangan Vale OfGlamorgan County Borough Council

Hi Richard

Following on to you recent emails please see the below comments from Dave Baxter.

Point 1 the minimum widths etc should be as follows in accordance with Approved Document B5 Table 20

Access for Fire Appliances

Typical vehicle access route requirements:

Appliance Type	Min Width Road	Min Width Gate	Min Turning Circle between Kerb
Pump	3.7m	3.1m	16.8m

Min Turning between Wall	Min Height Clearance	Min Capacity Tonnes
19.2	3.7m	12.5
29.0	4.0m	23

Fire and Rescue Service Vehicles should not have to reverse more than 20 m from the end of an access road. (Diagram 50 of Approved Document B).

Pedestrian Priority

Pedestrian schemes must take into account the need for permanent and unobstructed access for firefighting appliances. The siting of ornamental structures such as flower beds, must take account, not only of the access requirements of the fire appliances but the need to be able to site then in strategic positions; in particular, account must be taken of the working space requirements for aerial appliances. Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure adequate access for fire appliances, their siting and use.

Water Supplies for Firefighting

The existing output of the statutory water supply network may need to be upgraded in certain parts of the local plan area to cater for firefighting needs of new developments. It is recommended that this provision be a condition of planning consent.

Access to Open Water Supplies

Where development of water front sites takes place, the need for permanent and unobstructed access for firefighting appliances to the water should be made a condition of any planning consent.

Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure access for fire pumping appliances is satisfactory.

Housing

Minimum main size 100mm. Housing developments with units of detached or semi-detached houses of not more than two floors should have a water supply capable of delivering a minimum of eight litres per second through any hydrant on the development.

Point 2. The width of 2.5m would not be adequate for fire appliances.

Should you require further information in relation to this matter please do not hesitate to contact **Dave Baxter on 07990 954266.**

Regards / Cofion,

Martyn Fisher
Station Manager / Rheolwr Gorsaf
Business Fire Safety / Diogelwch Tân i Fusnesau
South Wales Fire and Rescue Service Headquarters / Pencadlys Gwasanaeth Tân ac Achub De Cymru
Forest View Business Park / Parc Busnes Forest View
Llantrisant / Llantrisant
Pontyclun / Pont-y-clun
CF72 8LX
Internal / Mewnol:
External / Allanol: 01443 232000
Mobile / Ffôn Symudol: 07899 701298
Email /E-bost: m-fisher@southwales-fire.gov.uk

'Supporting you to protect your business' 'Yn eich cefnogi chi i amddiffyn eich Busnes'

*For any business fire safety queries or concerns please contact me using the details above or alternatively **click here** to visit South Wales Fire and Rescue Service's Business Fire Safety internet site.*
General fire safety advice is also available from our main site in a variety of languages.

*Os oes cwestiynau neu bryderon diogelwch tân busnes gennych, cysylltwch â fi gan ddefnyddio'r manylion cyswllt uchod, fel arall **cliciwch yma** i ymweld â safle we Diogelwch Tân Busnes Gwasanaeth Tân ac Achub De Cymru.*
Hefyd, mae cyngor diogelwch tân cyffredinol ar gael mewn amrywiaeth o ieithoedd ar ein prif safle.

From: Baxter, D
Sent: 26 September 2016 14:20
To: Fisher, Martyn
Subject: Fw: Local Development Plan/ Proposed Travellers Site Llangan Vale Of Glamorgan County Borough Council

Sent from my BlackBerry 10 smartphone.

From: richard mann <richardmann1000@gmail.com>
Sent: Saturday, 24 September 2016 10:53
To: Baxter, D
Subject: Re: Local Development Plan/ Proposed Travellers Site Llangan Vale Of Glamorgan County Borough Council

Hi I wonder if it possible for you to respond to the earlier questions and requests so that we may consider the information.

Many thanks for your cooperation

Regards

Richard mann

On 21 Sep 2016 20:00, "richard mann" <richardmann1000@gmail.com> wrote:
Hi, I have spoken with our planning consultant and have been asked to put the following specific questions?

It is the intention of the VOG to develop the for up to 15 caravans and the site is served by a 2.5m wide lane which extends for circa 200m at one end which leads onto a single track lane which itself only extends to circa 3.0m at it narrowest point.

1. Please can you advise what the minimum width is required for an emergency vehicle of sufficient capacity (I believe what is meant by this is a fire tender) suitable for dealing with an emergency at this site.

2. Is a width of 2.5m considered acceptable or does it significantly increase the risk of the fire service for attending the site.

Many thanks for your prompt response.

Regards

On Wed, 21 Sep 2016 at 13:56, richard mann <richardmann1000@gmail.com> wrote:

> Hi thanks for the email. Would it be possible for you to provide us with a copy of the observations.
>
> Regards.
>
> Richard mann.

On 21 Sep 2016 12:21, "Baxter, D" <DE-Baxter@southwales-fire.gov.uk> wrote:

Dear Mr Mann

Further to your concerns in relation to the above, I hereby inform you that this authority has made observations/recommendations to the Local Authority at planning stage and will also make recommendations at Building Regulation Application stage if necessary.

Should you require further information in relation to this matter please do not hesitate to contact this department.

Regards / Cofion,

David Baxter BSc (Hons) MIFire
Station Manager / Rheolwr Gorsaf
Business Fire Safety / Diogelwch Tân i Fusnesau
South Wales Fire and Rescue Service Headquarters / Pencadlys Gwasanaeth Tân ac Achub De Cymru
Forest View Business Park / Parc Busnes Forest View
Llantrisant / Llantrisant
Pontyclun / Pont-y-clun
CF72 8LX
Internal / Mewnol: 2539
External / Allanol: 01443 232539
Mobile / Ffôn Symudol: 07990954266
Email /E-bost: DE-Baxter@southwales-fire.gov.uk

Supporting you to protect your business

Yn eich cefnogi chi i amddiffyn eich Busnes

*For any business fire safety queries or concerns please contact me using the details above or alternatively **click here** to visit South Wales Fire and Rescue Service's Business Fire Safety internet site.*

General fire safety advice is also available from our main site in a variety of languages.

*Os oes cwestiynau neu bryderon diogelwch tân busnes gennych, cysylltwch â fi gan ddefnyddio'r manylion cyswllt uchod, fel arall **cliciwch yma** i ymweld â safle we Diogelwch Tân Busnes Gwasanaeth Tân ac Achub De Cymru.*

Hefyd, mae cyngor diogelwch tân cyffredinol ar gael mewn amrywiaeth o ieithoedd ar ein prif safle.

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Mae'r neges e-bost hon ac unrhyw ffeiliau sydd ynghlwm wrthi yn gwbl gyfrinachol ac wedi'u bwriadu at sylw y person neu sefydliad y maent wedi eu cyfeirio ato yn unig. Na chaniateir i chi adolygu, ailanfon, lledaenu na defnyddio'r wybodaeth uchod ar unrhyw gyfrif: peidiwch a chymryd unrhyw gamau o ganlyniad a gan ddibynnu arni. Os ydych wedi derbyn y neges e-bost hon ar gam, wnewch chi hysbysu'r anfonydd ar unwaith a dileu'r e-bost a'i chynnwys oddi ar eich system os gwelwch yn dda. Barn neu safbwyntiau'r awdur yw'r rhai a fynegir yn y neges e-bost hon ac nid ydynt yn adlewyrchu o anghenraid barn neu safbwyntiau Gwasanaeth Tan Ac Achub De Cymru onis dywedir yn bendant fel arall. Bydd pob eitem o bost a anfonir i'r cyfeiriad hwn yn cael ei monitro gan sustem e-bost corfforaethol y Gwasanaeth Tan ac efallai y caiff ei harchwilio gan berson arall, sy ddim o reidrwydd y derbynnydd gwreiddiol, er mwyn dod o hyd i ddefnydd o ddeunydd anaddas neu dorri rheolau polisiau. Os nad yw hyn yn dderbyniol i chi, peidiwch a defnyddio'r dull yma o gyfathrebu a Gwasanaeth Tan Ac Achub De Cymru.

Appendix 8 2012 Assessment of Alternative Sites

MG 9 – Gypsy and Traveller Site - Llangan

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	- -	- -	- -	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	- -	- -	- -	H
Comments: The site is brownfield in accordance with the definition in Figure 4.1 of PPW.	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
2 To maintain, promote and enhance the range of local facilities.	-	-	-	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	-	-	-	H
C Ensure local facilities are suitable for purpose and easily accessible	-	-	-	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments: General – Transit pitches are considered a facility for assessment purposes A – Traveller community D – Other facilities in the area are very limited	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	-	-	-	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	-	-	-	H
D Promote 'life-time' homes	O	O	O	H
Comments: C – Benefits for traveller community very limited due to proximity to facilities and limited public transport provision	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
4 Reduce the causes of deprivation	-	-	-	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	-	-	-	H
B Prevent the isolation of deprived communities	-	-	-	H
Comments: A – The site is isolated and is not located in close proximity to employment, income, health and well being, education, housing, environment and access for all	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	-	-	-	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	-	-	-	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	- -	- -	- -	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	O	O	O	H
E Protect biodiversity, flora and fauna from the effects of climate change	-	-	-	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments: Site is in a Special Landscape Area	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	-	-	-	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
8 To use land effectively and efficiently.	?	?	?	H
A Retain greenfield land	O	O	O	H
B Bring previously developed land in sustainable locations back into use	O	O	O	H
C Promote good quality high density developments where appropriate and having regard to the local context	-	-	-	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	O	O	O	H
E Restore contaminated land to beneficial use	O	O	O	H
Comments: The site is Greenfield and located in the open counrtyside	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	-	-	-	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	O	O	O	H
C Protect or enhance the built environment including historic buildings and conservation areas.	-	-	-	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments: The site is located in close proximity to Conservation Area	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	-	-	-	H
A Ensure development meets the needs of current and future users	-	-	-	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	-	-	-	H
D Enhance access for cyclists and pedestrians	-	-	-	H
E Provide adequate green spaces	-	-	-	H
F Provide adequate vehicular parking and manoeuvring space	-	-	-	H
Comments: The proposed site is not large enough to accommodate the transit and permanent pitches and ancillary facilities	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	- -	- -	- -	H
A Ensure new development is located in accessible locations from a range of travel modes	- -	- -	- -	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	- -	- -	- -	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	-	-	-	H
Comments: The site is not very accessible by public transport	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
13 To provide for a diverse range of local job opportunities.	O	O	O	H
A Protect existing and potential employment sites for employment uses	O	O	O	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	O	O	O	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Atlantic Trading Estate (ID 9)

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	- -	- -	- -	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	-	-	-	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	- -	- -	- -	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	- -	- -	- -	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	O	O	O	H
E Protect biodiversity, flora and fauna from the effects of climate change	-	-	-	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	-	-	-	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	-	-	-	H
A Retain greenfield land	-	-	-	H
B Bring previously developed land in sustainable locations back into use	-	-	-	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	+	+	+	H
E Restore contaminated land to beneficial use	O	O	O	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	O	O	O	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	O	O	O	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+ +	+ +	+ +	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
13 To provide for a diverse range of local job opportunities.	-	-	-	H
A Protect existing and potential employment sites for employment uses	-	-	-	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	O	O	O	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The site is allocated for employment but the Vale of Glamorgan Employment Land confirms an over allocation of employment land and the authority.	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Hayes Road Civic Amenities Site, Sully (ID 10)

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	+	+	+	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	O	O	O	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	+	+	+	H
A Reduce air pollution (e.g. transport / industry emissions)	+	+	+	H
B Reduce energy consumption (e.g. promote energy efficient building)	-	-	-	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	O	O	O	H
E Protect biodiversity, flora and fauna from the effects of climate change	O	O	O	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	O	O	O	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	+	+	+	H
A Retain greenfield land	+	+	+	H
B Bring previously developed land in sustainable locations back into use	+	+	+	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	O	O	O	H
E Restore contaminated land to beneficial use	+	+	+	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	O	O	O	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	O	O	O	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+	+	+	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
13 To provide for a diverse range of local job opportunities.	-	-	-	H
A Protect existing and potential employment sites for employment uses	-	-	-	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	-	-	-	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The Vale of Glamorgan has an over allocation of employment land	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Land at Barry Waterfront (ID3)

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	++	++	++	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	-	-	-	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	--	--	--	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	--	--	--	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	O	O	O	H
E Protect biodiversity, flora and fauna from the effects of climate change	O	O	O	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	-	-	-	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
8 To use land effectively and efficiently.	+	+	+	H
A Retain greenfield land	+	+	+	H
B Bring previously developed land in sustainable locations back into use	+	+	+	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	+	+	+	H
E Restore contaminated land to beneficial use	+	+	+	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	O	O	O	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	O	O	O	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	+	Assessment of Effects	+	H
A Ensure development meets the needs of current and future users	+	+	+	Level of Certainty
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	++	++	++	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
13 To provide for a diverse range of local job opportunities.	O	O	O	H
A Protect existing and potential employment sites for employment uses	O	O	O	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	O	O	O	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The site is large enough to still accommodate jobs.	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Land West and South of South Road, Sully (ID 11)

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	O	O	O	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	+	+	+	H
A Reduce air pollution (e.g. transport / industry emissions)	+	+	+	H
B Reduce energy consumption (e.g. promote energy efficient building)	O	O	O	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	+	+	+	H
E Protect biodiversity, flora and fauna from the effects of climate change	O	O	O	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
7 To minimise waste.	**O**	**O**	**O**	**H**
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	**O**	**O**	**O**	**H**
B Provide and promote recycling facilities.	**O**	**O**	**O**	**H**
C Avoid landfill of waste	**O**	**O**	**O**	**H**
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	-	-	-	H
A Retain greenfield land	-	-	-	H
B Bring previously developed land in sustainable locations back into use	-	-	-	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	-	-	-	H
E Restore contaminated land to beneficial use	O	O	O	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	-	-	-	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	-	-	-	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+	+	+	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
13 To provide for a diverse range of local job opportunities.	O	O	O	H
A Protect existing and potential employment sites for employment uses	O	O	O	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	O	O	O	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The site is large enough to still accommodate jobs.	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Land West of Port Road/Pencoedtre Lane, Barry

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	- -	- -	- -	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	-	-	-	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
6 To minimise the causes and manage the effects of climate change.	- -	- -	- -	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	- -	- -	- -	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	O	O	O	H
E Protect biodiversity, flora and fauna from the effects of climate change	-	-	-	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	-	-	-	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	-	-	-	H
A Retain greenfield land	-	-	-	H
B Bring previously developed land in sustainable locations back into use	-	-	-	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	+	+	+	H
E Restore contaminated land to beneficial use	O	O	O	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	O	O	O	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	O	O	O	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+ +	+ +	+ +	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
13 To provide for a diverse range of local job opportunities.	-	-	-	H
A Protect existing and potential employment sites for employment uses	-	-	-	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	O	O	O	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The site is allocated for employment but the Vale of Glamorgan Employment Land confirms an over allocation of employment land and the authority.	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Land West of Port Road/Pencoedtre Lane, Barry

	Assessment of Effects			Level of Certainty
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	- -	- -	- -	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	0	0	0	H
B Improve public perception of access	0	0	0	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	0	0	0	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	0	0	0	H
C Promote sustainable design and construction solutions	0	0	0	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	**+ / -**	**+ / -**	**+ / -**	H
A Reduce the fear of crime	**+ / -**	**+ / -**	**+ / -**	H
B Provide community facilities	**+ / -**	**+ / -**	**+ / -**	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	**-**	**-**	**-**	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	**-**	**-**	**-**	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	0	0	0	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	0	0	0	H
B Improve and protect the quality and quantity of inland and coastal water resources	0	0	0	H
C Protect or enhance the built environment including historic buildings and conservation areas.	0	0	0	H
D Protect cultural heritage and archaeology	0	0	0	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	- -	- -	- -	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	- -	- -	- -	H
C Promote renewable energy generation	0	0	0	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	0	0	0	H
E Protect biodiversity, flora and fauna from the effects of climate change	-	-	-	H
F Protect and promote the development of carbon sinks	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	
7 To minimise waste.	0	0	0	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	-	-	-	H
B Provide and promote recycling facilities.	0	0	0	H
C Avoid landfill of waste	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	-	-	-	H
A Retain greenfield land	-	-	-	H
B Bring previously developed land in sustainable locations back into use	-	-	-	H
C Promote good quality high density developments where appropriate and having regard to the local context	0	0	0	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	+	+	+	H
E Restore contaminated land to beneficial use	0	0	0	H
Comments: open	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	
15 To promote appropriate tourism.	0	0	0	H
A Promote local economic growth through tourism	0	0	0	H
B Enable tourism uses to be accessed by sustainable travel modes	0	0	0	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	0	0	0	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	0	0	0	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	0	0	0	H
A Ensure retail centres are accessible by a range of modes of transport	0	0	0	H
B Ensure a range of uses within retail centres	0	0	0	H
C Avoid out-of-town retail development	0	0	0	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	0	0	0	H
E Promote the evening economy in the Vale of Glamorgan's town centres	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	0	0	0	H
A Protect and enhance existing cultural heritage and historic environments	0	0	0	H
B Promote new opportunities for culture in the Vale of Glamorgan	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+ +	+ +	+ +	H
B Promote technologies to reduce need to travel (e.g. homeworking)	0	0	0	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	
13 To provide for a diverse range of local job opportunities.	-	-	-	H
A Protect existing and potential employment sites for employment uses	-	-	-	H
B Support a culture of entrepreneurship	0	0	0	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	0	0	0	H
D Support the enhancement of skills to meet employment needs	0	0	0	H
E Promote and enable sustainable rural diversification	0	0	0	H
Comments: The site is allocated for employment but the Vale of Glamorgan Employment Land confirms an over allocation of employment land and the authority.	**Secondary, Cumulative, Synergistic**			

Spider Camp, Hayes Lane, Barry

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	O	O	O	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	-	-	-	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	O	O	O	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	-	-	-	H
E Protect biodiversity, flora and fauna from the effects of climate change	-	-	-	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	O	O	O	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	+	+	+	H
A Retain greenfield land	-	-	-	H
B Bring previously developed land in sustainable locations back into use	-	-	-	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	+	+	+	H
E Restore contaminated land to beneficial use	O	O	O	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	-	-	-	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	-	-	-	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+	+	+	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
13 To provide for a diverse range of local job opportunities.	-	-	-	H
A Protect existing and potential employment sites for employment uses	-	-	-	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	-	-	-	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The Vale has an over allocation of employment land.	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

VALE of GLAMORGAN

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For Office use only	
Representor No.	4157
Date Received	21/10/2016
Date of Acknowledgement	24/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Timothy C Dorken	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		

I.D.No.* *(if relevant)*	4157	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

1.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC03 (HS2&3/ AP05) Policy MG2(23)	☐	X	☐	X	☐
MAC05 (HS2&3/ AP05) Policy MG18(06)	☐	X	☐	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

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MAC03 Additional Housing Allocation - Land at Upper Cosmeston Farm, Lavernock - Policy MG2 (23)

The proposed increase in housing allocation from 7.8 hectares to 22.2 hectares (235 to 576 houses) is considered to be excessive, unacceptable and unsound with regard to good planning practice. It is consider unsound for the reasons set out below.

Transport and community infrastructure.

The impact of the proposed development on transport and community infrastructure has not been properly assessed. The MAC proposal for an additional 344 houses to the allocations already made in the Draft Local Development Plan (DLDP) will increase the burden on the existing inadequate highway network and transport provision in the SE Vale between Barry, Sully, Penarth (the B4267) and the A4055 Merrier Harrier - Cogan Link. Most employment opportunities and services are located in the wider Cardiff city region and access will be primarily reliant upon car travel. The Draft LDP proposals for walking and cycling will not significantly reduce this travel demand. Car based travel and public transport provision along the B4267 / A4055 links to and from Cardiff and the SE Vale utilise a road network through residential areas (e.g. Redlands Road, Westbourne Road, Windsor Road) which are already congested with associated safety, air quality, noise, severance and other community impacts. This would still apply if the proposed DLDP Park and Ride at Cosmeston Country Park is provided as the buses would need to use an already congested highway network through the residential areas of Penarth. Planning additional housing without adequate transport to employment and services is contrary to the objectives of sustainable development. Effective and sound planning requires integrated transport infrastructure that ensures that future development is not dependent upon the use of already congested highway networks.

Local community facilities in the Lower Penarth area are already sparse with the future residents having to travel to Penarth or wider afield resulting in more transport demand, which will probably be car based. In addition, the proposed housing allocation will place an increased burden on already stretched community facilities such as doctors, dentists, schools, etc.

Impact on the open countryside between Penarth and Sully.

The DLDP, on sound planning grounds, included a green wedge between South Penarth and Swanbridge (Policy MG 18 (06)) to prevent the coalescence of the urban areas of Penarth and Sully and also to conserve this remaining area of open countryside, its landscape character and biodiversity.

The proposed allocation of land for housing (MAC03) and the amendment to the Green Wedge (Policy MG 18 (06)) by (MAC 05 (HS2 and 3/AP05) will undermine the effectiveness of the remaining Green Wedge between South Penarth and Swanbridge / Sully.

The land allocated under MAC03 occupies fields on a shallow ridge and high point (at approximately 35metres AOD - at the location of the previous WW2 artillery emplacement) between the disused railway at Lower Cosmeston, the cliff edge and South Penarth (at Whitcliffe Drive / Shearwater Close, Cosmeston). The fields on this higher ground and the associated trees / hedgerows are visible from Lavernock Point, Penarth Head, the Esplanade and Pier, the Cliff Walk, higher ground in Cosmeston Country Park and the Downs / Lower Penarth. Housing development on these fields as proposed by the MAC allocation is likely to be visually prominent from viewpoints in Penarth, and the surrounding countryside. This will breach the natural topographical containment of Penarth and reduce the effectiveness of the proposed Green Wedge and undermine the sound planning objective of preventing the coalescence of the urban areas of Penarth and Sully. It will also urbanise the character of Cosmeston Country Park and the remaining open countryside between Penarth, Lavernock Point, Swanbridge and Sully. Consideration should be given to extending Cosmeston Country Park up to the cliff top to ensure that the southern boundary of Penarth is protected, to provide a public access link to the coastal footpath and to conserve in perpetuity the open countryside between Penarth, Cosmeston, Lavernock Point and Swanbridge.

In addition, the development of this land will urbanise the section of the Wales Coastal Footpath between the Cliff Walk/Whitcliffe Drive and Lavernock Point to the detriment of the coastal and rural enjoyment of this national long-distance footpath. This is more significant as this is the only section of the coastal footpath between Penarth and Barry which has a rural character and is not currently built up. The development on this high ground is also likely to be visible from sea views further urbanising this stretch of the coastline.

The cliff to the east of the proposed additional allocation is subject to instability and erosion with regular cliff falls. The proposed housing close to the cliff at the eastern edge of the proposed allocation would be at risk in the longterm. Development of this land is therefore not in accordance with DLDP Policy (MP8 -Coastal erosion & land stability).

Conclusions

For the reasons outlined above, it is considered the allocation of land at Upper Cosmeston Farm for residential development is unsound and unacceptable on planning grounds and the proposed Matters Arising Change (MAC03) should be deleted and not included in the Adopted Local Development Plan.

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Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	x
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

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Signed: [redacted] **Dated:** 20.OCTOBER.2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

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BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

ID 4177
Date received: 11/10/2016
Date Acknowledged: 12/10/2016

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

[redacted]

LDP Team
Vale of Glamorgan Council
Docks Office
Barry
CF63 4RT

RECEIVED
11 OCT 2016
Regeneration and Planning

8th October 2016

Dear Sirs

I. D. No: 4177

Vale of Glamorgan (LDP)
"Land is to be Allocated at Llangan for the Provision of a 2 Pitch Gypsy and Traveller Site"

It has been brought to my attention that the Vale of Glamorgan Council are once again applying for planning permission to further extend the Unauthorised Gypsy and Traveller site located on the fringes of the rural hamlet, namely Llangan. This site was the subject of a historical Judicial Review where the judge concluded that it amounted to unsuitable development in the open countryside.

On looking at the planning map the site has been aligned to Fferm Goch when the site is actually adjacent to Llangan and therefore the sustainability appraisal of Llangan is appropriate.

Once again the Council has failed to consult with the local community which has caused many people to fear the future, resulting in a number of families selling their homes.

Llangan is one of the remaining conservation villages in the Vale of Glamorgan which has no public services such as a bus service, thus meaning that residents need to drive everywhere to and from a site which has restricted access and is unsafe; the local school is full to capacity as is Cowbridge Comprehensive.

I understand the family in Wenvoe currently occupy their own land with planning permission so why does the Council feel the need to move them to a new site which suffers from significant surface flooding and also move them to live with the existing families currently residing on the unauthorised site in Llangan which under the Guidance on designing Gypsy

sites published in 2007 states that 'mixing traveller families is to be avoided as it causes tension'.

Llangan is in open countryside and so to develop the whole of the site for two pitches clearly contradicts the planning policy.

Yours faithfully

[redacted]

Mrs S A Towler

RECEIVED

11 OCT 2016

Regeneration and Planning

ID : 4178
Date received 11/10/2016
Date Acknowleged. 12/10/2016

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

[redacted]

RECEIVED
11 OCT 2016
Regeneration and Planning

LDP Team
Vale of Glamorgan Council
Docks Office
Barry
CF63 4RT

8th October 2016

Dear Sirs

I. D. No: 4178

Vale of Glamorgan (LDP)
"Land is to be Allocated at Llangan for the Provision of a 2 Pitch Gypsy and Traveller Site"

I wish to strongly object to the proposed expansion of the "UNAUTHORISED" site at Llangan which in the past has been subject to a number of High Court Hearings and a legal undertaking was given by the Council to return the site to agricultural use. In a commercial business world this type of disingenuous undertaking would be considered unethical.

Once again, the Council has failed to consult with the local community. The unauthorised site does not provide for the needs identified for Gypsy and Travellers in the Vale of Glamorgan and is impacted by the Llangan conservation status.

The expansion of the unauthorised site contradicts planning policy in rural open countryside. Why does the Vale of Glamorgan Council require planning on the WHOLE of the field for just two pitches and on a site which is subject to surface flooding and does not have safe access?

The Unauthorised rural site is unsustainable as there are no local services i.e. shops, transport, doctors, dental surgeries and the local schools have no capacity.

Expansion of the site does not comply with the rural exception policy.

[redacted]

Michael Towler

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. ……4183……
Date Received…….25/10/2016……
Date of Acknowledgement …26/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Dr John Williams	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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1.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 50	☐	X	X	X	
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

I understand that the latest Vale of Glamorgan Gypsy and Traveller Accommodation Assessment (GTAA) correctly identified an unmet need for 2 residential pitches

However, the proposal within the MAC: that such pitches should be located in Llangan are objected to for the following reasons:-

Test 1: Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?).

The proposed site in Llangan does not fit with wider planning policy that states that any development plan must provide for homes, infrastructure, investment and jobs in a consistent way that meets sustainability and ecological principles (Paragraph 4.16 of PPW).

Test 2: Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)

Llangan is not a sustainable location for a Gypsy and Traveller site because Llangan is a small hamlet, situated 3.5. miles from the nearest service hub (Cowbridge) And has no public transport that links the two, (or to anywhere else),the previous Bus link was suspended/cancelled approximately 18 months ago.

Llangan suffers from:

- Limited local facilities : Llangan village not Fferm Goch is the nearest habitation.
- Llangan Village doesnt even have a play area for its children!!!
- Lack of the ancillary facilities required to support a sustainable development (as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide)
- No sustainable access to employment, education, health, shopping, community, leisure facilities;
- Little opportunity for community development and social welfare
- The settlement does not foster social inclusion due to the isolated location of the settlement; and

It should also be noted that the site allocation does not appear to take into account the “SCALE “ of the resident community. Llangan lies in a designated conservation area, has a population of less than 100 with 35 homes, this proposal would nearly double the size of the Hamlet, so there could be more travellers living in the village than existing residents. A recent application of the Sustainability issue was applied by the Planning inspector in Pembroke where an appeal was refused solely on this basis. In addition, the sites is too small (east of Llangan) to meet the traveller needs identified in the LDP. Other safety issues include the poor access to the site particularly the restricted ability of emergency vehicles to the site, and concerns about imposing co-residence on residents who would live at the site permanently with those in transit.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**x**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	25/10/2016

If this form represents a petition please indicate how many people it represents.	

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Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 4259
Date Received 24/10/2016
Date of Acknowledgement 24/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Louise Brookes	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
"LAND IS TO BE ALLOCATED AT LLANGAN FOR THE PROVISION OF A 2 PITCH GYPSY AND TRAVELLER SITE". (MAC 97)	☐	X	☐	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness

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2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

I object to the allocation of land near Llangan for provision of a Gypsy and Traveller site for the following reasons:

- The site has restricted access and would be not be suitable for Gypsy and Traveller families and their vehicles.
- The site and immediate surrounding area is subject to flooding. The winter, the road to Llangan below the site was almost impassable during times of high rain fall. Additional building on the proposed site would exacerbate this. The families on site would be cut off.
- The site is immediately neighbouring the Llangan Conservation Area and is this development is not in keeping with that.
- The site is close to the village of Llangan and as such a Sustainability Assessment in this context is needed. The SA in the context of Fferm Goch is not appropriate.
- The site is not easily accessible. The nearest Green Links bus top is nearly a kilometre away and the nearest routine bus service (X2) is over 2.6 km away. In both cases, it requires a long walk or cycle along narrow country lanes with no pavement or lighting and then along the road between Pentre Meyrick and Fferm Goch along which heavy lorries travel in both directions taking up the whole carriageway. It is in fact quite hazardous and current residents do not attempt it! Furthermore, residents who do not have a private car have moved away since the bus service was cut because the Green Links service is only available at limited times and not at weekends and the cost of taxis is prohibitive. A previous report has found that the site is not accessible to emergency vehicles.
- The council has not considered legitimate alternative uses for the site, such as playing fields or allotments, which would promote sustainability and provide far more benefit to a larger number of people.
- It is my understanding that the current Gypsy pitch is illegal and the use of the site as a traveller site is subject to a judicial review. It would be unfair on potential residents to have them live under these conditions.
- I further understand that it is the council's intention to relocate a family from Wenvoe. This would be detrimental to their well-being, causing upheaval and the need to change schools and employment, all of which appears to be unnecessary.
- The site does not meet the criteria determined by the council in their assessment of traveller accommodation (report in 2007).
- The site as outlined is much larger than is needed for 2 pitches. There is no assurance in the plan that the site will remain limited to 2 pitches. Indeed, it appears to be open-ended with the "option" to expand at a later date. This is unacceptable and does not meet the criteria of a "sound" plan.

Furthermore, I maintain that the currently Sustainability Assessment is incorrect.

Sustainability Objective (SO) 3. To maintain and improve access for all. As mentioned above the site is a long walk from any bus stops along narrow, unlit lanes with no pavement. In reality, private cars are needed to access services and employment. Increasing the number of cars in this location would reduce access for all. Effect = Negative.

SO 4. Reduce causes of deprivation. The development would lead to reduced access to employment etc. compared to the current situation, especially for the current family in Wenvoe. Effect = negative.

SO 5. To maintain, protect and enhance community spirit. It has been noted by the council in previous reports that different Gypsy and Traveller families do not like to be located on the same site and that forcing this situation can create tension. The current proposal would create such a situation. Effect = negative.

SO 6. The minimise causes and manage effects of climate change. The site would increase the need to travel as a private car is necessary. The current proposal appears to involve relocating a family from Wenvoe, who likely have school and employment in that area. Travel would be increased. Furthermore the site is prone to flooding which will only be exacerbated by the proposed development.

SO 9. To protect and enhance the environment and SO 10. To protect the character of the Vale of Glamorgan. The development would have a negative effect on the Conservation area of Llangan. Effect= negative.

SO 12. To reduce the need to travel. Relocating families to this remote location would increase the need for travel, for reasons already described. Effect =negative.

These arguments would change the Sustainability Assessment to negative.

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I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	23rd October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 4375
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	LORNA ANTUCH	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 50 (PROP TO AMEND POL MES)	☐	☒	☒	☒	☒
MAC 112 (HS16/APOL)	☐	☒	☒	☒	☒
MAC 217 (SMGS	☐	☒	☒	☒	☒
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
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2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

The proposed site the council have outlined is in wide open countryside and has difficult and unsafe access in an area that already suffers from significant surface flooding. Not only that but it does not comply with the Welsh Planning policy (Tan 2).
The site is aligned with Ffenn Goch however it is adjacent to Llangan and thus it must be noted Llangan has a conservation status.

Llangan Primary school are full to capacity and future expansion would require significant travel to schools thus there are alternative sites with schools that are far close.
There are no local amenities and no bus service and so this will increase traffic due to the need to travel by car to access these.

The current site is illegal and the relocation of a family who currently occupy their own land with planning permission on it for them to live why is it necessary to relocate this family to an illegal site?
Not only relocate but mix with another traveller family which in 2007 guidance on designing gypsy sites states that mixing of traveller families is to be avoided as it causes tension.
The council has taken no assessment of sites in its private ownership which may be able to accomodate families. Historically this is an ILLEGAL SITE WHERE JUDICIAL REVIEW CONCLUDED IT TO BE UNSUSTAINABLE DEVELOPMENT IN OPEN COUNTRYSIDE. THE COUNCIL IS PROVIDED LEGALLY TO RETURN THIS SITE TO AGRICULTURAL USE. AGAIN THE COUNCIL ARE FAILING TO CONSULT WITH THE COMMUNITY AND MANY FAMILIES FEAL FEARFUL OF ANY TYPE OF DEVELOPMENT IF THEY KEEP FAILING TO CONSULT US.

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☒
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	15-10-16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

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Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 4377
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

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The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	RICHARD ANTUCH	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 50 (PROP. TO AMEND POL. MG5)	☐	☒	☑	☑	☑
MAC 112 (HS16/AB2)	☐	☒	☑	☑	☑
MAC 217 (S MGS RESIDENTS)	☐	☒	☑	☑	☒
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
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Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

- FIRST AND FOREMOST, A JUDICIAL REVIEW CONCLUDED THAT THE SITE WAS UNSUITABLE MANY YEARS AGO:- THE EXPANSION OF A SITE HELD TO BE UNSUITABLE BY A COURT OF ENGLAND + WALES IN AN OF ITSELF IS A PRESUMPTION AGAINST NOT EXPANDING THE CURRENT SITE.
- DEVELOPMENT OF THE SITE WILL IMPACT UPON LLANGAN'S CONSERVATION STATUS (LLANGAN IS THE APPROPRIATE PLACE TO BASE A SUSTAINABILITY APPRAISAL ON, AS OPPOSED TO FFERM GOCH).
- ACCESS TO THE SITE IS POOR WITH SURFACE FLOODING.
- THE SITE HAS NO PUBLIC SERVICES, SUCH AS A BUS SERVICE. LLANGAN PRIMARY SCHOOL AND CAMBRIDGE COMPREHENSIVE SCHOOL ARE ALSO AT CAPACITY, MAKING ACCESS TO EDUCATION DIFFICULT.
- A PREVIOUS ASSESSMENT OF THE SITE LOOKED AT PLOTS FOR 21 PEOPLE / FAMILIES:- ~~THE COUNCIL~~ HAS THE COUNCIL UNDERTAKEN AN ASSESSMENT OF OTHER SITES ~~[illegible]~~ SUITABLE FOR HOUSING AN INDIVIDUAL FAMILY? - IF NOT, THEY SHOULD DO SO, AS THIS SITE IS NOT SUITABLE FOR THE REASONS STATED ABOVE.
- THE FAMILY ~~[illegible]~~ WHO ARE THE SUBJECT OF THE PROPOSED MOVE FROM WENTLOE HAVE PLANNING PERMISSION ON THEIR CURRENT SITE, IT IS UNDERSTOOD - WHAT IS THE LOGIC OF MOVING THEM IN SUCH CIRCUMSTANCES TO AN UNSUITABLE SITE?
- THE PROPOSED ALLOCATION DOES NOT ACCORD WITH GYPSY GUIDANCE, INCLUDING MIXING TRAVELLER FAMILIES FOR SEVERAL REASONS.

THE ABOVE POINTS ARE INTENDED TO BE ILLUSTRATIVE OF THE REASONS WHY THE PROPOSED SITE AT LLANGAN ARE UNSUITABLE, BUT ARE NOT EXHAUSTIVE.

Please use additional sheets if required.

Please state how many additional sheets have been used .....

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I want to speak at a hearing session.	☐
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Signed:	[redacted]	**Dated:**	15-10-2016

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Department for Natural Resources
Adran Cyfoeth Naturiol

Llywodraeth Cymru
Welsh Government

Victoria Robinson
Operational Manager for Development Management
Regeneration and Planning (LDP Team)
Barry Docks
Barry
CF63 4RT

Our ref: qA1170817
Your ref:

28th October 2016

Dear Victoria,

Vale of Glamorgan Local Development Plan Examination – Consultation on Matters Arising Changes (MACs).

Thank you for your correspondence in relation to the consultation on the proposed MACs. We recognise your Authority's commitment to achieving a sound LDP and the amount of work by the forward planning team in reaching this stage. The matter of whether a plan is considered 'sound' will be for the appointed Planning Inspector to determine.

Whist we consider the Council has addressed the majority of the concerns expressed in our Deposit/Focussed Change representations and through the examination hearing sessions, we consider there are some important matters that remain unresolved. We therefore have three objections to the proposed MACs under the tests of soundness which are set out below.

1. **MAC 50 – Gypsy & Travellers – Object**

We note the LDP allocates a site for 2 pitches at Llangan to address the immediate need (to 2021) as set out in the revised draft GTANA (2016). The timescales for delivering the site (by 2018) are reflected appropriately in the monitoring framework.

However, the revised draft GTANA states the total need over the plan period is for 20 pitches which should be set out clearly in the reasoned justification to Policy MG5. The plan is currently silent on both the total and type of need, or indeed how the remaining need for 18 pitches will be addressed through either a policy or a monitoring approach.

We note the Council has served a non-enforcement notice on the Hayes Road, Sully site which will be valid for 5 years, changing the status of the site to 'tolerated' to 2021. Nevertheless, the

[redacted]

need (18 pitches) associated with the Hayes Road site will become need (beyond 2021) within this LDP period, as reflected in the draft GTANA which has not been addressed.

While the Council's response paper to action points 2, 3, 4 & 5 sets out the Council's positive commitment and timetable for delivering a more appropriate and suitable site for the residents at Hayes Road by 2018, this has not been reflected in the LDP. It should be. The details as set out in the table on page 7 of the Council's Action Point Paper (Hearing Session 16) should be incorporated into the LDP through the monitoring framework in order to comply with national policy and the relevant legislation.

The problems associated with the Hayes Road site have been well documented through the examination. The Council need to ensure that it satisfies any relevant health and safety issues associated with the site.

2. **MAC 97 – Gypsy & Travellers – Object**

Policy MD18 makes reference to 'local need'. Paragraph 7.56 of the plan defines 'local housing need' under policy MD11 as those with a local connection. If this is also the definition for policy MD18, the reference to 'local need' could be inappropriate as some Gypsies and Travellers may not have any local connection due to a nomadic habit of life. Therefore, the policy could be considered discriminatory.

Paragraph 7.81 of the plan states the Council must be satisfied *"that there is a demonstrable need for the accommodation in the proposed location."* It is difficult to understand how any household would be able to convince the Council that the specific location is where a site is required to be placed and therefore, this could be considered as too onerous.

Clarification is sought on the above two points to ensure that the policy cannot be considered to be discriminatory, or demonstrating a need for the accommodation in the proposed location is too onerous.

3. **MAC 43 – Sites affected by zone C2 Flood Risk – Objection**

It is noted that the additional text proposed for many of the allocations which refers to NRW advice is not compatible with TAN15. The principle that all the sites comply with TAN15 should be clearly demonstrated at the plan making stage. TAN15 clearly sets out that Class C3 residential development should not be located within areas subject to C2 Flood Risk. To enable the proposed allocations to remain within the plan the local authority should be in a position to clearly demonstrate that the developable area is not subject to C2 flood risk issues. At this present time this still remains unclear in some instances, for example MG2(5).

The Welsh Government is seeking clarification that the land outside of that identified as being within C2 Flood Risk is sufficient in scale to accommodate the level of growth proposed. This should also include demonstration of the ability to access/egress sites too.

Yours sincerely,

Mark Newey
Head of Development Planning
Planning Directorate

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 4798
Date Received 26.10.2016
Date of Acknowledgement 27.10.2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Councilor Michael Garland	
Address	[redacted]	RECEIVED 26 OCT 2016 Regeneration and Planning
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	[redacted]	

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Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 192 MG2 (23)	☐	✓	☐	✓	✓
MAC 67 MG18 (6)	☐	✓	☐	✓	✓
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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MAC 192 Amended Site – MG2 (23) Land at Upper Cosmeston Farm, Lavernock.

My objections are as follows:-

1. The proposed development will have a detrimental impact on the character of the landscape and does not protect the natural and built environment.

1.1 The area of Cosmeston lies outside the boudary of Penarth within the area of Lavernock, and presently consists of 394 properties alongside the B4267 (Lavernock Road). The area of Cosmeston is comprised of the Lavernock Park estate which was built in the 1980's, to conceal the 'eyesore' left behind of an old Cement Works, while Upper Cosmeston Farm (estate) was built to replace a range of derelict farm buildings, the area is completed by a number of houses and a restaurant (the old cement works offices – a County Treasure) all which lie to the east of the B4267, and bounded on its far eastern side by the Bristol Channel.

To the west of the B4267, lies Cosmeston Lakes Country Park soon to include the proposed development of a 500 space Bus Park and Ride facility,

To the south of Cosmeston lies an area of undulating agricultural land, and coastal fringe which stretch towards Sully.

1.2 The development of 576 houses will increase the size of Cosmeston considerably by 145% to 970 houses and its current population from around 875 to nearly 1,250 (145%).

1.3 22.2 hectares of 'green field' agricultural land and coastal fringe will be developed for housing on an area that was previously proposed as 'Green Wedge' (MG18 (6) and 'Undeveloped Coast' where such development should be prevented.

The development will also extend to within 10 metres of the coastline, consisting of cliff faces which are susceptible to collapse, which have already occurred to the north and south of the site.

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(continued)

Please use additional sheets if required.

Please state how many additional sheets have been used ...4...

2b. Continued.

1.4 The proposed site is in close proximity to the Severn Estuary SAC, SPA & Ramsar, and that a European protected species has been recorded in the vicinity of the site and that the proposed site supports many habitats of local biodiversity importance. The wildlife from these fields would be destroyed. Endangered birds are seen on a regular basis in these fields as well as barn owls, hawk, buzzards, bats, butterflies, moths and the huge array of plant life that would be destroyed.

1.5 The development on land around Lower Cosmeston Farm will reduce the amount of available grazing and schooling land and will have a detrimental effect on the viability of the Livery and Riding Stables causing loss of employment to the owner and staff of the Livery stables and the loss of recreational facilities in regard to equine activities. This will also have a great effect on the young children and disabled who not only get enjoyment from learning to ride but are also able to experience and develop 'life skills', un-provided for in the area.

2. The proposed development does not have access to services and facilities which will increase the need to travel by private transportation which will have a detrimental impact on the highway infrastructure and traffic management in the immediate locality but on all routes servicing Barry, Cardiff and the M4 Motorway.

2.1 The development of 576 houses will generate approximately 308 (0800-0900 AM Peak), 316 (1700-1800 PM Peak) and 2806 (0700-1900) trips (TRICS database) which will severely increase highway usage at Cosmeston and along the B4267 corridor between Barry and Cardiff which currently averages 7,000 vehicle movements per day.

Traffic movements will be further increased from the housing development (500 houses) at Sully, MG2 (46), which has recently been approved, and the 500 space Bus Park and Ride facility to be developed at Cosmeston Lakes Country Park.

2.2 There are very few local employment opportunities, services and facilities in the area with the nearest major employment and retail areas being Cardiff and Barry. A sporadic and unreliable public transport system which does not directly access many of these employment and retail facilities, etc, will encourage residents to use private motor transport to access these facilities, which will increase vehicle usage, cause traffic congestion and increase vehicle emissions. Penarth 'retail' centre is approximately 2 miles away and mainly consists of banks, charity shops, coffee shops and a few convenience stores. The nearest large supermarkets are 2½ to 4 miles away, towards Cardiff, and residents may not find it inconvenient to carry out a weekly shop using public transport, walking or cycling.

(continued)

Please use additional sheets if required.

Please state how many additional sheets have been used ...4...

2b. Continued.

2.3 This and other developments in the area will exacerbate highway congestion, cause unnecessary delay, increased journey times and increased traffic emissions and pollution at Cosmeston, and along the B4267 corridor towards Barry and Penarth/Cardiff. One route used by vehicular traffic to travel through Penarth to the Baron's Court Junction along Windsor Road has been an air quality blackspot for several years because of heavy slow-moving or stopped vehicles and is designated as "air quality management area" (AQMA) – the only such area anywhere in the Vale - and traffic congestion in this area will increase which will impact on pollution levels and its harmful effect of air quality.

3. The proposed development will have a detrimental affect on education, facilities within the local and surrounding areas.

3.1 Although provision of land is made on the site for a Nursery/Primary School, it is questionable as to when it will be developed, in relation to the development and availability of Section 106 monies.

3.2 With many of the Nursery/Primary Schools in Penarth already near capacity these schools will be oversubscribed until this facility is built, not forgetting that a subsequent amount of places will be taken up by children from the Cog Housing development at Sully, and other developents already approved in Penarth, which will have a detrimental effect on the educational needs of those young children.

3.3 Secondary Schools in Penarth are already oversubscribed leaving no places for children on the proposed development, which will also have a detrimental effect on their educational needs.

4. The proposed development will have a detrimental affect on community health facilities within the local and surrounding areas.

4.1 Local and surrounding Doctors Surgeries and Dentists are already oversubscribed in the local and surrounding areas with residents of the proposed development either causing further oversubscription or having to travel to gain access to these services.

5. The proposed development will have a detrimental affect on flooding in the area.

5.1 The development on this greenfield site will lead to an increase of 'surface water run-off' from the site leading to increased flooding of the B4267 Lavernock Road and some surrounding areas.

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(continued)

Please use additional sheets if required.

Please state how many additional sheets have been used ...4...

2b. Continued.

6. The proposed development will have a detrimental affect on waste management in the area.

6.1 The local waste treatment works at Cog Moors is already working at or near capacity and this development will put a great strain on this facility

6.2 A main sewer runs through the proposed development which would affect development of the site.

6.3 The increased number of housing will increase the amount of domestic generated waste.

7. The proposed development site contains archaeological features which require protection.

7.1 The area may contain archaeological effects from Roman and Medieval periods. The site is in close proximity to Cosmeston Medieval Village located within Cosmeston Lakes Country Park and the medieval church of St Lawrence's, located at Lavernock Point to the south of the proposed development. There have also been finds of Roman effects in the surrounding areas of Penarth and Sully. These features need to be protected and preserved in order to maintain the historical identity and character of the landscape, rather than be built on and lost forever.

The proposed site is unsustainable as this incongruous development will not preserve or protect the landscape character of the area and the coastline and cause the loss of greenfield/agricultural land and the subsequent effect to the biodiversity and the habitats of flora and fauna in the area, the loss of recreational facilities and the loss of the local historical heritage.
The development will also lead to increased highway and traffic congestion in the local and surrounding areas, overcrowded local schools, and local health facilities, and flooding within the local area.
The development will lead to urban sprawl from Penarth and promote coalescence between Penarth and Sully.

(continued)

Please use additional sheets if required.

Please state how many additional sheets have been used ...4...

2b. Continued.

MAC 67 Green Wedge - MG18 (6) South Penarth to Sully

My objections are as follows:-

The area removed from the Green Wedge by the amended site MG2 (23) Land at Upper Cosmeston Farm, Lavernock should be reinstated in order to prevent this inappropriate development contributing to urban coalescence within this vulnerable area which prejudices the open nature and character of the countryside between Penarth and Sully.

The site is also within close proximity to the Cosmeston Lake SSSI which lies approximately 110 m to the North and the Penarth Coast SSSI which may be affected by development of the proposed site.

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Regeneration and Planning

Please use additional sheets if required.

Please state how many additional sheets have been used ...4...

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	☑

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
I would like to be able to have the opportunity to speak on both representations, if necessary.

Signed:	[redacted]	**Dated:**	**26 October 2016**

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If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

MAC 192 Amended Site – MG2 (23) Land at Upper Cosmeston Farm, Lavernock.

From: John, Gwyn (Cllr)
To: LDP
Subject: Eagleswell School Site
Date: 28 October 2016 10:46:52

To The LDP Planning Inspector

I am concerned with the number of houses being planned for the old Eagleswell School Site (72) in view of the number of houses being planned in the area. The site at Plasnewydd Farm has been approved for 149 homes, another site adjacent to the Llantwit Major By-Pass at Boverton has an allocation for 128 homes with an application already submitted for 64 of these homes. In addition to this the Eglwys Brewis Road has an allocation of over 350 homes. The question that needs to be addressed is where are the services that need to be provided, in terms of Schools and Doctors surgeries.
Currently, the Eryl Surgery at Llantwit Major is working to full capacity and the Clinic has no facilities to expand, so where do residents go. A Medical Centre for Llantwit Major is essential but where do you build one, the only answer to this is to build a Medical Centre at the Eagleswell School site to work in conjunction with the Cardiff & Vale Health Board and Welsh Government, the remainder of the land could be allocated to public open space. It would appear to me that the situation with Schools provision has not been taken into account.
The facilities at Llantwit Major have again been overlooked and the importance is just to build homes, until facilities are addressed, I am objecting to further development at Eagleswell School

Cllr Gwyn John

Gwyn John
Elected Member
Democratic Services
Vale of Glamorgan Council / Cyngor Bro Morgannwg
[redacted]

Correspondence is welcomed in Welsh or English/Croesawir Gohebiaeth yn y Gymraeg neu yn Saesneg.

Consider the environment. Please don't print this e-mail unless you really need to.
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.

Representation ID. 4963

Date Received. 28/10/2016

Date Acknowledged. 28/10/2016

Vale of Glamorgan Local Development Plan

Focused Changes – Sept 2016

Representations of the Mineral Products Association (MPA)

MAC 39

Paragraph 5.88

We **OBJECT** to the proposed MAC as it is **unsound** not being based on an up to date relevant and proportionate evidence base (PPW para 2.5.4 & 14.7.18), the evidence it relies on is not robust (PPW para 2.2.1) and any plan based on false assumptions will fail the tests of appropriateness and deliverability. Some corrections are also necessary to bring it into line with RTS2 methodology.

The MPA disputes the calculation of the landbank of aggregates at 31.96 Million tonnes in this paragraph. The Council's figure is based upon agreement between the parties about aggregates reserves which excludes the disputed Ruthin Quarry. The Council maintain that Ruthin entirely comprises stone of aggregate quality; the MPA says Ruthin is conservatively estimated to yield 50% industrial stone and 50% aggregates. The difference between the parties is correctly shown in the Table in document Vale LDP AP1 & AP4 Rev A (1). The MPA believes the correct landbank for minerals according to the RTS2 methodology is as follows;

MPA Table FC 1: Mineral Reserve Landbank for Vale of Glamorgan December 2014

Type of Mineral & Site Status	**Quantum (Mt)**
Active/Inactive Quarries (Landbank)	18.96
Dormant Sites (Aggregates)	6.50
Industrial Limestone	16.00

The following is a rebuttal of the Council's position. The MPA continues to be bemused by the Vale's insistence on relying on out of date and unsubstantiated information as the basis for policy formulation The MPA through its member companies has complied fully in supplying the information asked for by the Council and the Inspector in good faith. In all respects bar Ruthin the Council has accepted this information, some of which is based on best estimates (e.g. Garwa Farm).

However, to the MPA's dismay the Council continues to rely on an unsupported letter from a previous owner of Ruthin dated some 20 years ago, and now cites file notes going back nearly 40 years to bolster its case. Indeed the evidence put forward by the Council at the top of page 3 of its Statement, clearly states that the information supplied by the applicant 25 years ago indicated that 'commercial exploitation of the reserve was not appropriate at that time'. This does not of course rule out commercial exploitation in the future, i.e. now. To ignore the reasoned explanations of the current quarry owner who is on public record as being in the process of submitting a planning application and thus preparing a case for the working of the mineral at Ruthin for industrial purposes, is unreasonable.

The Council has also misunderstood the Reserve and Quality Statement issued by the quarry owner. The Council makes much of the lack of <u>detailed</u> chemical information on the deposit and therefore discounts the owner's statement entirely. However, a close reading of the submitted Statement shows that the owner is able to rely on a well drilled deposit whose borehole logs provide sufficient information to assess the magnesium content of the deposit (i.e. the extent of dolomitisation), which can be traced in cross section across the quarry in bands. This assessment leads to the conservative estimation of a 50:50 split between industrial quality stone (high calcareous limestone) and aggregate stone (dolomitised stone) in the quarry. The statement further explains that a more detailed assessment (which the Council emphasises is lacking) will allow the owner to refine this estimate and determine whether the recovery of industrial stone can be maximised by selective working, together with a blending strategy with supplies from other quarries in order to optimise cement plant feed. This is normal procedure in maximising the sustainable development of industrial mineral reserves. Thus it is possible that this more detailed assessment could raise the split in the quarry above the currently estimated 50:50 level in favour of industrial stone. It is unlikely to reduce that proportion.

It is clearly in the interests of an industrial stone owner looking for long term sustainable supplies for its cement plant, to maximise the recovery of industrial stone in the sites which it owns. The current estimate is conservative, based on evidence and is robust. It is plainly sufficient for local planning purposes. It is therefore irresponsible for the Council to ignore this evidence and prefer instead a 20 year old letter from a previous owner produced in a different commercial and regulatory environment with no evidential backing to inform its Local Plan.

We might also add two further points. The Council's approach to Ruthin is inconsistent with its acceptance of a similar level of evidence and estimation at Garwa Farm Quarry. Second, the MPA has submitted far in excess of what is normally required for local planning purposes. The whole mineral planning apportionment system derived from the RTS and endorsed by Welsh government, the industry and local government is reliant on industry estimates of sales and reserves, which are supplied by the industry each year, who commit considerable resources to its success. It ought to be understood that the reserves figures supplied are always estimates. There is an old quarryman's dictum that you never know what's in a quarry until you have dug the last shovelful of rock. Reserves are routinely re-assessed by operators according to market specifications, operational constraints, commercial decisions about viability and new geological information as digging proceeds. However, all reserve information given by MPA members is supplied in good faith and even though in many cases it is commercially sensitive, it is recognised by the industry to be good practice if it results in realistic local planning policies. The Council's continued resistance and unreasonable stance is putting that commitment to the process at risk. To be frank, it will be inappropriate for industry to continue to devote time, energy and resources to a system, if the information supplied is going to be challenged on spurious grounds and effectively ignored if it results in a conclusion that local authorities don't like.

We urge the Inspector to reject the Council's approach to Ruthin and to substitute the MPA's figures in the landbank calculations as being the right ones (shown in Table MPA FC1 above). The MPA disputes that the whole of the Ruthin reserve should be allocated as aggregate on the basis of evidence submitted by the current owner. We believe there is no justification for departing from the agreed RTS strategy and request that its methodology be followed in the LDP. The correct landbank according to the RTS2 methodology is 18.96 Mt as at December 2014 (RTS Glossary). Dormant sites may be used by the Council to offset

any allocation needed as a result of shortfalls (RTS Appendix B, page 51) but should be recorded separately.

In addition, paragraph 5.88 erroneously says the reserve figure is 31.96 Mt when the correct figure from MPA Table FC1 should be 18.96 Mt and erroneously uses a 10 year average production figure which is at variance with the RTS2 apportionment. By calculation, the Council has used a production figure of 0.785 Mt when the RTS figure is 1.09 Mt. Therefore the correct figures according to RTS2 methodology should be – 18.96 Mt reserves of aggregates at active and inactive sites - landbank 17.4 years at the end 2014. Therefore, there is a shortfall to the end of the plan period of 3.93 Mt. Reserves at Ruthin quarry should not be included in the current landbank figure in accordance with MTAN1 paras 45 & 47, but shown as a separate category.

We therefore suggest the following changes to MAC 39

5.88 ~~At October 20145 the~~ ~~**Based on the Council's landbank reserve figure at July 2016 (31,962,000 tonnes) and the 10 year average production figure the**~~ ~~Vale of Glamorgan landbank for hard rock aggregate was~~ ~~**40.7**~~ ~~33.5 years giving a landbank of~~ ~~**30.7**~~ ~~18.5 years at 2026~~. **At December 2014 the Vale of Glamorgan landbank for hard rock aggregates was 17.4 years, giving a landbank of 6.4 years at the beginning of 2026, a shortfall of 3.6 years against the minimum 10 year landbank criterion.** Reserves of hard rock for non-aggregate production (i.e. cement production) are sufficient for ~~26~~ **19.8** years supply. ~~The Vale of Glamorgan therefore has sufficient reserves to satisfy the requirements of the Regional Technical Statement.~~ **Reserves at sites such as Ruthin Quarry and Garwa Farm Quarry, where time limited extraction comes to an end in 2017 and 2019 respectively, can be used to offset any shortfall in the landbank** ~~**are included within the landbank**~~**. The permitted level of extraction will not be completed at these sites within these time periods but there is no environmental or amenity reason for not extending the time limits to allow winning and working of the resource to continue.**

MAC76

New Policy M23A: Specific Sites for Mineral Working

We **OBJECT** to part of the supporting text as being **unsound** as it is not based on an up to date relevant and proportionate evidence base (PPW para 2.5.4 & 14.7.18), the evidence it relies on is not robust (PPW para 2.2.1) and any plan based on false assumptions will fail the tests of appropriateness and deliverability. The wording of the supporting text needs to be amended to bring it into line with national policy and the methodology of RTS2.

The MPA objects to paragraphs 6.141 and 6.143 because they are inaccurate. This objection relies on the previous objection to MAC39.

The paragraphs do not refer to the substantial quantities of industrial limestone present in Ruthin Quarry.

The following changes are proposed, (deletions in ~~strikethrough~~; new text in **bold**)

> 6.141 Aggregate mineral resources of known commercial significance exist at Ruthin Quarry and Garwa Farm Quarry. In addition, **both Ruthin Quarry and** Garwa Farm Quarry ~~is~~ **are also important for** ~~capable of~~ supplying significant mineral resources suitable for non-aggregate use in the cement industry.
>
> 6.142 Ruthin Quarry is an Interim Development Order permission granted on 16th April 1947 and the permission was registered as 'dormant' under the provisions of the Planning & Compensation Act 1991. Extraction of minerals at Ruthin Quarry is currently time limited until the end of 2017 under the terms of a Section 106 Agreement entered into on 3rd November 1982. The extraction of minerals at Garwa Farm Quarry is time limited until the end of 2019 under the terms of planning permission 97/00796/FUL granted on 25th September 1997, however the original permission dates back to 1970. These time limits were considered to be appropriate at the time they were imposed and were based on quarry development aspirations

which have not been achieved. The resource therefore remains in place and ~~is~~ **would be** available to contribute to the landbank provided the time period for working the resource is extended **and an application for new planning conditions is determined** to enable it to be won.

~~6.143 Ruthin Quarry is considered to be an important aggregate resource and is available as a replacement for the quarries at Ewenny and Lithalun. Garwa Farm Quarry is particularly important as a potential future supply to the cement works at Aberthaw and a replacement for Pant Quarry. Garwa Farm would also contribute to aggregate supply required to achieve the aggregate apportionment figure set out in the Regional Technical Statement.~~

6.144 There are no significant environmental or amenity constraints to the continuation of working at Ruthin and Garwa Farm Quarries. A suitable access to the road system is available, there are no environmental designations significantly impacted upon and there are no settlements located in close proximity to the sites. ~~In addition, the continuation of the permissions for mineral extraction at Ruthin and Garwa Farm Quarries and their subsequent restoration is considered to be preferable to the allocation of Greenfield sites for future aggregate mineral working.~~ **Consequently, the continuation of the permissions for mineral extraction at Ruthin and Garwa Farm Quarries is likely to be acceptable in planning terms.**

For Office use only	
Representor No.	5020
Date Received	
Date of Acknowledgement	

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details *(if relevant)***
Name	Redrow Homes	Gareth Williams
Address		[redacted]
Postcode		[redacted]
Telephone No.		[redacted]
Email Address		[redacted]
I.D.No.* *(if relevant)*		5020

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on**

previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC49	☐	×	×	×	×
MAC32	☐	×	☐	×	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)

Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Please see enclosed documents:

- MAC49 (MG4 - Affordable Housing) and Action Points 3, 4, 5, 7 & 8 (Hearing Sessions 2 & 3)
- MAC32 (SP3 – Residential Requirement) and Action Point 1 (Hearing Sessions 2 & 3)

Please use additional sheets if required.

Please state how many additional sheets have been used …….

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) ***(Please tick one of the following)***	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	×

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

- MAC49 (MG4 - Affordable Housing) and Action Points 3, 4, 5, 7 & 8 (Hearing Sessions 2 & 3)
- MAC32 (SP3 – Residential Requirement) and Action Point 1 (Hearing Sessions 2 & 3)

Signed:	[redacted]	**Dated:**	28/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Nathaniel Lichfield & Partners
Planning. Design. Economics.

Vale of Glamorgan LDP Examination

MAC49 (MG4 - Affordable Housing) and Action Points 3, 4, 5, 7 & 8

Hearing Sessions 2 & 3

Redrow Homes

28 October 2016

31083/02/GW/STi

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1.0 Overview

1.1 NLP sets out our objections to MAC49 on behalf of our client Redrow Homes but also to the failure of the Council to adequately respond to the Action Points requested by the Inspector following the previous Hearing Session. As a result NLP considers that further amendments are required to Policy MG4 in particular to reflect our concerns with the Council's viability evidence. These viability concerns primarily relate to the following elements:

- Calculation of Benchmark Land Values
- Application of Sales Values
- Build Costs

2.0 MAC 49 – Affordable Housing

2.1 Redrow Homes objects to the following MAC49 changes:

1 The on-site delivery of affordable housing with no flexibility in the policy wording to deliver the dwellings off-site; and,

2 The definition of the Rural Vale as including all land beyond defined settlement boundaries and the consequential impact of these areas being expected to deliver 40% affordable housing.

2.2 The MAC changes are not underpinned by robust evidence (Soundness Test 2) and risk undermining the delivery of market housing and affordable housing within the Vale of Glamorgan (Soundness Test 3). Further, the changes are not consistent with Planning Policy Wales (Soundness Test 1).

On-site delivery of Affordable Housing

2.3 The MAC49 policy wording states that affordable housing shall be provided on site. This contradicts the approach then set out in supporting paragraph 6.31 which clarifies that the Council's preference is for on-site provision but that where appropriate the Council may allow a proportion of the affordable housing to be delivered off site or through the provision of commuted sums to facilitate affordable housing in areas of greatest need. NLP considers that the flexibility set out in the explanatory text to the policy is the correct approach and requests that the wording in the policy is adjusted to reflect this necessary flexibility. This could be achieved by reference to 'will normally be provided on site'.

2.4 Para 9.2.17 of Planning Policy Wales (PPW) states that affordable housing contributions will ***normally*** take the form of on-site delivery. However, there is no requirement in PPW that this must be the case. Para 6.33 of the Action Point 10 response recognises that there may be proven economic circumstances where off-site provision may be appropriate this, however, has not been translated into the policy.

2.5 The MAC also fails Soundness Test 2. Whilst there is a pressure for affordable housing across the Vale of Glamorgan there are areas of greater need. This need will change over time as the LDP policies are implemented. The specific needs should be evaluated at the time a planning permission is granted in order to target beneficial impacts for the Vale of Glamorgan as a whole. The MAC does not allow for this flexibility and therefore affordable houses may not be delivered in areas of need based upon the evidence at the time of the permission.

Definition of the Rural Vale

2.6 New paragraph 6.XX clarifies that the Rural Vale of Glamorgan means the area outside any defined settlement boundary. It states that development sites

adjoining or close to settlement boundaries including Barry, Llantwit Major, Rhoose and St Athan will be expected to deliver 40% affordable housing. NLP does not consider that this approach is supported by the Council's viability evidence base and fails Soundness Test 2. It is unsound for the Council to argue that viability evidence demonstrates that Barry can only deliver affordable housing of 30% then seek 40% on a site that would functionally be an extension to the settlement and operate within the same house price market.

2.7 This MAC seems framed simply to make speculative planning applications unviable beyond these defined settlement boundaries rather than a considered response to what levels of affordable housing these market areas can support. Evidence referred to below in terms of house sales values demonstrates that the Vale of Glamorgan has the highest variability in house prices within Wales and that this is particularly the case within the 'rural vale'. It is therefore inappropriate to apply a 40% affordable housing target across all land beyond settlement boundaries.

2.8 Instead NLP suggest that the Council base the affordable housing targets on the wider housing market areas defined in its housing market assessment that extend beyond settlement boundaries.

3.0 Benchmark Land Values (Action Point 3)

3.1 NLP is concerned that the Council has failed to adequately respond to Action Point 3 and the Inspector's request that the benchmark land values used in the viability report be amended to reflect realistic values in the light of available transactional evidence.

3.2 NLP consider that the benchmark land values in the Council's viability assessment are unrealistically low and do not reflect market expectations as set out in our representations to the previous Hearing session. We are aware that the HBF has collected evidence of land values for the Vale of Glamorgan and that these generally range from £1m to over £2m (see below).

Transactional residential land value data

3.3 The Council's Response to Action Point 3 summarises in paragraphs 4-9 development industry representations on transactional data for residential land ranging from approximately £1.3m to £2.2m per hectare.

3.4 In addition it refers in paragraph 10 to transactional data based on the Council's sale of its own land as follows:

- Barry East (brownfield) - £500,000 per ha
- Barry West (brownfield) - £1m per ha
- Penarth/Dinas Powys (brownfield) - £1.3m per ha
- Rural and East Vale (greenfield) - £860,000 to £1.5m per ha
- Rural and South Coast Vale (greenfield) - £1.4m per ha

3.5 HBF has collated evidence of transactional data from its members based on Land Registry returns as follows (based on average sale prices per net hectare):

Sub Market Area	Average Sales Price
Rural	£1,976,511.00
Rural (excluding Cowbridge)	£1,710,993.00
East Vale	£2,098,378.00
Penarth	£1,750,999.00
Rural South & Coast	£1,635,655.00
Barry East	£1,083,041.00
Barry West	no sites
Vale average	£1,709,262.00

3.6 It is clear from the representations made at the initial Hearing session, from the Council's own transactional data and the HBF evidence that benchmark greenfield residential land values outside of Barry generally range from £1.4m to £2.1m per hectare. In Barry it is acknowledged that benchmark land values are closer to £1m.

3.7 There is clear and compelling evidence of what is actually happening within the residential land market and NLP is concerned that the Council is choosing to ignore this evidence. This is particularly disappointing given the Council has achieved these values for land it has itself sold in the open market.

The use of comparable Benchmark Land Values with other local authorities

3.8 Rather than using transactional data the Council instead prefers to rely upon comparative analysis of benchmark data used by other local authorities. As stated above NLP consider that transactional data is the most robust evidence for providing benchmark land values. If, however, comparative analysis is to be undertaken then NLP consider that the most representative local authority is Cardiff given the close proximity and interaction between the housing markets.

3.9 PBA undertook the viability analysis for Cardiff Council and has updated its evidence base as part of that Council's emerging CIL proposals. It is understood that PBAs approach is to review actual transactional data in consultation with local agents rather than the less transparent approach adopted by AGA on behalf of the Vale of Glamorgan. The PBA work establishes the following benchmark residential land values within Cardiff:

- Cardiff greenfield - £1.4m
- Cardiff strategic greenfield - £1.2m
- Cardiff brownfield - £1.8m
- Cardiff large brownfield - £1.4m

3.10 The Vale of Glamorgan dismisses the Cardiff evidence as not being a good comparable because the market and supply side are very different. NLP dispute the Council's overly simplistic analysis. There are significant major strategic greenfield allocations within the Cardiff LDP, the consequence of strategic allocations, however, is to lower greenfield values due to the scale of land release and strategic infrastructure costs. Whilst the strategic greenfield values may not be as relevant, NLP considers that PBA's greenfield benchmark for non -strategic sites of £1.4m is a good comparator to the Vale and is of the same order as the transactional data found within the Vale of Glamorgan.

3.11 The brownfield market in Cardiff is complex but is generally higher value than most of the Vale of Glamorgan, other than areas such as Penarth/ Dinas Powys where the Vale's own sales evidence demonstrates that values of approximately £1.3m can be achieved on brownfield land.

3.12 NLP understand that HBF has not objected to the benchmark land values proposed by Cardiff Council in its CIL evidence base nor to the methodology that seeks to use transactional data.

3.13 In their supporting evidence the Vale of Glamorgan draw a correlation between residential sales values and benchmark land values. A review of average sales

prices across Wales based on 2016 Land Registry data demonstrates that Cardiff has the closest median average house prices (£180,000) to those in the Vale of Glamorgan (£184,000) (see Table 1).

3.14 By contrast, the Vale of Glamorgan has sought to continue to justify its use of land value benchmarking with Caerphilly put forward during the Hearing session. It should be noted that the median average house price in Caerphilly is £116,000. In NLP's view the evidence on house price data alone demonstrates that the housing market in Caerphilly is very different from that in the Vale of Glamorgan and therefore is a much poorer comparator than the Cardiff market in terms of values.

3.15 Similarly, the Council also refers to Rhondda Cynon Taff (RCT) as a comparator, however, NLP note that median house prices within RCT are significantly lower again at £97,000, almost half those in the Vale of Glamorgan. If there is a correlation between house sale prices and residential land values as the Council appears to accept then it is unsound to argue that either RCT or Caerphilly are realistic comparators to the Vale of Glamorgan.

3.16 Reference is also made by the Council to the CIL Inspectors' reports in Caerphilly and RCT. Whilst the CIL Inspectors findings are acknowledged it should be noted that HBF (via Savills) made representations on behalf of the house building industry that in their view the benchmark values were 50% below their members understanding of market expectations in Caerphilly. HBF warned that if the CIL were adopted as proposed that development could be made unviable and much needed housing would fail to come forward. It should be noted that as of 2016 both RCT and Caerphilly currently have a housing land supply of only 1.5 years with Caerphilly housing completions in 2016 falling to 187 units against an average annual requirement of 575 dwellings.

3.17 NLP's experience working with the Council, land owners and house builders in Caerphilly and RCT are that the imposition of a CIL based on unrealistically low benchmark land values together with onerous s106 planning obligations has had an adverse impact in bring land forward for residential development contrary to those Council's and government aspirations. Redrow's only approved planning application (2016) in Caerphilly since the adoption of the LDP resulted in the payment of CIL for 32 units but no affordable housing was shown to be viable within the appraisals presented with the planning application.

3.18 In paragraphs 15 and 24 the Council refers to a LVB of £250,000 in Monmouthshire and implies that this is an agreed figure. This is not the case as the CIL is currently progressing through the preparation process and has been subject of strong objection from the development industry including HBF, NLP and Redrow. It is unclear how the Council can assert in paragraph 24 that the £250,000 greenfield benchmark is the best comparable to the Vale of Glamorgan yet acknowledge that it is half the level Caerphilly and Merthyr Tydfil used in their CIL viability assessments which were up to £500,000/ha. It is clear to anyone working within the development industry, including

landowners that the Vale of Glamorgan and Monmouthshire are significantly higher value areas than either Caerphilly or Merthyr Tydfil.

3.19 In paragraph 18 of their response the Council refer to Dr Golland's work in Conwy. It is lacks credibility for the Council to dismiss evidence from the overlapping housing market of Cardiff and then cite Conwy as a comparator. The only justification for reference to Conwy appears to be that it applies the same methodology as the work has also been undertaken by Dr Golland rather than the having any relevance in housing market terms.

3.20 In paragraphs 19-21 the Council sets out it acceptance of a relationship between house prices and residential land values. This is not disputed by NLP, however, the relationship is a complex one and dependent on a wide number of variables including local market conditions, site specific factors and local infrastructure requirements. As a result NLP does not consider that the AGA/Council's alternative formulaic based approach to calculating benchmark values is robust.

3.21 It is unsound for the Council to argue that the outputs of the AGA methodology for calculating benchmark land values based on multiples of average house sales values is more relevant than actual transaction data. The Council suggests that HBF has been unwilling to make data available, NLP understand that Land Registry data has been made available to the Council and its advisors at AGA. Nevertheless, PBA in Cardiff undertook its own assessments followed by discussions with local agents. It is unclear why the Council or AGA could not have followed a similar approach in addition to discussions with HBF.

3.22 As stated above NLP has concerns regarding AGA's approach to calculating benchmark land values based on multiples of 'average' house prices. Even was this approach robust there are particular dangers in applying it within the Vale of Glamorgan given the high variation in house prices within the local authority area.

3.23 The analysis of the Land Registry's Price Paid 2016 Data identified in Table 1 demonstrates that the difference in house prices between upper and lower quartiles within the Vale of Glamorgan are higher than anywhere else in Wales. This is very important in that it demonstrates the highly variable nature of the market and cautions against the use of simplistic averages or the use of a 'line of best fit' as proposed by the Council in paragraph 20.

Table 1 House prices - Prices paid (Jan-Aug 2016)

	Median (50th)	25th percentile	75th percentile	Range 25th - 75th	5th percentile	95th percentile	Range 5th - 95th
Wales	**140,000**	**100,000**	**200,000**	**100,000**	**56,437**	**358,000**	**301,563**
Isle of Anglesey	160,000	115,000	225,000	110,000	70,000	371,750	301,750
Gwynedd	145,000	102,500	197,950	95,450	60,000	360,000	300,000
Conwy	147,500	110,000	207,000	97,000	62,950	350,000	287,050

	Median (50th)	25th percentile	75th percentile	Range 25th - 75th	5th percentile	95th percentile	Range 5th - 95th
Denbighshire	134,000	107,125	185,000	77,875	73,000	319,900	246,900
Flintshire	150,000	118,000	198,250	80,250	80,875	315,000	234,125
Wrexham	140,000	105,000	190,000	85,000	70,000	305,400	235,400
Powys	160,500	120,000	230,000	110,000	69,475	376,250	306,775
Ceredigion	174,750	127,875	235,000	107,125	75,000	343,250	268,250
Pembrokeshire	158,000	108,000	222,000	114,000	66,600	374,000	307,400
Carmarthenshire	125,000	87,500	172,000	84,500	57,600	296,000	238,400
Swansea	132,000	95,000	189,995	94,995	62,000	369,995	307,995
Neath Port Talbot	95,625	72,000	138,000	66,000	46,000	238,750	192,750
Bridgend	136,000	100,000	183,000	83,000	55,000	287,950	232,950
The Vale of Glamorgan	**184,998**	**125,000**	**265,000**	**140,000**	**89,527**	**499,958**	**410,431**
Cardiff	180,000	137,000	250,000	113,000	91,425	443,300	351,875
Rhondda Cynon Taff	97,000	63,000	149,838	86,838	36,000	255,000	219,000
Merthyr Tydfil	82,000	60,000	134,000	74,000	40,000	233,000	193,000
Caerphilly	116,000	85,000	155,500	70,500	55,000	255,000	200,000
Blaenau Gwent	76,000	56,000	107,000	51,000	35,000	194,400	159,400
Torfaen	121,000	91,625	167,950	76,325	63,850	272,875	209,025
Monmouthshire	199,950	151,950	285,000	133,050	110,000	514,000	404,000
Newport	139,979	102,000	199,995	97,995	73,000	330,700	257,700

Source: Land Registry

Conclusions

3.24 It appears that the Council considers that there is a need to intervene in the market to reduce residential land value expectations in order to capture a greater element of the uplift following grant of planning permission. If this intervention is to take place, however, it needs to be from a starting point of actual evidence of transactional data rather than unsubstantiated assumptions that don't even reflect the Council's own land dealing.

3.25 NLP is very concerned that the Council continues to base its benchmark land values well below the level expected by land owners. The danger is that the Council will follow the line of RCT and Caerphilly and render development sites

unviable, contrary to the stated intension of the government to increase levels of house building.

3.26 Transactional data is available locally within the Vale of Glamorgan and adjoining Cardiff which provides the most robust comparable data. This transactional data should be used in preference to the opaque alternative proposed by the Council that seems to have little correlation with local transactions or landowner expectations.

3.27 It appears that the approach proposed by the Council is based on its desire to reduce land owner expectations regarding land value to a level that it considers reasonable. There is no evidence put forward by the Council to demonstrate that landowners are prepared to accept benchmark land values approximately £1m per/ha below the greenfield values achieved in recent residential land transactions. The Council's approach fails Soundness Test 2.

4.0 Sales Values (Action Point 4)

4.1 NLP welcomes the fact that the Council has been prepared to update its analysis of residential sales values.

4.2 The Action Point 4 response states that house prices generally in the Vale of Glamorgan are very strong (Para 2). NLP agrees with this, to an extent. The data available for 2016 (to date) shows that the median average sales price was £184,998, the second highest in Wales behind Monmouthshire at £199,950 and just ahead of Cardiff at £180,000. Caerphilly and Rhondda Cynon Taff's median average are £116,000 and £97,000, respectively. There is no reason to believe that 2016 an atypical year.

4.3 The average, however, should not been considered in isolation. Whilst the Vale of Glamorgan has some of the highest dwelling prices in Wales, it also has the greatest variation in house prices across Wales. Analysis of the Land Registry Price Paid Data in Table 1 illustrates this point. Removing the extremes of data by only considering the data between the 25th and 75th percentiles, an analysis of the Land Registry's Price Paid Data for 1 January 2016 – 31 August 2016 shows that there was a £140,000 difference between these quartiles in 2016; higher than any other authority in Wales. The 5th – 95th percentile range shows the same picture.

4.4 The wide variation in house prices across the Vale of Glamorgan is an indicator of the very different housing market areas that exist within a relatively small geographical area. It should act as a caution against placing too much reliance on 'average' data given the wide deviation in house sales prices from the median. This should act as a caution for the Council to carefully consider how it applies its affordable housing thresholds to specific housing market areas as well as the application of wider planning obligations. The high variation in sales values means that what may be financially viable on one site won't necessarily work in an adjacent community.

4.5 NLP has further analysed Land Registry data in order to identify the range of house values across the Vale of Glamorgan for semi-detached homes. This follows the Council's assumption that these represent a broadly comparable house type, the majority of which will have 3 bedrooms.

4.6 As indicated in Table 2, a total of 891 semi-detached dwellings were sold in the Vale of Glamorgan in 2016 (January to August). The median price paid was £195,000, and the range from the 25th to the 75th percentile was £100,000. (see Table 2).

Table 2 Land Registry data on sales of semi-detached homes in 2016 (Jan-Aug)

	Median average	5th-95th percentile	25th percentile	75th percentile	25th-75th percentile
All 30% areas (Barry)	155,000	157,999	129,950	187,000	57,050
All 35% areas	165,000	141,102	138,000	195,000	57,000
All 40% areas	248,000	397,500	210,000	305,400	95,400
Rural (40%)	264,500	398,243	205,625	331,000	125,375
Total Vale	**195,000**	**302,500**	**150,000**	**250,000**	**100,000**

Source: Land Registry

4.7 Within the proposed 40% affordable housing areas (as identified in draft Policy MG4), there were 401 semi-detached house sales in 2016 (January to August), representing 45% of all semi-detached transactions. The median price paid within these areas was £248,000 and the range from the 25th to the 75th percentile was £95,400. This range in house prices is 67% higher than in the 30-35% affordable housing areas of Barry and the Rural South area.

4.8 Excluding the settlements of Cowbridge, Dinas Powys, Llandough, Penarth, Sully and Wenvoe, there were 84 semi-detached house sales within the proposed 40% affordable housing area in 2016 (January to August). The median house price paid was £264,500, and the range from the 25th to the 75th percentile was £125,373. This range is more than double that experienced within the 30-35% affordable housing zones and indicates that residential land values will fluctuate widely cautioning against the blanket application of a 40% affordable housing requirement across the rural Vale beyond existing settlement boundaries.

4.9 NLP therefore considers that the Council should take account of the very significant localised variation in house prices across the Vale of Glamorgan when setting affordable housing requirements. For example, it is expected that homes located in a rural location just outside of Cowbridge will attract a significantly higher price than those just outside of Barry. Therefore, whilst a requirement for 40% affordable housing may be feasible in some locations, it will be prohibitive in others.

4.10 NLP consider that the above data confirms that there are multiple housing market areas across the Vale of Glamorgan as set out in the Council's evidence base which identifies six sub-market areas.

5.0 Allowances for Build Costs (Action Point 5)

5.1 NLP is concerned that the Council has failed to review its assumptions for build costs, s106 costs and abnormal costs despite the evidence previously submitted to the LDP Hearings.

S106 Costs

5.2 The Council consulted on new Planning Obligations and Affordable Housing SPG in October 2016. It is understood that these will be the SPGs that would be linked to the Council's LDP policies on adoption of the plan.

5.3 The evidence used in Hearing Session 6 relates to the viability assessment prepared by AGA in 2014 and refers to evidence of contributions from 2012, presumably reflecting the 2012 Planning Obligations SPG.

5.4 In undertaking an exercise to compare the 2012 sums with the 2016 draft Planning Obligations SPG it is evident that there is a significant difference between the anticipated new contributions. If a site is required to make all four contributions, the emerging 2016 SPG results in a 29% increase on the sums sought between 2012 and 2016. The Council's viability evidence has not been updated in the Action Point responses to Hearing Session 6.

5.5 Our client has submitted representations to the draft Planning Obligations SPG and whilst that is not a matter before the Inspector, it is of direct relevance to these matters given they set out the basis of the s106 contributions the Council proposes to apply to new residential development.

Table 2 Comparison of 2012 and 2016 S106 per dwelling contribution requirements

		2012	2016 draft
Sustainable Transport		£2,000	£2,200
Education	Pre-School	£4,933.14	£1,745
	Primary		£4,850
	Secondary	£3,841.55	£5,468
	Post 16	£801.20	£1,140
Public Open Space		£2,280	£2,552
Community Facilities		£988.50	£1,208
Total		**£14,844.4**	**£19,163**

5.6 At present the Council is only making an allowance of £10,000 per dwelling for s106 contributions. Given that the Council is proposing an increase of £4,319 per dwelling then it is surprising that the Council has made no allowance to reflect this very significant increase. The table above excludes contributions for

public art, biodiversity and s106 management costs which would be additional but are not based on per dwelling cost.

5.7 As it stands the Council is arguing that it only anticipates that new development will only be expected to make half of the contributions that are set out in the draft SPG. It is assumed that this is on the basis that there is sufficient capacity within local schools and community facilities. This has not been NLP's experience in negotiating planning obligations on recent sites with the Council.

Build Cost, Externals, Abnormals and Contingencies

5.8 NLP submitted evidence to the previous Hearing session setting out our clients position that the Council's approach under-estimates the total actual cost of build experienced on relatively straightforward sites in the Vale. It is disappointing that despite evidence put forward from various development industry representatives that the Council has decided not to amend its approach.

5.9 Redrow has submitted viability reports on four sites in the Vale of Glamorgan in the past three years which have set out the various allowances made associated with build costs (externals, abnormals, site opening up and contingencies). These viability reports were subject to independent scrutiny and the 'total build costs' were agreed with the Council. As these reports are commercially sensitive they are not disclosed here but the Council will be able to confirm their contents.

5.10 In NLP's previous submission on behalf of Redrow Homes NLP proposed that there should be an allowance for abnormals/opening up costs of £370,000/ha and 5% for contingencies on top of the BCIS plus 15% baseline proposed by the Council. The NLP abnormals/opening up figure equates to an additional allowance on build cost of approximately £100/sqm.

5.11 The build cost for houses applied by AGA in the Vale of Glamorgan's Viability Study (August 2014) was £1,001/sqm. Updating this figure to reflect the latest 2016 BCIS data plus 15% gives a 'build cost' of £1,102/sqm. NLP proposes that the 2016 BCIS plus 15% 'combined build cost' should then be amended to take account of abnormals, opening up costs and contingencies as follows:

i £1,102/sqm + £100/sqm = £1,202/sqm (abnormals/opening up)

ii £1,202 + 5% = £1,262sq/m (contingencies)

5.12 It is noted that this figure is still below the total combined build costs agreed with the Council in the confidential viability statements. In these instances there were specific site conditions that increased costs beyond those Redrow had originally anticipated. It demonstrates that the increases proposed by Redrow are not an attempt to cover worst case build costs but instead to have a starting figure that is a truer representation of total baseline build costs.

6.0 Spatial Extent of Affordable Housing Policies (Action Point 7)

6.1 In the Council's response to Action Point 7 regarding the spatial mapping of the affordable housing policy it argues that basing the policy percentages on its defined housing sub-market areas would lead to arbitrary boundaries which lack certainty.

6.2 NLP agree that housing market areas do not have easily defined boundaries, particularly in the Vale of Glamorgan, however, they still form the Council's best estimate of the different housing markets that operate on the ground and form an important part of the Council's evidence base. It is an established principle that policy should flow from its evidence base and it is unsound for the Council to produce viability evidence for sub market areas and then do something different (and more onerous) in policy because they consider that the outcome of the viability analysis is too difficult to map.

6.3 In order for the affordable housing policies to be sound they should be mapped on the basis of the defined housing market areas. It is acknowledged that this will require a degree of judgement on behalf of the Council but this is not unusual in translating policies onto proposals maps. The outcome will be affordable housing policies that are more robust and that reflect the evidence base. It might be that there will be some minor anomalies at boundaries but far fewer than the application of a 40% requirement across broad areas where this is not justified by the Council's own viability evidence.

6.4 NLP request that the Council use the six sub market areas as the basis for the application its affordable housing policy and the percentages are refined to reflect the evidence base for those respective areas.

7.0 Implications of Updated Viability Testing (Action Point 8)

7.1 For the reasons set out above NLP has the following concerns with the Council's viability update:

- The Council has under-estimated the allowances associated with build costs including abnormals, opening up, contingencies and s106 costs;
- The wide variation in sales values across the Vale of Glamorgan means that extreme caution has to be applied in the use of 'average house prices' to generate Gross Development Values;
- The benchmark land values proposed by the Council are significantly below the evidence from transactional data, even allowing for the Council's intention to capture a higher proportion of uplift in land value; and,
- The Council's application of three bands of affordable housing is too coarse given the wide variations in house prices.

7.2 Based on the evidence presented by the Council in Table 1 of their Response to Action Point 8, NLP considers that the affordable housing proportions proposed by the Council are not adequately justified. It is also noted that there is no correlation between the six sub-market areas identified in Table 1 and the application of affordable housing percentages to three defined areas within policy MG4. This is of particular concern with regards to the very broad application of the 40% affordable housing requirement without viability evidence to support it.

7.3 Whilst it is clear that there are high value locations where delivery of 40% affordable housing may be supported and the Council refers to recent planning permissions in the Cowbridge, Penarth and Dinas Powys market areas, these permissions are not necessarily reflective of the 'average' across a much more varied Rural Vale market area and should not be used to justify the broad brush application of the a 40% affordable housing requirement that is not justified by the evidence. It is unsurprising that the most attractive sites in the highest value areas will be the ones that come forward most quickly.

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Vale of Glamorgan LDP Examination

MAC32 (Residential Requirement) and Action Point 1

Hearing Session 2 & 3

Redrow Homes

28 October 2016

31083/02/GW/STi

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1.0 MAC32: Amendments to Policy SP3

1.1 NLP sets out below its objections to MAC32 on behalf of Redrow Homes.

1.2 Following the LDP Examination Hearing Sessions 2 & 3, the Council has further revised its housing requirement from 9,500 to 9,460 homes over the Plan period from 2011 to 2026 (MAC32). This revised figure is still based on the 2011-based population and household projections, which formed the basis for the housing requirement in the amended Deposit LDP, published in November 2015, and adjusts only the level of allowance for additional affordable housing provision (from 499 to 459 homes).

2.0 Action Point 1: Household formation rates

2.1 As with the previous iteration of the housing requirement contained within the amended Deposit LDP, the Council's revised housing requirement takes the household formation rates contained within the 2011-based household projections at face value.

2.2 NLP considers that the Council's evidence presented in Action Point 1 in support of the use of the 2011-based household formation rates is not robust, due to the following issues.

Household formation growth rates

2.3 The Council's methodology in comparing the growth of different household types (by size) between the Welsh Government Household Estimates, the 2008-based household projections, the 2011-based household projections and the 2011-based 10 year average migration projections (Section 2) is overly simplistic and flawed.

2.4 In Table 1 of the Council's Response to Action Point 1, instead of comparing the actual increase in the number of different household types over time between the three projections the Council has compared the average proportion of household types between these projections. This may give an indication, for example, that there are relatively more one bed households in one projection than another but it does not give any indication of the actual overall quantum of change, which is essential for calculating a household projection.

2.5 In paragraph 3.4 of Action Point 1 the Council identifies that the change in household size from 2001 to 2011 was -0.09 (based on the Welsh Government Household Estimates). It then uses this figure as a benchmark with which to compare the rates of change in household size within the 2008 and 2011-based projections. The 2011-based population projections indicate that the number of people aged 65 and over will increase by 42% between 2011 and 2026. This will have a significant impact in reducing household size that would not be captured by simply rolling the 0.09 reduction forward as if the population structure was static. Population and household projections model dynamic data sets, which would not be captured by the application of a single linear reduction in household size.

2.6 Population groups with different age structures will have different household sizes. For example, a scenario that includes a larger proportion of older people will have a lower average household size and result in a need for more houses than one which includes a larger proportion of younger people. This is due to the fact that older people tend to live in smaller households.

2.7 Therefore the Council's approach, which: fails to compare the growth of different household types between the different scenarios and; fails to take account of the impact of changing age structures, cannot be relied upon as a

robust basis for determining which set of projections present the most appropriate household formation rates. NLP consider that the 2011 based household projections should form the starting point for the assessment of housing need, albeit these should be re-based to reflect a return to longer term trends of household formation as explained below.

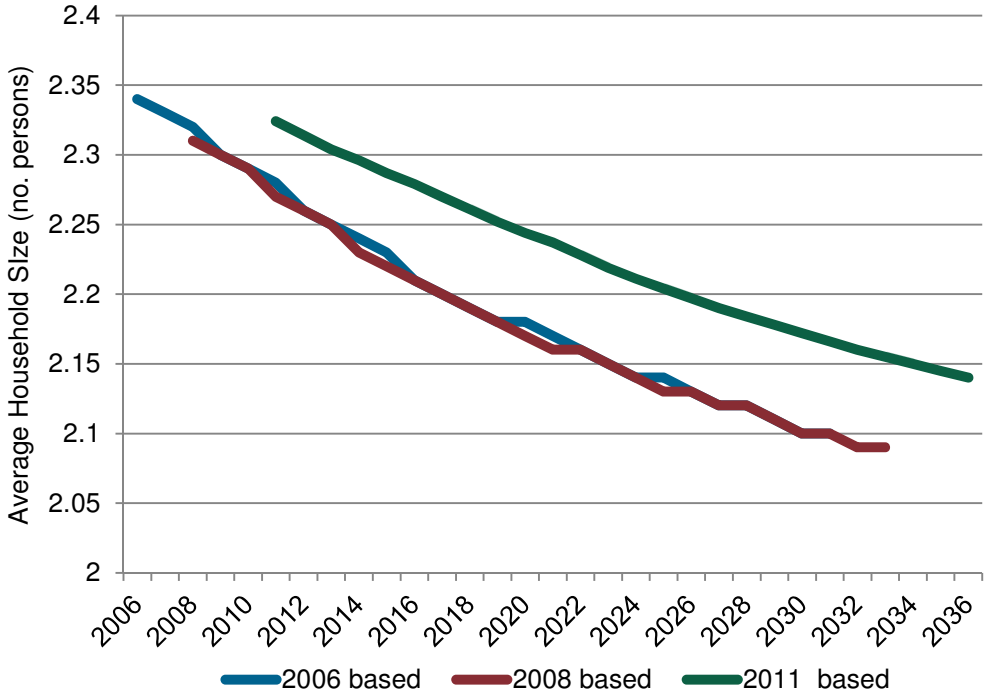
Long term trends

2.8 Whilst NLP agrees with the Council that the starting point for household sizes should reflect the latest household size data (contained within the 2011-based household projections) rather than that included within earlier projections, the subsequent changes in household size going forward should reflect long-term trends rather than the constrained level of household change indicated by the 2011-based projections.

2.9 This approach recognises that, to date, household sizes have not reduced to the levels forecasted by the 2008-based household projections due to the effects of the recession, including a lack of mortgage finance, lower employment levels and reduced rates of housing completions. However, it is important to recognise that the economy has improved substantially since the end of the recession, and the rates of household formation are expected to return to long-term trends.

2.10 As illustrated by the following graph (which also reflects that published by the Council at Figure 1 in Action Point 1), the previous household projections for the Vale of Glamorgan (2006 and 2008 based) show very similar rates of change in household size, indicating that these projections represent long-term trends and are the rates that should be applied going forward.

Figure 1 Comparison of average household sizes anticipated for the Vale of Glamorgan by successive Welsh Government Household Projections



Source: Welsh Government household projections: 2006, 2008 and 2011-based

2.11 By contrast, the 2011-based household projections show a much lower level of household growth than is to be expected in the current and future economic climate. However, this growth could be artificially constrained within the Vale of Glamorgan in future if an insufficient number of homes are provided.

2.12 Therefore, although it is important to re-base the current household size figures to reflect the impact of the recession, the rates of household formation going forward should take into account the longer-term trends indicated by the 2008-based household projections.

3.0 Action Point 3: Key components of the housing requirement

Population/jobs alignment

3.1 No further evidence has been provided in order to support the Council's provision of an additional 1,602 dwellings in to support economic growth in the Vale of Glamorgan. These homes only relate to the provision of jobs at the strategic employment sites, whereas there is a need to consider alignment with all jobs, including existing jobs. Therefore, it is not possible to verify that the proposed levels of housing and employment are aligned.

3.2 Given that the population is ageing significantly in the Vale of Glamorgan, the proportion of people in employment will reduce over the Plan period and fewer jobs will be supported by a population of the same size.

Allowance for additional affordable housing

3.3 The Council has amended the LDP housing requirement to contribute towards the provision of affordable homes from 499 to 459 dwellings. It states that this figure of 459 dwellings equates to 1 year's backlog of affordable housing need as identified within the Council's 2015 Local Housing Market Assessment.

3.4 The Council's approach in making an allowance to contribute towards meeting affordable housing need is welcomed on the basis that an increase in the overall housing level will have a direct impact upon the delivery of affordable housing. However, it is unclear whether the Council intends to deliver a total of 449 affordable dwellings to clear this backlog and if so, how this additional affordable housing will be delivered. If a total of 459 affordable dwellings are to be delivered via s106 on open market housing then the uplift applied to the general housing requirement figure should be significantly higher in order to ensure the delivery of these affordable units.

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Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

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Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	5122	

***You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)					
Matters Arising Change reference number (e.g. MAC1)	**Support**	**Object**	**If you are objecting to a MAC, please state which Test of Soundness you think that it fails.**		
			Test 1	**Test 2**	**Test 3**
MAC 50	☐	X	X	X	X
MAC 97	☐	X	X	X	X
MAC112	☐	X	X	X	X
MAC217	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Llangan Community Council - Objections to the allocation of Llangan for the provision of site for two traveller families and future expansion.

Llangan Community Council discussed the proposed expansion of the unauthorised Gypsy and traveller site on the outskirts of Llangan Hamlet. The lack of consultation with the family and Llangan residents was noted. The current family have been living on the site for over 18 years and strongly object to any expansion of the site. Discussions have taken place between a representative of Llangan Community Council, Llangan Action Group and Mr Carrol (current site resident) to resolve this unfair, unsustainable proposal. Mr Carrol pointed out during the meeting that there are differing types of Travellers, and often they don't mix, he also believes that it is advised by the Welsh Government not to mix different denominations of Travellers. His family could not live on the same site with other families, including the family from Wenvoe, who they do not know and are of a different background. The same would apply for any further expansion in the future. The Vale of Glamorgan Council have not had any discussion with Mr Carrol or the family from Wenvoe before the consultation period started, and so do not understand their needs or opinion. This does not follow the spirit of the LDP consultation procedure or guideline documentation.

Planning objections

Test 1 – The plan is not consistent with other plans. The current proposal is not consistent with policy MD18 or other National or Local Planning Policy.

Test 2 – The plan is not appropriate as it is not located in a safe and sustainable location; is not located in an area where the family from Wenvoe wish to live; is not suitable for expansion; does not comply with the proposed local policy; does not comply with national policy and guidance (TAN 2) Designing for Gypsy and Travellers 2007; does not comply with Rural Exception Policy; does not and cannot comply with statutory regulations for access for emergency services (highway access); has not been prepared through consultation with the local community; is not based on robust evidence (the SSA are incorrect and the site identification process is outdated and flawed);

Test 3 – The plan cannot be effective as it principally fails the most important singular test / question. Is the site suitable for a large scale gypsy and traveller site?

The statements received by the travelling community as listed in the Fordam 2007, confirms that they do not want a large scale sites of mixed denominations; away from services as this creates an environment of social isolation, The national policy also reflects very clearly the criteria for large sites close to local facilities, through what national policy describes as "sustainable locations"

In certain circumstances, through the correct application of Rural Exception Policy can provide approval for SINGLE family sites only where there is a local connection, however this proposal as written will give the council a blanket approval to develop a large scale travellers site in a location that is not supported by the travellers themselves, the local community or planning policy. If this proposal is applied it can only lead to significant fear for the current family and the local community.

Llangan is a Hamlet of approximately 35 properties, and is subject to "conservation status". The village is accessed from the main highway network via unclassified "rural roads" of various standards. The village is residential only, that is to say there are no shops or other services in the village. There is a primary school (Llangan Primary School), but this is located approximately 1km from the village itself and 900 metres from the proposed development sites and is full to capacity (the recent planning report for 40 dwellings in Fferm Goch concluded that there was no existing or future capacity of the school) and the councils most recent update of school occupancy levels (2016) confirms that Llangan school has no additional capacity. The school is also only accessible via car as there are no streetlights or pavements on the single track road to the school.

The Vale of Glamorgan Council had clearly agreed with Llangan Community Council who considered in the original draft LDP submission to the Welsh Government that the former Policy:

> *"does not meet the test of Soundness as set out in the Local Development Plan Manual, June 2006. Therefore, in order to make the Vale of Glamorgan Local Development Plan "Sound in regards to Policy MG 9 (previous allocation reference of Llangan in draft plan) an alternative sustainable site should be identified to provide Gypsy and Traveller accommodation over the LDP period in the Vale of Glamorgan".*
>
> *Barton Wilmore March 2012*

This was predominantly on the grounds of:

1. Sustainability – no Local shop, Doctor, Dentist, Library, Public phone box, regular bus.
2. Scale (the current proposal offers an open licence for the council to expand the site).
3. Previous legal commitments.
4. Conservation Status - the proposed site can be clearly seen from the conservation area.
5. Llangan's status as a Hamlet.
6. Highway Safety and access.

The above was detailed in a submission by Messrs Barton Wilmore which was supported by local residents and Llangan Community Council. The sum of these issues clearly demonstrated that the allocation of this development in a rural location went to the heart of the LDP and was deemed UNSOUND. The site was subsequently removed from the draft LDP (2012).

As for Llangan circumstances have not changed for the better. Arguably, it has become worse with the removal of the bus service (although this was erratic even when it was running); the approval of the planning permission for the stables to the lower end of the village. This riding school uses the narrow lanes and a significant increase in traffic; particularly with families not familiar with the location of the riding school at this end of the village would be a disaster.

PLANNING POLICY

A central theme running through planning policy is sustainable development. Paragraph 4.16 of PPW states that:

'In particular the planning system, through both development plans and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change'.

Paragraph 4.4.2 identifies that planning policies and proposals should:

- 'Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;
- Locate developments so as to minimise the demand for travel, especially by private car;
- Support the need to tackle the causes of climate change by moving towards a low carbon economy;
- Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;
- Play an appropriate role to facilitate sustainable building standards;
- Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;
- Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;
- Help to ensure the conservation of the historic environment and cultural heritage
- Maximise the use of renewable resources;
- Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;
- Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;
- Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;
- Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged;
- Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a

more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car;

- Promote quality, lasting, environmentally-sound and flexible employment opportunities;
- Support initiative and innovation and avoid placing unnecessary burdens on enterprises;
- Respect and encourage diversity in the local economy;
- Promote a greener economy and social enterprises; and
- Contribute to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development and responding to climate change'.

Llangan is not considered to be a sustainable or suitable location for a Gypsy and Traveller site for the following reasons:

- The limited local facilities available;
- No provision of public transport.
- The settlement is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide;
- The settlement would not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan;
- The settlement would not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- The site would not maximise opportunities for community development and social welfare due to its size;
- The settlement would not foster social inclusion due to the isolated location of the settlement; and
- The settlement would not contribute to improvements in health due to the isolation from services and facilities.

The assertion that the development of a Gypsy and Traveller site at Llangan would not constitute sustainable development is also supported by a number of planning applications and appeal decisions (2002/00109/FUL and (2011/00710/FUL) which are detailed in the previous Representation.

Furthermore, the Background Paper – Sustainable Settlements Appraisal Review, November 2011 sets out how the Council has developed the settlement hierarchy in the Vale of Glamorgan. Within the Background Paper, Llangan is identified under the settlement category of 'Hamlets and Rural Areas'. Paragraph 6.9 of the Sustainable Settlements Appraisal Review Background Paper confirms that such settlements require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale. Paragraph 6.10 states that:

> *'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.'

This is then confirmed in Policy MD6 of the draft plan which states:

POLICY MD 6 - DEVELOPMENT WITHIN MINOR RURAL SETTLEMENTS NEW DEVELOPMENT IN MINOR RURAL SETTLEMENTS WILL BE PERMITTED WHERE:

*1. THE DEVELOPMENT **SITE HAS A DISTINCT PHYSICAL OR VISUAL RELATIONSHIP WITH THE EXISTING SETTLEMENT**;*

*2. **THE PROPOSAL IS OF A SCALE, FORM, LAYOUT AND CHARACTER THAT IS SYMPATHETIC TO AND RESPECTS ITS IMMEDIATE SETTING AND THE WIDER SURROUNDINGS**;*

*3. **THE PROPOSAL WOULD NOT, EITHER SINGULARLY OR CUMULATIVELY, HAVE AN UNACCEPTABLE IMPACT ON THE CHARACTER AND / OR APPEARANCE OF THE SETTLEMENT**;*

*4. **THE PROPOSAL WOULD NOT REPRESENT A VISUAL INTRUSION INTO COUNTRYSIDE** OR THE LOSS OF IMPORTANT OPEN SPACE(S) THAT CONTRIBUTE TO LOCAL AMENITY, CHARACTER OR DISTINCTIVENESS;*

5. THE PROPOSAL WOULD NOT RESULT IN THE LOSS OF NATURAL OR BUILT FEATURES THAT INDIVIDUALLY OR CUMULATIVELY CONTRIBUTE TO THE CHARACTER OF THE SETTLEMENT OR ITS SETTING;

6. THE PROPOSAL WOULD NOT RESULT IN THE UNACCEPTABLE LOSS OF COMMUNITY OR TOURISM BUILDINGS OR FACILITIES;

7. MAKES APPROPRIATE PROVISION FOR COMMUNITY INFRASTRUCTURE TO MEET THE NEEDS OF FUTURE OCCUPIERS; AND

*8**. DEVELOPMENT IS SHOWN TO BE CONSISTENT WITH OTHER POLICIES OF THE PLAN, ESPECIALLY MD 2 AND MD 3***

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

It is evident by its physical location that the site has "NO *distinct physical or visual relationship with the existing settlement"*. The council's previous consideration of the site suggests that they believe the site can accommodate up to 21 pitches, which provides an indication of the level of expansion that they have in mind. Llangan is a population of circa 30 dwellings and clearly the proposed expansion would NOT be of a "*scale, form and character that is sympathetic and would respect the immediate setting of the wider surroundings*". The proposal would clearly "*represent a visual intrusion into the open countryside"* and finally the site does "*singularly and more specifically cumulatively* (if it were to be expanded) *have an unacceptable appearance on the character of the settlement"*.

Furthermore, the Background Paper of the Vale of Glamorgan LPA identifies 'Acceptable Walking Distances' in Table 1 based on the Guidelines for Providing Journeys on Foot, The Institute of Highways and Transportation (2000) and Sustainable Settlements: A guide for Planners, Designers and Developers and Shaping Neighbourhoods, which confirms that Llangan scores zero for public transport facilities. If a Gypsy and Traveller site was allocated at Llangan, the occupants of the site would be denied sustainable access to a wide range of facilities and service.

We would refer you to the Site Accessibility Report produced on the proposed alternative site ASN 92 by Capita Symonds in March 2012 and contained within the original objection report in the former LDP consultation. It stated that:

"The current highway network is not considered appropriate for substantial additional traffic / development, while the lack of local services will necessitate all occupants of the area have to travel by motorised transport; The routes between the village (and site) and main highway network are

considered unsafe for non-motorised users."

By way of further reference to the potential expansion of the site. We would refer the Inspector to the revised MAC 97 Policy MD18

POLICY MD18 - GYPSY AND TRAVELLER ACCOMMODATION

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

1. IT IS DEMONSTRATED THAT THERE IS A LOCAL NEED FOR THE ACCOMMODATION

2. THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;

3. THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION AND ACCOMMODATION NEEDS OF THE APPLICANT;

4. ADEQUATE ON SITE SERVICES FOR WATER SUPPLY, DRAINAGE, SEWAGE, POWER AND WASTE DISPOSAL ARE AVAILABLE OR CAN BE PROVIDED WITHOUT CAUSING ANY UNACCEPTABLEENVIRONMENTAL IMPACT; AND

5. THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES.

THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE

FOLLOWING:

- ***ALLOCATED GYPSY AND TRAVELLER SITES;***
- ***EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;***

OR

- ***SITES WITHIN EXISTING SETTLEMENTS****.*

National guidance recognises the need for a criteria based Policy in order to assess proposed private or other gypsy and traveller sites, in order to meet future or unexpected demand. Policies must be fair, reasonable, realistic and effective in delivering sites. Accordingly, Policy

MD18 sets out the criteria for new gypsy and traveller accommodation with a need for the Council to be satisfied that there is a demonstrable need for the accommodation in the proposed location. Where the proposal is considered to be justified on the basis of individual need, planning permission will be restricted to the applicant and their dependent resident family. In addition, the sustainability of the site in terms of access to essential services and facilities will also be an important factor in determining the suitability of the proposals

The Council may impose planning conditions to control business uses and associated buildings on the site to ensure that they remain ancillary to residential use. In this regard and where relevant, planning applications should be accompanied by details of any proposals for the storage of plant and equipment associated with the business activities of those living on the site.

Policy MD18 runs at complete odds with the allocation of MG5 as priority would be given to ALLOCATED GYPSY AND TRAVELLER SITES; EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES as MG5 is the **only** allocated site.

MD18 provides an appropriate form of assessment for additional sites that may be required during the life of the plan "*THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER*

LOCAL SERVICES AND COMMUNITY FACILITIES; THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES; THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION; however separately it is acknowledged by the Council that MG5 is in a rural location, in an unsustainable location; without reasonable access to shops, etc etc and would not comply with the application of MD18. It makes no sense therefore to prioritise this site for future need.

CONSISTENCY AND FLOW OF LDP

In taking into account the information set out above we would suggest that the allocation and more specifically the preference for expansion of the site in Llangan (MG5) does not meet the core objectives of the proposed LDP in that being in a Rural Location with inadequate facilities and transport links:

- *Objective 1: To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all*. – The sites location would clearly not meet this objective.
- Objective 2: To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change. – Site location prohibitive.
- Objective 3: To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport – Site location prohibitive.
- Objective 4: To protect and enhance the Vale of Glamorgan's historic, built, and natural environment (Planning refusal on an adjacent site in May 2002 stated "*It is a proposal that would adversely affect the undeveloped rural character of the area"*
- *Objective 5: To maintain, enhance and promote community facilities and services in the Vale of Glamorgan* – The local primary school has not been consulted, had they been it would have been recognised that the school does not have capacity, nor is it projected to have the capacity.
- *Objective 7: To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs*- States that development of housing should be in sustainable locations – This is not. Furthermore, it brings into question POLICY MD18 which is discriminatory in that GT sites are treated differently from other housing allocations. An inclusive policy would see GT sites being assessed on the same basis as AFFORDABLE HOUSING and considered for ALL candidate residential sites in the LDP
- *Objective 10: To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources.*
    - *The inappropriate use of finite resources can impact on the ability of future generations to fulfil their needs. The LDP through favouring the use of previously developed land and the sustainable use of natural resources of whatever kind and wherever they are located, will contribute to preserving their availability for future generations.*

This is agricultural land in the open countryside and set within the Special Landscaped Area

G&T BACKGROUND PAPERS AND COUNCILS VIEW

The Council argue that they have always considered the site in Llangan as an acceptable proposal. This is

not however the case.

In 2013 the Council undertook a revised G&T assessment which contains the following statements:

"There were some concerns raised about the site at Llangan in that it was too rural, not close to services and accessibility to the site was poor. Another concern was that this site had been used by one family for over 20 years and should it therefore be considered a private site rather than for use by the wider Gypsy/Traveller communities."

In addition, the report goes onto say in respect of Llangan:

"However it is accepted by the Council that it would be problematic to house additional travellers at this site and therefore there is no additional supply of pitches available"

It is not accepted therefore that the council itself believes that the site in Llangan is acceptable. In reality, they believe that it is worse of 2 bad sites on the basis they have not or refuse to acknowledge more appropriate, sustainable sites.

Furthermore, the former Chief Planning Officer (Rob Quick) described the site as:

> *The former Vale of Glamorgan Borough Council had strongly objected to the planning application the subject of the Application herein, on grounds that the proposal would intrude into the rural landscape and damage the amenity of the countryside; it considered the proposal to be contrary to the current Structure Plan and the draft Local Plan policies*

RURAL EXCEPTION

It must be recognised that the Council are not only seeking to allocate the site for 2 pitches, but are also asking the Inspector to agree that the site can be expanded in the future by way of priority within MD18 to meet the needs of travellers who by definition of the updated G&T assessment do not currently reside in the County of the Vale of Glamorgan (they are not identified in the most recent G&T assessment). These are very important and relevant matters.

The Council states:

> *"Whilst the Llangan site is in a rural location, it is nevertheless close to the village of Llangan and the minor rural settlement of Fferm Goch and, furthermore, rural settings are considered to be acceptable in principle in Welsh Government Circular 30/2007"*

The council therefore recognises that the site is Rural in nature.

The Vale of Glamorgan argues that this allocation is acceptable by way of the "Rural Exception Policy". The Rural Exception Policy states

> *"At least one member of the household must have strong local connections, as defined in the Housing Act 1996, as amended by the Homelessness Act 2002."*

The Welsh Government PLANNING FOR GYPSY AND TRAVELLER CARAVAN SITES 2007 (referred to in the council's reasoning for allocating the site referred to earlier) contains the following statements in respect

of Rural Exception:

a. *"Mixed uses should not be permitted on Gypsy Traveller Rural Exception Sites"*

This being the case the argument preferring future expansion is drawn into question as the site would not in a planning policy context be eligible for working travellers or transient travellers or travellers of an alternative domination.

b. *"Rural exception site policies for Gypsies and Travellers should operate in the same way as rural exception site policies for housing, as set out in paragraphs 9.2.21 to 9.2.22 of Ministerial Interim Planning Policy Statement 01/2006 "Housing" (June 2006) and paragraphs 10.13 to 10.14 of Technical Advice Note 2 "Planning and Affordable Housing" (June 2006).* ***In applying the Gypsy Traveller rural exception site policy, local planning authorities should consider in particular the needs of households who are either current residents or have an existing family or employment connection."***

Whilst (subject to other matters of objection) this argument could be applied to the current family occupying the site it would be inappropriate to apply it to families that do not meet this criteria, would be inappropriate for families currently outside of the settlement area and would certainly prohibit the site from future expansion on the grounds that any future families would come from outside of the local authority area (in contradiction of TAN2)

It is clear therefore that the whilst the application of the Rural Exception Policy may apply to the family currently residing in Llangan, it would not apply to families outside of the local community and certainly would not be a mechanism upon which the Council can justify future expansion. Our proposal that the site upon which the family in Llangan currently own and have historically sought residential consent for would fall within the Rural Exception Policy and therefore must be considered as an alternative allocation.

The Council recognises that it is the family's intention in Wenvoe to remain there:

> *"This allocation will accommodate the need of those currently occupying Llangan site and the Wenvoe site (following the expiry of the temporary planning permission,* ***and in the event that no further planning permission is either sought or obtained for that site****)."*

and this matter will be discussed later in this report.

LEGAL HISTORY

We would like to bring to the attention of the Inspector a brief history of the site. The former South Glamorgan County Borough Council granted planning permission to itself in 1994 for the purpose of allocating the site for development to accommodate a single family of travellers.

The local community challenged the decision as it was blatantly obvious that the permission did not accord with local or national planning policy. Officers were found in the High Court to have manipulated and withhold information from the Planning Committee and the permission was subsequently overturned on

the grounds that the application constituted an unacceptable development in the open countryside. (Court of Appeal South Glamorgan County Council Exp Harding CO/510/95) 27th November 1997 Mr Justice Scott Baker.

It is worth noting from the transcript that Mr Justice Scott Baker concluded that the application was directly connected with "Llangan, a tiny hamlet in the Vale of Glamorgan". Mr Justice Scott Baker did not accept / acknowledge that the much further settlement Fferm Goch had any impact on the description or assessment of the site location and it is clear that the council are referring to Fferm Goch to present some form of "loose" connection to the settlement. It is important therefore that this is recognised. We would not describe Barry (in the context of residential planning applications) as being a wider suburb of Cardiff. The site is located just outside the boundary of Llangan and should be assessed accordingly.

Mr Justice Scott Baker goes onto state that the Planning Officer had raised concerns (but were not reported to the planning committee) that "*the size of the application site which relates to the entire field rather than the area occupied by the caravans. Granting permission for this field will establish the principle of development on the entire site – a strategic objection must therefore be raised"*

The VoG at the time supported the objection against the former South Glamorgan also on many grounds which included the following:

c. Unacceptable development in the open countryside
d. Access to the site

The VoG subsequently entered into a legal undertaking (Appendix 2) with the resident sponsoring the Judicial Review to take "*all lawful steps to remove the buildings*" that were subsequently erected by South Glamorgan on the site and return it to Agricultural status. The next "lawful" stage according to the VoG is the current review of the LDP.

Whilst planning policy has evolved over this period in time, the principle of development in the open countryside and the physical restriction to the site have not and it is therefore illogical to once again promote the site for residential occupation which is in complete contradiction to the position of the VoG during the judicial review.

The legal undertaking and the High Court Judgement brings into question the deliverability of the site in the context that the High Court has already judged that the site is inappropriate for residential development being in the "Open Countryside" with "restricted access". The Rural Exception Policy (we will challenge the application of this policy later in this submission), that the Council refers to in its submission, expressly requires the Council to engage with the Local Community to discuss how the site may be delivered. The Council has not undertaken this consultation with either residents or the Local Community Council. Residents are fearful of the potential of a large scale traveller's development and this is a material planning consideration, especially as the council refers to future expansion which is considered an "open ended" allocation.

SOCIAL NEEDS OF THE GYPSY AND TRAVELLING COMMUNITY – SUSTAINABLE DEVELOPMENT

The G&T Fordham assessment undertaken by the VoG went into much greater detail than the latest review (2016) around the social needs of the travelling community and it stated that tensions are created

when families are placed together against their wishes. In this respect suggesting that site is capable of future expansion is not sustainable at a social level.

Indeed, the Fordham report detailed interviews with the travelling community in the area who expressed the clear desire to be located close to public services and in an area which had the benefit of public transport to ensure that social exclusion did not develop. It is unsurprising that this principle is also reflected in national guidance which promotes locations within close proximity of these services.

The report confirmed that isolated, rural sites restricted access to Health, Education and welfare facilities that disadvantaged them and needs to be seen in the light of the above objectives:

> *"Participants living on Shirenewton had three main criticisms: the site was too big, the distance from local amenities along with the lack of local transport,"*
>
> *"This created many problems for the residents, especially the poorest: 'for a person like me on the bread line it's very tough. I can't afford to use the car'; '**everything is a mile away, including the bus stop. It takes a long walk on a busy road to get to the shops and schools"***
>
> *"The tables demonstrate that access to services such as local shops, health centres and education facilities from both sites is difficult by foot and by local transport systems. This difficulty was eased when participants used their cars, however the level of ease was lower for Roverway due to the difficult entry onto the main road".*
>
> *"Participants reported that access to local amenities, health services and education was low for both sites by foot or by public transport: 'Everything is a mile away, including the bus stop. It takes a long walk on a busy road to get to the shops and schools".*
>
> *"It was thought that smaller sites would reduce the problem of onsite conflicts: 'they need smaller sites and not too many different families, otherwise when you have a row the whole site becomes a war zone"*
>
> *"This affected the ability of the households interviewed to access local services such as shops, health centres and education facilities. **It was reported that this problem mainly affected the women: men take the vehicles that the household own to work during the day, leaving the women without their own transport and often away from public transport routes"***
>
> *"Participants did not specify where in Cardiff or the Vale of Glamorgan sites should be located. **It was noted that sites should be on the outskirts of towns to enable access by foot to local services such as shops, the launderette and health centres"***
>
> *"While the focus of the survey was on accommodation requirements, the questionnaire also collected information on access to services, including health and education. Research has found that poor accommodation can prevent access to services and so cannot be seen in isolation."*
>
> ***"participants living on sites felt that there were site restrictions that limited their work options. These were mainly associated with the location of the sites and lack of access to public transport rather than site regulations: 'no buses, no local transport. Bad access"***
>
> ***"Participants living on local authority sites reported that the lack of local public transport provision in the area affected their ability to send their children to school,** access health services and work opportunities, and limited their ability to attend training and education courses"*
>
> *Participants were asked about where they would like future sites to be, but were not specific about locations within the County Boroughs, **instead emphasising the importance of public transport***

to any new sites. *Government draft guidance on site design stresses the importance of access to services and the promotion of 'integrated co-existence' between the site and surrounding community.19 The precise location, design and facilities of any new sites should be drawn up in consultation with Gypsies and Travellers to ensure that the additional provision meets their needs. The health and safety implications of a new site's location should be considered in finding a balance between offering sites in good locations and the additional land costs this would entail.* ***The settled community neighbouring the sites should also be involved in the consultation from an early stage****.*

We do not need to emphasise the social problems that would be created when "preference would be given to existing sites", especially when the only "existing" site if accepted would be MG5 in Llangan which it is acknowledged is in a rural location with NO public transport. The travelling community themselves should also be heard by way of the extracts from the report highlighted above.

There is a REAL reason why national policy provides significant emphasis on the sustainability agenda and it must not be dismissed as "words" on the basis that the council have many alternative sites that would meet needs, but have chosen not to bring them forward as they have alternative uses for them.

The Council acknowledge in the most recent G&T assessment that they have not engaged with either the family in Wenvoe or the family in Llangan. Llangan Community Council and Llangan Action have met the family in Llangan (indeed we have supported them with their own objection), and for personal circumstances they would be forced to leave the site if either the family in Wenvoe are located there or the site is extended. The family currently occupying the site in Llangan are under considerable stress over this proposal. It makes absolutely no sense to extend this site as it would simply meant that the current family occupying it would leave (they have made their own representations in this regard).

SUSTAINABILITY SETTLEMENT APPRAISAL

We would like to bring to the attention of the Inspector the flawed nature of the SSA presented by the Council in respect of this allocation.

Firstly, the council has previously stated that the site is within 250m of Llangan (not the 600m as described). It is therefore relevant that the sustainability appraisal for Llangan is adopted for this site. This sustainability appraisal deemed that Llangan is a small HAMLET and in the context of the LDP and planning policy not suitable or sustainable for further development.

Secondly the appraisal undertaken for the site states that the area is served by public transport and is not affected by conservation status. This is also not correct, the village of Llangan and the settlement area of Fferm Goch has not had a bus service for several years. The historic bus service required significant subsidy from the Public Sector and this was withdrawn and will not recommissioned due to its viability.

The SSA states that the proposed area is not affected by Conservation Status. This is also untrue. The village of Llangan is sited within a conservation area. The conservation report for Llangan cites various vista's which include one that directly looks onto the proposed site and a more detailed response to this issue is provided later in this paper.

The council has sought to align the site location with the nearest "sustainable" settlement. It has done this

to portray the illusion that the site is in a sustainable location. This is clearly inappropriate, if a local distinction to the nearest settlement is to be made it must be to the SSA attributed to Llangan.

SA Assessment: Llangan Gypsy and Traveller Allocation

SITE ASSESSMENT STAGE 3: SUSTAINABILITY APPRAISAL

Assessment Criteria	Effect
Development at the site will have a positive impact on sustainability	++
Development at the site will have a some positive impact on sustainability	+
Development at the site will have a negligible or neutral impact on sustainability. A recorded neutral effect does not necessarily mean there will be no effect at the site level, but shows that at this strategic level there is no identifiable effects.	0
Development at the site would have both positive and negative impact on sustainability	+/-
Development at the site will have a slight negative impact on the sustainability.	-
Development at the site will have a very negative impact on sustainability	- -
The impact of an issue cannot be predicted at this stage	?

Sustainability Objective	Appraisal guidance notes:	Assessment Criteria	Effect
1. To provide the opportunity for people to meet their housing needs	The site has the potential to deliver a mix of housing tenures including affordable housing (achievable on larger sites through 106 agreements). Whole or part of the site has been promoted for affordable housing. The site is located in an area of housing need as identified in the Housing Market Assessment Study	The provision of a Gypsy and Traveller site would support the objectives of the Council's Housing Strategy 20015 – 2020 and meet the need identified within the Vale of Glamorgan Gypsy and Traveller Accommodation Assessment May 2016.	+
2. To maintain, promote and enhance the range of local facilities	The site is promoted for community, leisure and recreational facilities. The proposal would not lead to a loss of a community facility. The site has the potential to provide community facilities.	The site is not being investigated for these uses. The proposal to develop the site for the use proposed would not lead to the loss of existing community facilities and development of the site would not provide additional community facilities.	0

We would like to make the following observations to the SSA.

<u>Section 1</u> - Appraisal Notes "the site is located in an area of housing need". We have clearly set out in my earlier evidence (comments from the G&T community themselves) that the site is not located in an area or need and would have a negative impact on sustainability. The comments provided by the council could be applied to any site, no matter where it is and do not address the appraisal guidance notes. The site is clearly not in an area of need

Score --

<u>Section 2</u> – The council have not sought the views of the local community nor the family currently residing at the site. The wider land is often used for dog walking and the containment of horses by the current family. On this basis its loss would have a detrimental impact on community use. Furthermore, Llangan community council has recently developed its first community allotment scheme in Treoes and is currently investigating the demand for a second to serve Llangan. This site is being considered. Therefore there is the potential loss for community facilities.

Score -

3. To maintain and improve access for all	Existing services and facilities are easily accessible from the site by walking, cycling or public transport.	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. The nearest regular bus services are available 2.6km on the A48 which run approximately every half hour to Cardiff / Bridgend. While the existing village services and facilities within Fferm Goch are within 950m walking/cycling distance from the site there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis. The nearest bus stops are located in Llangan (approximately 600m) and Fferm Goch (approximately 950m) where the rural greenlinks bus service can be accessed from. However, regular bus services can be accessed from the A48 bus stop located 2.6km south of the site.	**+/-**
4. Reduce the causes of deprivation	The development would lead to improved access to employment, housing, health, education facilities or enhancement of the built environment for wards ranked in the lower Indices of Multiple Deprivation.	Development of the site would not contribute toward reducing the causes of deprivation; however the provision of a permanent Gypsy and Traveller site could assist in enabling future residents of the site to access those services and facilities that contribute towards the measurement of multiple deprivation.	**0**

Section 3 – It is inconceivable that the council can score the site as +/-. There is reference to the Greenlinks bus service which no longer runs as they have concluded that the route is unviable; there are no post boxes; shops; surgeries; public footpaths; play areas and all connection to any service at all needs to be by car. At this point I would once again refer the Inspector to the comments of the travelling community themselves voiced through the Fordam 2007 report.

Score –

Section 4 – The location of the site affords no access to employment; health; housing; education. The council have scored 0 on a wider statement that ANY site would improve access to these facilities, which in its own right is not site specific. The SSA is a site specific assessment and must be judged against other sites that the council should consider. The council has only considered large sites (for 20 pitches or more), rather than family sites suitable for Mr Carrol or the family from Wenvoe, when considering the Llangan allocation / expansion proposal.

Score –

5. To maintain, protect and enhance community spirit	The site would not lead to a coalescence of settlements. The site would not result in a loss in recreational land or a community facility.	Development of the site would not lead to coalescence and would not result in loss of recreational land or any community facilities.	**0**
6. To minimise the causes and manage the effects of climate change	The site would not increase the need to travel and or increase travel distances The site is not located within an area prone to flood risk or would will have a negative effect on the quality of water resources The site is capable of incorporating renewable energy sources or energy conservation measures	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car. There is minor and intermediate surface water flooding located to a northern section of the site.	**+/-**
7. To minimise waste	The site will have a positive impact on waste minimisation (e.g. a proposal for new waste management facility).	The development would generate additional domestic waste and does not promote waste management facilities.	**-**
8. To use land effectively and efficiently	The site is a brownfield site and / or involves the beneficial re-use of existing buildings. The site is capable of accommodating high density development	Predominantly the site is greenfield land with a small portion being classed as brownfield land. The site is classified as Grade 3b and 4, not the best or most versatile agricultural land. Currently there is an unauthorised, tolerated Gypsy and traveller pitch on part of the site. The accommodation requirements e.g. layout, site provisions etc. for Gypsy and Travellers are set out in Welsh Government guidance.	**+**

Section 5 – The site would clearly lead to a coalescence of settlements. The allocation of the whole site which sits on the edge of Llangan but moves the boundary closer to Fferm Goch. As stated earlier the site would result in a loss of community land.

Score –

Section 6 – The council recognise that all journeys will need to be made by car (once it acknowledges that there is no bus service). It also recognises that the site is susceptible to surface flooding. Why then does the council apply a neutral +/- (a both positive and negative effect) to this statement? There is simply nothing positive about it ?

Score –

Section 7 – Agreed

Score –

Section 8 – The council has not reverted to the guidance notes. The significant area is agricultural within an SLA and its development would lead to the loss of this land. Further more, the only way the site could be classified as brownfield is by taking into account the unauthorised hard standing area and buildings erected to support the current family.

Score –

9. To protect and enhance the built environment and natural environment	The proposal would have a neutral or positive effect on a conservation area, or buildings or gardens designated as having historic interest. The proposal will have a neutral or positive effect on biodiversity, landscape or nature conservation designation.	Development as proposed would not affect a conservation area or building or garden of historic interest. The site is not affected by an ecological or landscape designation.	**0**
10. To provide a high quality environment within all new developments	The development has the potential to support high quality public realm.	Existing design guidance produced by the Welsh Government for Gypsy and Traveller sites will inform site development and ensure that best practise guidelines are followed.	**0**
11. To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage	The site is not located within a nationally or internationally designated ecological site, an Area of Archaeological or Historical Importance (e.g. Ancient monument, listed buildings, conservation area).	Development as proposed would not affect a national or international site of ecological, archaeological or historic importance.	**0**
12. To reduce the need to travel and enable the use of more sustainable modes of transport	The site is well served by public transport and accessible by walking and cycling. Services and facilities are easily accessible by a range of transport modes including walking and cycling.	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car.	**+/-**

<u>Section 9</u> – As set out later in this report, the development will have a negative impact on a conservation area.

Score - -

<u>Section 10</u> – The wider development of the site would not accord with National Planning Policy (G&T Design Guidance) as set out in this objection.

Score - -

<u>Section 11</u> – The site would affect the Conservation Area of Llangan.

Score - -

<u>Section 12</u> – The site is well served by public transport? There isn't any regular public transport, so how can the council score this as +/- ? A range of services are accessible by walking and cycling? The site is **not accessible by public footpath** and only along several miles of unlit, narrow lanes with no street lights and the nearest service is circa 5 miles away.

Score - -

13. To provide for a diverse and wide range of local job opportunities	The proposal is for new employment development The site would not result in a loss of employment land that has been identified as having a continued economic role.	The development of a Gypsy and Traveller site would not provide employment opportunities. A permanent site is however likely to prove beneficial for future residents allowing improved access to the local employment market and/or a permanent base from which to develop self-employment initiatives and opportunities.	**0**
14. To maintain and enhance the viability of the Vale's town, district and local centres	The site is located either within a centre, edge of centre or an out of town location.	The development proposed will not impact upon the viability of the Vale's town, district or local centres.	**0**
15. To promote appropriate tourism	The proposal is either for a new or enhanced tourism facility or would not result in a loss of a tourism facility.	The proposal would not contribute to the promotion or development of tourism within the Vale of Glamorgan.	**0**

Section 13 – The council recognise that the specific allocation would not provide employment opportunities but rely on a wider statement that would apply to any site. As the SSA is site specific it must apply the relevant assessment.

Score - -

Section 14 – The site is not located on the edge of a centre and will therefore have no positive impact.

Score 0

Section 15 – Agreed

Score 0

Summary:

++	+	0	+/-	-	- -	?
0	0	2	0	7	6	0

The Council itself acknowledges that the site is on the boundary of Llangan, albeit it dies not form an "infill".

The councils Sustainability Settlement Review scored Llangan 4 and defined Llangan as a Hamlet. In this regard the Council state:

> *"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"*
>
> *"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"*

We would like to point out once again to the Inspector that the proposed site is circa 250m from the edge of Llangan which was assessed by the Council as having the following facilities:

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)
51	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	98

It is worth pointing out that the employment score of 2 is as of a consequence of 5 small industrial units located in Fferm Goch and should not apply to Llangan as Fferm Goch is in itself an independent settlement. Furthermore, the score of 2 is the same as Barry, which is a major employment centre. Clearly, no subjectivity or common sense has been applied to the scoring matrix. Notwithstanding this, Llangan scored one of the lowest scores in the overall assessment.

Note, the Llangan Community Council consulted a number of employers in the small industrial area in Fferm Goch who confirmed there were no employment opportunities, in fact they would consider moving of the site, if the expansion proposal was to proceed.

SITE CONSTRAINTS

It is incumbent upon the council to ensure that there are no material physical restrictions why the site cannot be developed. This will require, when there are clearly obvious site constraints, to ask relevant departments and consultees to provide detailed assessments as to how considering the constraints the site can be delivered. In this instance (and by the councils own recognition due to their previous objection to the site) there are issues relating to site access. Also access by large traveller vans and vehicles may not be possible.

This will need to at least include a detailed risk assessment of all travel locations to determine whether safe access is possible to public services. The council has not undertaken this risk assessment. The site access is restricted to 2.5m along the direct access road to the site and less than 3.0m from the main junction adjacent to the school across to the junction of the lane which accesses the site. None of the roads are serviced with footpaths and are unlit. An independent assessment which has been previously submitted to the Council has concluded that the access is unsuitable and unsafe for public pedestrian access.

In addition DESIGNING GYPSY AND TRASVELLERS SITES MAY 2015 states that

> *"**Access to** and circulation around the site **should be such as to allow easy access for Fire and Rescue services** and ambulances"*

Whilst the South Wales Fire Service have acknowledged that they have been informed of the LDP they have not been provided with any specific obvious challenges in respect of the site access, more specifically the restricted 2.5m access along the lane directly serving the site (as referenced in the Barton Wilmore report and its enclosed assessment of the site access), and in addition to this the less than 3.0m (at narrowest point) lane which traverses to the main highway at Fferm Goch to the junction of the lane which leads to the allocated site.

We have contacted the South Wales Fire Service who have stated:

> *"Following on to your recent emails please see the below comments from Dave Baxter.*
>
> ***Point 1 the minimum widths etc should be as follows in accordance with Approved Document B5 Table 20***

Access for Fire Appliances

Typical vehicle access route requirements:

Appliance Type	Min Width Road	Min Width Gate	Min Turning Circle between Kerb
Pump	***3.7m***	*3.1m*	***16.8m***
Min Turning between Wall	*Min Height Clearance*	*Min Capacity Tonnes*	
19.2	*3.7m*	*12.5*	
29.0	*4.0m*	*23*	

Fire and Rescue Service Vehicles should not have to reverse more than 20 m from the end of an access road. (Diagram 50 of Approved Document B).

Pedestrian Priority

Pedestrian schemes must take into account the need for permanent and unobstructed access for firefighting appliances. The siting of ornamental structures such as flower beds, must take account, not only of the access requirements of the fire appliances but the need to be able to site then in strategic positions; in particular, account must be taken of the working space requirements for aerial appliances. Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure adequate access for fire appliances, their siting and use.

Water Supplies for Firefighting

The existing output of the statutory water supply network may need to be upgraded in certain parts of the local plan area to cater for firefighting needs of new developments. It is recommended that this provision be a condition of planning consent.

*"**Point 1. The width of 2.5m would not be adequate for fire appliances."***

For clarity the above statement in respect of "Point 1. The width of 2.5m would not be adequate for fire appliances" was made by the following person

***Martyn Fisher** Station Manager, Business Fire Safety, South Wales Fire and Rescue Service Headquarters, Forest View Business Park, Llantrisant. CF72 8LX*

Therefore, the minimum width for a fire appliance is confirmed at 3.7m. Under the circumstances it is incumbent on the Council to clearly raise this issue with the Fire Service and demonstrate how the minimum with of 3.7m can be achieved for the highway plus pedestrian footpaths to allow safe access to the amenities prior to the inclusion within the LDP.

This is specifically relevant if the council, as proposed, wish to seek to expand the site. It is worth once

again reminding the Inspector that the Vale of Glamorgan themselves objected to the allocation of this site historically on the grounds or restricted access.

FLOODING

In addition to the above it is recognised by the Council (in the updated SSA), whist the site is not located in a flood plain, the northern end of the site is significantly affected by surface flooding caused because of field and highway run off from the adjacent land. This run off often can be witnessed around the site by what only can be described as a torrent, often 1-2 inches in height as the water makes its way to the stream at the lower end of the site.

GREEN WEDGES

Green Wedges in a planning context are defined as:

> *"Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities."*

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

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

The Council in its assessment of green wedges state:

> *"In defining green wedges it is important that only land that is strictly necessary to fulfil the purposes of the policy is included.* ***Factors such as openness, topography and the nature of urban edges should be taken into account and clearly identifiable physical features should be used to establish defensible boundaries****."*
>
> *"The objectives of green wedges are therefore:*
>
> - ***To prevent urban coalescence between and within settlements;***
> - ***To ensure that development does not prejudice the open nature of the land;***
> - *To protect undeveloped land from speculative development and*
> - *To maintain the setting of built up areas*

Whist is it acknowledged that the site is not currently allocated within a Green Wedge which tend to be more strategic in nature, it is clear that the intention of both national and local policy apply in that the

allocation of the whole site by virtue of its scale clearly creates a coalescence between the Minor Rural Settlement area of Fferm Goch and the Hamlet of Llangan which would not be acceptable.

In respect to the site in Wenvoe, the site currently sits on the edge of the Green Wedge and is directly adjacent to an existing dwelling. It would (if proposed) constitute a minor infilling of an existing settlement. The scale of the development would not be of significance to create coalescence.

CONSERVATION

The Council in its SSA state that the site is unaffected by Conservation status. This is untrue. Whilst the site itself is not contained within a conservation area, the site is located adjacent to the Llangan Conservation area. The conservation area plan highlights SIGNIFICANT VIEWPOINTS within the body of the report which includes a vista that directly overlooks the proposed site MG5. Therefore wider development of this site (preference would be given to existing allocations and MG5 is the only allocation) would have a material impact on the conservation status of Llangan. The plan is provided as Appendix 1 with the view circled.

The Llangan Conservation Management Plan further states that there is a presumption that all of the features of the Conservation Status should be ***"preserved or enhanced****, as required by the legislation."*

The conservation plan goes further:

> ***"Recommendation: The development of open areas that contribute to the character of the Conservation Area will be opposed"***

The definition of open spaces is not limited to those that sit within the boundary of the conservation status. They also include spaces that sit outside the area but have an effect on the conservation status of the site as set out below:

> *"The document is intended for use by planning officers, developers and landowners to ensure that the special character is not eroded, but rather preserved and enhanced through development activity. While the descriptions go into some detail,* ***a reader should not assume that the omission of any building, feature or space from this appraisal means that it is not of interest****"*

More specifically the plan states:

> *"Although not exhaustive, the defining characteristics of the Conservation Area that reinforce the designation can be summarised as follows:*
>
> - *Extensive views to St. Mary Hill"*

The Council go onto to state in the document that within the Conservation Status of Llangan there must be "*Protection of significant views* ***into and out of*** *the Conservation Area"*

The Council therefore recognise that the development of MG5 and specifically the "preferred" future growth must be considered in the context of the Llangan Conservation Area status.

The Inspector should note, Llangan sits on an elevated position. The conservation report states:

"The landscape setting of the Conservation Area is very important and is notable for its rural, almost hilltop, location"

The Conservation Plan goes onto further state:

"Landscape Setting

"For this reason, the boundary has been drawn widely around the historic built environment and includes fields and open spaces that are vital to the area's rural landscape setting

Development which impacts in a detrimental way upon the immediate setting of the Conservation Area will be resisted. The Council will resist applications for change on the edges of the Conservation Area which would have a detrimental effect on the area's setting

Views

There are many short and long views into, out of and through the Conservation Area which make a positive contribution to its special character. The most important views are identified on the Appraisal Map in the character appraisal.

Recommendation: The Council will seek to ensure that all development respects the important views within, into and from the Conservation Area, as identified in the appraisal. The Council will seek to ensure that these views remain protected from inappropriate forms of development."

It is therefore inconceivable how the council is reporting to the Inspector that the site is not affected by conservation status.

However, it could be proposed that the development could be "sensitively" screened. The report recognises that the site sits significantly above the allocated site in its "hilltop" location and any development, no matter what mitigation was put in place would be materially visible from the **Significant View** point represented in the Conservation document and the development would neither "preserve or enhance" the conservation status.

SITE IDENTIFICATION / ALTERNATIVE SITES

It is incumbent upon the council to identify all suitable sites in its own and private ownership. The VoG undertook a site identification process in circa 2007 where at the time the identified need was for 21 pitches. The Council discounted sites within its ownership which did not meet a minimum area capable of accommodating this number of pitches (circa 2 acres +). The current identified need is for 2 pitches or 2 sites for single families. It must be noted that the Llangan site currently accommodates 3 pitches for the same family. The council has not undertaken a review of its own land holdings following the revised G&T assessment. Indeed they state (Action points 4,5,6,7) that

"In identifying this site, the Council has followed its previous site assessment set out in the Gypsy and Traveller Site Assessment background paper (SD 33)".

Based on its revised need of 2 pitches the Council is in possession of many sites that are located in sustainable locations and are appropriate for the delivery of single family sites such as the former council garage sites in Bonvliston which has the benefit of safe access, bus stops, local shop and employment; the site adjacent to the community centre off Skomer Road and the site in Gluepot Lane, Llandow (the

Gluepot Lane site has previously been appraised by the Council as a suitable location for a single family site which – this is evidenced in the Sworn Affidavit report provided by officer of the council. All three sites are in the current ownership of the Vale and have been appraised and deemed suitable for residential development. It is clearly evident therefore that the Council has not objectively looked at land holdings as there are alternative, more sustainable locations within its or private ownership.

The Council have stated that alternative sites which may be considered appropriate for the development of small scale G&T schemes may have been proposed for alternative uses (the 3 sites listed above have yet to be developed by we are aware that the council is considering them for small scale housing development sites).

The Inspector has noted that the previous iteration of Policy MD18 which restricted the future needs of the G&T community to MG5 (Llangan) was not acceptable as the policy did not provide for the individual needs of the travellers themselves.

The proposed MAC 97 which amends this policy to:

> *"THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE FOLLOWING:*
>
> *ALLOCATED GYPSY AND TRAVELLER SITES;*
>
> *EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;*
>
> *OR*
>
> *SITES WITHIN EXISTING SETTLEMENTS"*

does not address this issue as the Council have made it clear from the beginning that it is their view to develop either Sully or Llangan; no matter what the planning merit of the site is. In Sully their proposal was to develop a site in a C2 flood area, and in Llangan for the reasons set out in this objection; the site would not accord with the needs of the G&T community themselves; the family currently occupying the site; nor would meet national or local policy or guidance.

The most important feature of any assessment is to have a logical and evidenced based flow to the allocation of sites. In this instance the Council have simply chosen either Sully or Llangan and have viewed existing evidence or policy through polarised lenses, or even worse have mitigated information all together. In practice there are many sites across the Vale that would meet the needs of future families. Whether these need to be identified now or will form part of a future proposal is a matter for the Inspector, but under the current circumstances it may be necessary for the Inspector to request plans detailing the location of land within the Council's ownership.

Furthermore, the Vale of Glamorgan state within their updated G&T assessment that they have not been able to contact either of the families in Llangan or Wenvoe. Whilst Llangan community council have not been able to speak to the family in Wenvoe, we have spoken with the family in Llangan who are considered by many to be part of the community, we have also assisted them in their own objection to the proposed growth of the site in Llangan.

The site currently occupied by the family in Llangan was proposed following attempts to secure planning consent on land in their ownership nearby close to St Mary Hill (part of the Llangan Community). We believe that at least on 3 occasions (plus at appeal) the family have sought consent to develop as a home for themselves. This includes applications made whilst they have occupied the tolerated site now being proposed by the council for expansion. This clearly demonstrates the desire / intention of the family in question to occupy their own land and not one owned and managed by the council and subjected to change such as that proposed, or even evicted at the whim of the said council. The family have confirmed that they live in fear of the expansion of the site in Llangan and have further stated that if another family was to move to the site then they would leave. This defeats the whole point of the growth of the site.

The family in Llangan have confirmed that their preference would be to occupy their own site nr St Mary Hill and one proposal is that the site owned by the family is considered as an alternative site. We have encouraged the family living in Llangan to submit their own site to the LDP , which remains in our community area and could have broad local support from local residents if the original site was returned to green field and removed from the LDP allocation.

Informal discussions with Planning Officers at the VoG suggest that the historic reasons for refusal on their site no longer exist (former quarry zone area) and that an application on the site owned by the family would be positively received. Indeed, the G&T assessment 2013 states:

> *"It was also noted that the current resident/s of the site at Llangan have a site nearby at St Mary's Hill. Planning permission has been applied for (Enclosure 9845, Felindre, St Mary's Hill, Llangan 2011/00683/ful) but was refused because it is in a quarry blast zone, but this blast zone may no longer be relevant/in operation. Members considered whether the owner of the site may consider reapplying for planning on this site."*

The current family over the passage of time have become part of the community, our objection is based on the inappropriate interpretation of Planning Policy to meet a pre-concluded objective of allocating / expanding the Llangan site and the final resolution to the Judicial Review and Legal Undertaking.

The family have resided in the Llangan Community for over 20 years, the application in this case "the Rural Exception Policy" would apply to Mr Carrols family only, which we will refer to later in our objection.

In respect of the family currently living in Wenvoe, the council recognised within LDP Hearing Session 16: Action Point 2, 3, 4 & 5 that the site in Wenvoe could be included within the plan.

> *"This allocation will accommodate the need of those currently occupying Llangan site and the* ***Wenvoe site (following the expiry of the temporary planning permission, and <u>in the event that no further planning permission is either sought or obtained for that site</u>"***

The Council therefore recognises that the site in Wenvoe has the potential to be developed. This is on the basis that the site was previously refused when assessed against the outgoing UDP and now could be developed under the revised policies of the LDP.

As stated earlier in this objection, it makes no sense to move a family from where they want to live on land that they own, to a council run site miles from where they currently live. This will clearly be met with resistance.

As the site in Llangan has been included within the LDP after the ALTERNATIVE SITE CONSULTATION it is incumbent upon the council to consider alternative sites to this allocation.

On this basis, I would want to formally offer an alternative site for the family in Wenvoe being the current site occupied with the benefit of temporary planning permission.

SUMMARY

Considering the above it becomes evident from the information presented to the Inspector that the Council has firstly decided without logical reasoning or evidence that the site in Llangan is now suitable for the allocation of 2 pitches (two families) and **preference for further expansion**. Having decided this to be the case, the council has attempted to create an illusion to the Inspector by filtering information subjectively and inappropriately interpreting planning policy in an "unbalanced" way to support the allocation of the site.

There is a legal precedence afforded by the High Court which clarifies that the site in Llangan constitutes unacceptable development in the open countryside which is contradictory to both national and local planning policy; the council has an outstanding legal commitment to return the site to agricultural status; the allocation in Llangan does not accord with the councils own policy for future allocation for travellers sites; the sustainability appraisal undertaken by the council is incorrect and outdated and does not represent the true status of the site; access to the site is unsafe; the Emergency Services have confirmed that the access is unsuitable (less than 3.7m wide) for emergency vehicles; approval of the allocation constitutes an "open chequebook" for the development of the whole site (based on previous proposals of up to 21 pitches) which is not an appropriate scale to the existing settlement and is not in accordance with both the proposed LDP or national planning policy and finally, the site is affected by significant surface flooding.

By way of an alternative proposal we would request that the Inspector recognises the objections raised Llangan Community Council and considers one of the following options for site allocations to meet the identified need in order of preference for both communities and more specifically the families themselves:

1. That the current allocation of MG5 is removed in its entirety and that the 2 sites currently in the ownership of the relevant families within Llangan and Wenvoe are considered as appropriate allocations by way of Rural Exception Policy specially relating to the individual family circumstances.

   This would have the benefit of allowing the families to remain in the communities in which they currently reside without fear of expansion or disruption. It would further allow the Council to finally comply with the High Court Ruling and Legal Undertaking.

   The revised allocations would meet the identified need of the current G&T assessment of 2 pitches.

2. That the site owned in Wenvoe is allocated for the residing family and the site currently occupied in Llangan are both allocated by way of the Rural Exception Policy for the benefit of the families alone. The site boundary at Llangan to be restricted to the current area occupied by the family around the current hardstanding area as to protect the wider area.

3. That the council provides to the inspector a schedule of all sites within its ownership for the Inspector to consider alternative sites. The schedule should also include sites that have local services and are suitable for single families.

This would enable both families to continue to reside in the communities that they have been brought up in and have a local connection. In this respect the current Rural Exception Policy would apply.

For future development in meeting the needs of the travelling community we have no objection to the proposed policy MD18 by the council with the exception of the statement

"THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE FOLLOWING:

- ***ALLOCATED GYPSY AND TRAVELLER SITES;***
- ***EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;***

OR

- ***SITES WITHIN EXISTING SETTLEMENTS."***

which in practice provides a framework for the council to extend the site in Llangan, or any other excisting or proposed site, which is contrary to both national and local planning policy. This element of the policy should be removed leaving the Council to appropriately identify future sites as and when they need based on robust evidence and by the application of appropriate planning policy and guidance.

I have been asked by the family currently occupying in Llangan to speak on their behalf at the public examination in January and I would also like to reiterate that I would like to present my information personally at the public inquiry in January as detailed in the covering form.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*

I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	**x**

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

A representative from Llangan Community Council would like to speak to the inspector so we can represent both Mr Carrol (current family living on the site) and the local residents and surrounding villages. It is very important that the Inspector is provided with the full background of the proposed site, hears from the residents to understand what their concerns are, understand how the council has not appropriately applied its own policies or national policy; has not developed the proposal appropriately with a robust evidence base, has been provided with inaccurate information and not listened to the travelling community themselves (including the current family on the Llangan site and the family from Wenvoe).

Signed:	[redacted]	**Dated:**	25/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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Midnight on Friday 28th October 2016

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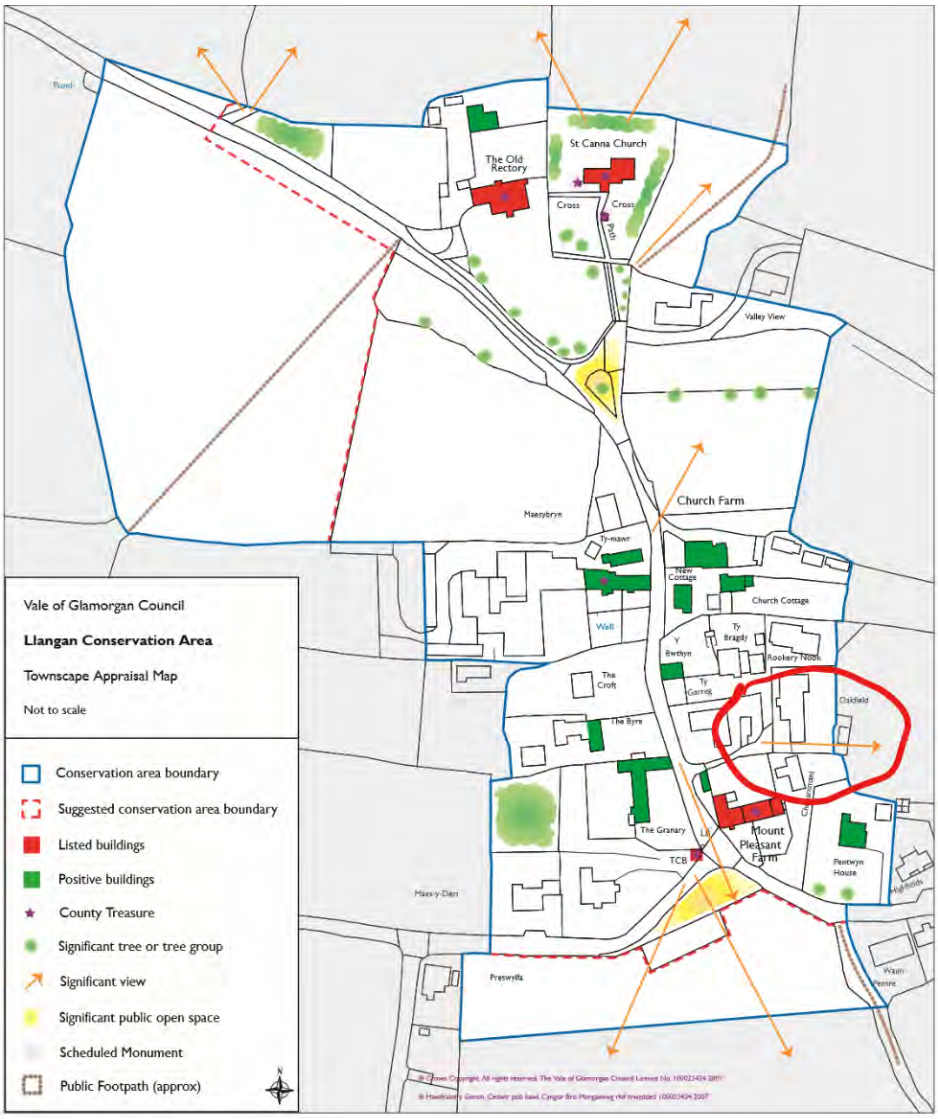
Appendix 1

Conservation Plan



Appendix 2

Legal Undertaking

UNDERTAKING

I, David Lyn Foster, Chief Executive to The Vale of Glamorgan Council (hereinafter called "the Council") am duly authorised to give this Undertaking for and on behalf of the Council, which shall hereafter be bound by it and all of its terms.

The Council hereby undertakes to Stanley Harding of South Rise, Llangan in the Vale of Glamorgan that it will:-

(1) Use its best lawful endeavours to remove from the site known and situate at OS Parcel No. 3869 ("the site") at the earliest possible date, whether by legal proceedings or other lawful means, Mr. William Carrol and any other person who then occupies the said site and to prevent their return; and

(2) Upon the site becoming vacant to:

(a) remove all structures and facilities placed on the site with all due expedition; and

(b) disconnect all services that have been connected to the site with all due expedition; and

(c) reinstate the said site to a condition similar to that enjoyed prior to the granting of unlawful planning permission with all due expedition.

(3) Terminate the licence and grazing rights granted to Mr. Carrol on or about 20th December, 1994 in accordance with any lawful right to do so.

Signed:.....David Foster..... Dated: 1st May, 1996.

David Lyn Foster,
for and on behalf of The Vale of Glamorgan Council

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 5123
Date Received 3/10/2016
Date of Acknowledgement 3/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	John T H Evans	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	5123	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC192	☐	X	☐	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

My comments relate to MAC192 (MG2(23)

The MAC changes now propose increasing the housing provision on this site from 235 units up to 576 units whilst increasing the size of the overall greenfield site affected from 7.8ha up to 22.2ha

In my view, this represents a huge increase in the size of the site, the amount of housing provided and consequently its negative effects on its pleasant rural setting and location, the nearby Cosmeston Country Park and the capacity of the local highway network.

The original proposal of 235 units, a community facility and a school, as I argued in my representations, would have had seriously detrimental effects on visual and residential amenity; this huge increase will just make matters significantly worse. The degree of amenity afforded by this rural site running from Lavernock Road right up to the coast and cliff path will effectively be destroyed.

This huge increase in size of the development will have a significantly increased negative effect on the nearby Cosmeston Country Park further harming its "Country" location and placing it instead in a very much urban setting.

As to highway issues, I am frankly amazed that the Council could be wishing to so increase the size of this development when they must surely realise that the highway network in and through Penarth just cannot take any more traffic. In my view, the previous 235 units of housing plus a nursery and primary school and community facility would had a significantly detrimental effect on traffic flows and highway safety. This huge increase of dwellings up to 576 will make matters impossible. Taken with other intended or approved housing developments in Sully it will make matters intolerable. No one will be going anywhere by car, certainly not in the peak hours!

The Council refer to mitigation measures such as a new junction for the development onto Lavernock Road. While this may help residents from the new housing development get out onto Lavernock Road that will be the start of their problem, the "help" will just let them join a slow or stationary queue of traffic. And the buses from the Council's intended Park and Ride facility at the so-called "Country Park" will fare no better with no bus lanes on their route to Cardiff and nowhere in the restricted width roads of Penarth to build them.

So, I would argue that the proposed huge increase in size of the site and the number of dwellings intended makes the Plan totally inapproriate for the area. I do not therefore think that the Plan will be effective or deliver its objectives as far as this site is concerned for the reasons set out above and as set out in my original representations.

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**x**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	1/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 5157
Date Received 03/10/2016
Date of Acknowledgement 03/10/3016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	[redacted] MRS. P.C. SÖDERLAND	
Address	[redacted]	RECEIVED 3 OCT 2016 Regeneration and Planning
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	[redacted] 5157	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 42	☐	☑	☐	☐	☐
MAP MAC 03	☐	☑	☐	☐	☐
MAP MAC 05	☐	☑	☐	☐	☐
MAP MAC 39	☐	☑	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

RECEIVED
3 OCT 2016
Regeneration and Planning

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
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2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

With reference to the proposal of 576 houses to be built on the site at Cosmeston, we find this totally unacceptable without any changes to the infrastructure.

The roads will become gridlocked. Commuters are already having to leave earlier and earlier to get to their place of work.

Surgeries are over subscribed. To get an appointment you have a 4 week wait. For an emergency appointment then you have to queue for approx ½ hour outside the surgery before it opens in all winds and weathers. With approx 1500 min extra people from this site alone needing medical care, this is not sustainable.

The schools are filled to capacity.

Also the green wedge will be reduced with a loss of woodland, therefore at the detriment to both wildlife and people. Green spaces are very valuable.

Extending the urban sprawl, creating a ribbon development as far as Barry, which has its own over population problem, in turn committing more cars coming through Penarth road causing major congestion.

Please think again before allowing Penarth to become swamped.

RECEIVED

3 OCT 2016

Regeneration and Planning

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

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I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	01/10/16.

If this form represents a petition please indicate how many people it represents.	2.

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Regeneration and Planning

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VALE of GLAMORGAN
BRO MORGANNWG

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

RECEIVED
18 OCT 2016
Regeneration and Planning

For Office use only
Representor No. 5169
Date Received 18/10/2016
Date of Acknowledgement 18/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name S. HOYLE		
Address [redacted]		
Postcode [redacted]		
Telephone No. [redacted]		
Email Address [redacted]		
I.D.No.* *(if relevant)*		

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

14-10-2016

Dear Sir

I am using this form to object most strongly to the proposed over development of housing in the Cosmeston / Lavernock / Sully area - how on earth can this work with all the problems anyone can see arising in Schools - Medical Centre's - Dentists ect: now full to over flowing with a three week minimum wate for a Dis appt. and no NHS places in Penarth Dentists available. I have for example had only recently had to wait at the junction of Cosmeston Drive for 30 (Thirty) cars to go by before I could pull out into Lavernock Rd and this was not the first time by any means. Have you tried parking in the Town of Penarth - almost impossible - and this has a serious impact on businesses in the town - as we have to go out of town for our shopping - which as a senior citizen is most inconvenient - as I wish to support local business in my own town -

Please use additional sheets if required.

Please state how many additional sheets have been used ....1....

something I feel very strongly about. The amount of cars ect. trying to get both in + out of Penrith will cause total gridlock in the allready busy and narrow streets never meant for all the extra traffic ie: commercial + buses + and private vehicles. We have no car park in or near the town now as for the proposed park + ride in Cosmeston all I can say is how much more land are you going to decicate of its wildlife which we can now enjoy on a visit to Cosmeston Lakes. This is sheer over development gone mad.

[redacted]

Part 3: What Happens Next?

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

RECEIVED
18 OCT 2016
Regeneration and Planning

Signed:	[redacted]	**Dated:**	14-10-2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN

BRO MORGANNWG

For Office use only	
Representor No.	5229
Date Received	25/10/2016
Date of Acknowledgement	26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name G. BATY		
Address [redacted]		RECEIVED
Postcode [redacted]		25 OCT 2016
Telephone No. [redacted]		Regeneration and Planning
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
MAC 30	☐	☒	☒	☒	☒
MAC 187	☐	☒	☒	☒	☒
MAC 188	☐	☒	☒	☒	☒
MAC 40	☐	☒	☒	☒	☒
MAC 76	☐	☒	☐	☒	☐
MAC 82	☐	☒	☒	☒	☒
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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The Tests of Soundness		
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)	NO
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)	NO
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I want to speak at a hearing session.	☐
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Signed:	[redacted]	**Dated:**	23 - 10 - 17

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 5289
Date Received……
Date of Acknowledgement ……

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Russell Eveleigh	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	[redacted]	

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			Test 1	Test 2	Test 3
MAC42	☐	√	√	√	√
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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We wish to object in the strongest terms to MAC42 for Policy MG2(23) as listed on the original LDP.

The local community submitted valid and strong objections to the original proposal to develop the land at Cosmeston Farm with approx. 250 properties. This was bad enough, yet under the latest VOG proposal the land take has greatly increased and the plan is to be more than doubled, taking the amount of properties to be built to approx. 575 dwellings. This is far from organic development and fails test 1 where the 'plan doesn't fit' with the original intent of VOG Council and they have taken the easy option to dump an even larger development on our doorstep to meet a target instead of spreading development in a sustainable way.

The scale of the development is wholly inappropriate opposite the Country Park at Cosmeston Lakes where the aspect of the park will be blighted forever. In pursuit of projected dwelling numbers imposed by Welsh Government and based on pre-BREXIT calculations of 2011, it is clear that VOG Council has taken the easy option to place this additional development in this area under MAC42 as opposed to sharing the extra numbers required organically across all sites within the Vale. We understand that the land is owned by Welsh Government and the desire to obtain a financial return should not outweigh the feeling of the local community who are opposed to the proposal. We would urge the Inspector to visit the lakes at Cosmeston and walk to the North side of the East Lake (near swings) then look back toward the main Car Park. It can be seen that the rural aspect of the Park and Lake will be entirely spoilt by the proposed development. This will run up inclined ground from main road level uphill toward the cliffs above the Bristol Channel thereby giving the impression that the Country Park is in the middle of a Housing Estate. It will break the tree line and raise the natural horizon. Therefore, no longer worthy of Country Park status and this is the reason that we chose to move here to enjoy this important amenity in all its beauty. The area has now reached maturity and is championed as one of VOG Council's success stories, yet the proposed Development is set to ruin such a beautiful place enjoyed by many. We believe that the proposal fails Test 2 where the plan is not appropriate for the setting. For us, this issue is compounded where the VOG Council is also proposing to establish a 500 space 'Park and Ride' facility within the Car Park of a Country Park. (The LDP lacks definition on this). Again, wholly inappropriate planning to tick an eco box and providing swathes of tarmac over grass. The dawn chorus will not be the same with a backing group of slamming car doors and faulty car alarms. This assumes that it will be used of course which we think it won't given Cardiff Council's attempts at Park and Ride which have proven to be folly and a waste of rate payer's money.

We believe that MAC42 fails TEST3 in that it won't 'deliver' for the local community who will be directly affected in many negative ways. Instead, these negative effects will be exacerbated by the MAC42 proposal by the intention to increase proposed dwelling numbers from 240+ up to 570+ homes. We list some of the key points to consider below.

- During peak commuting periods there is a serious problem of traffic congestion along the various routes into Cardiff, many of which converge at the overloaded Merry Harrier Junction. Additions of MAC42 and further development in Sully and Barry Waterfront will make an already serious problem of traffic congestion intolerable. This will cause rat run traffic through Penarth causing even more pollution at the dip near the Penarth Leisure Centre where levels already exceed safe limits and I believe this is the only such site in Wales to fail the safe level test. Lavernock Rd and Redlands Rd are already used as a substitute proxy Dinas Powis By-Pass.

- There have been serious incidents of flooding on Lavernock Rd after heavy rain outside Cosmeston Park which is a natural low point. All development site drains would be expected to run into the already overloaded drainage and pumping system. Rats are regularly seen in the area of the pumping station. Further development will increase these problems.

- The existing farm on the development site is currently used as livery stables with horse paddocks and other jump training facilities etc. This is a successful and valued local business. The livery stables, along with the livelihoods of the owner and those employed by him would be lost, and the people stabling their horses there will need to move elsewhere. This is in conflict with VOG Council's own policy "that favouring the use of previously developed land and the sustainable use of natural resources of whatever kind and wherever they are situated will continue to contribute to preserving their availability for future generations".

- The site is rich in fauna and wildlife, and ecologically important on the fringes of an area which is already densely populated. Lavernock Point is a well known southerly migration point for numerous species of birdlife, and several SSSI's are to be found within the immediate vicinity, whilst the adjacent Severn Estuary coastline is now considered an important wildlife resource.

- The land to be developed contains historic deposits of hazardous waste where the content and risks are unrecorded and unknown at this stage. I AM CONCERNED AT THE POTENTIAL HEALTH RISKS OF DISTURBING SUCH MATERIAL WHERE THE EXACT NATURE OF THIS IS AN UNKNOWN AS THE COUNCIL HAVE FAILED TO MAINTAIN SUITABLE RECORDS OF HAZARDOUS WASTE DUMPED OVER MANY YEARS. Our home is only a hundred or so metres from the development area and would be directly in the fall out zone of the main prevailing South Westerly winds that blow most of the time near this coastal location.

- We are also concerned at the likely Section 106/278 Highway works that will be forced upon the developer by VOG Council. Such schemes are never revealed at this early LDP stage but they often have a dramatic and negative affect upon the local rural aspect with creeping urbanisation, over built signage and traffic control measures.

If MAC42 is approved, it will destroy the fine aspect of Cosmeston Country Park and the amenity of our established mature community where previous Developer's were prevented from building beyond the current Lavernock Park Boundary for the obvious reasons stated above. It is an easy option but a step too far fraught with negative impact for all those living within and using this area for leisure.

Part 3: What Happens Next?

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I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	27th October 2016

If this form represents a petition please indicate how many people it represents.	4

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ID No. 5322
Date Received: 30/09/2016
Date Acknowledged: 30/09/2016

Dear Sirs
IF THIS COMMENT SHOULD BE ON AN OFFICIAL FORM THEN PLEASE WOULD YOU EMAIL ONE TO ME.

I live at [redacted]
I am dismayed that you are considering increasing the number of houses at the new Cosmeston development to 576, and also considering a park and ride scheme at Cosmeston.

I understand that some new housing is needed, but am against the excessive numbers proposed for the area between Cosmeston and Sully. I think the new housing figures far exceed the actual needs and will be a threat to local service infrastructure. My main area of concern is the huge increase in traffic that it will mean. There are no speed bumps or other traffic control measures in operation and because this is a straight section of road hardly anyone keeps to the speed limit. If there are 576 more houses a little further down the road from me, and a park and ride opposite, plus the increased population of Sully, this will mean a massive increase in the number of cars travelling past my house. How on earth will I be able to get out of my driveway? Will you install traffic lights outside my house? Will you help me with sound proofing to help with the vastly increased traffic noise, and will you compensate me for the extra pollution? And who will want to use the pedestrian/cycle lane running from Cosmeston to Sully, with all the increased traffic roaring past?

Cosmeston will be changed from the lovely semi rural area it is now to being part of a congested housing estate. As I said earlier, I understand you need to build some new houses in the area, so this isn't a "NIMBY" complaint. I also understand that you don't have to take into consideration the dreadful effect your plans will have on existing residents. I just think you are being completely unrealistic about the enormous increase in traffic congestion your proposals will cause.

Regards
Sue Powell

Vale of Glamorgan Local Development Plan

Focused Changes – Sept 2016

Representations of Tarmac Trading Ltd

Matters Arising Change 39 (MAC39)

Tarmac are disappointed to note that the additional information on the nature and quantum of reserves at Ruthin Quarry, which was submitted to Vale of Glamorgan Council (VoG) as an input into the VoG / Minerals Products Association (MPA) 'Position Statement' on reserves has not been accepted by VOG. Despite the evidence provided, VoG are persisting with the incorrect premise that:

(a) The reserves at Ruthin are only suitable for use as an aggregate, as opposed to Tarmac's evidence that at least 50% of the reserve will be suitable for no aggregate use in the Aberthaw Cement Works; and

(b) The reserves at Ruthin are some 13.2 million tonnes compared to Tarmac's confirmation of a reserve of some 10.5 million tonnes, and where Tarmac remains unclear as to the basis of the VoG reserve figure.

This is now reflected in the updated calculations set out in paragraph 5.88, which Tarmac remains of the view overstates the true level of available aggregate reserves.

Matters Arising Change 76 (MAC76)

However, it is noted that the new Policy MG23A seeks to address uncertainty associated with the time limited planning permissions at Ruthin and Garwa by identifying the quarries as 'specific sites' for future mineral working where "*there are no significant environmental or amenity constraints to the continuation of working*" (para 6.1.44).

Whilst this policy has a primary objective of addressing the time limited permissions, the endorsement of the principle of future quarrying at Ruthin and Garwa will ensure that planning applications to extend the end dates of the current planning permissions can be promoted in a positive development plan context, and where the current disagreement over the nature and quantum of reserves will in due course be finally resolved via the details which will be submitted as part of the applications.

<u>Tarmac thus support Policy MG23A</u>.

However, consistent with their position on reserves at Ruthin, Tarmac consider that paragraph 6.141 should be revised as follows (changes shown in red and strikethrough):

> 'Aggregate mineral resources of known commercial significance exist at Ruthin Quarry and Garwa Farm Quarry. In addition, Ruthin Quarry and Garwa Farm Quarry are ~~is~~ capable of supplying significant mineral resources suitable for non-aggregate use in the cement industry'.

Similarly, paragraph 6.143 should be revised to read:

> 'Ruthin Quarry is considered to be an important aggregate and non aggregate resource and is available as a replacement for the quarries at Ewenny, ~~and~~ Lithalun, and Pant. Like Ruthin, Garwa Farm Quarry is particularly important as a potential future supply to the cement works at Aberthaw and a replacement for Pant Quarry. Garwa Farm would also contribute to aggregate supply required to achieve the aggregate apportionment figure set out in the Regional Technical Statement'.

VALE of GLAMORGAN
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For Office use only
Representor No. 5752
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

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The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	***THE SAVING SULLY GROUP***	Carolyn Jones
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		5752 (12)

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 192	☐	X	☐	X	☐
MAC 06	☐	X	☐	X	☐
MAC 05	☐	X	☐	X	☐
MAC 06	☐	X	☐	X	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Please see attached Planning Report prepared by Carolyn Jones & Highway Report prepared by Matthew Anderson of Corun Transport & Highway Engineering.

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	x

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
I wish to advance further the reasons outlined within the attached planning & highway reports.

Signed:	[redacted]	**Dated:**	28 October 2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

CarolynJones
Planning Services
Carolyn Jones BSc (Hons) Dip.TP MRTPI

By email & post

The LDP Team
Planning Department
The Vale of Glamorgan Council
Dock Office
Barry Docks
BARRY
CF63 4RT.

[redacted]

28 October 2016

Dear Sirs,

Vale of Glamorgan LDP – Matters Arising Changes

I refer to the above and to the current consultation exercise in respect of the Matters Arising Changes to the LDP.

I act on behalf of the saving Sully Group and submit objections MAC in respect of Land at Upper Cosmeston Farm at Lavernock. Some of the land at Cosmeston Farm was allocated for residential development under Policy MG2 (23) within the Deposit LDP. Objections were submitted at that stage as the allocated site was considered unsuitable for residential development. Those original objections remain.

As part of the Examination a need for an additional 600 dwellings has been introduced, in order, to meet the housing requirement for the plan period. Two new sites are proposed to be introduced. Daren Farm has also come forward and it is proposed to extend the allocations at Pencoedtre and Upper Cosmeston Farm, Lavernock.

The Upper Cosmeston Farm original allocation was for 235 units on 7.8 hectares of land. The MAC now proposes 576 units on 22.8 hectares. This is considered, to be unacceptable. Fuller details of the objections are provided on the enclosed representations.

I look forward to hearing from you in due course and I can confirm that I will wish to attend any future Hearing sessions which may be programmed for the New Year.

Yours faithfully

[redacted]

CAROLYN A JONES [redacted]

Enc

CC Save Sully Group
Matt Anderson

VALE OF GLAMORGAN – MATTERS ARISING CHANGES

UPPER COSMESTON FARM, LAVERNOCK.

The Deposit LDP allocates 7.8 hectares of land at Upper Cosmeston Farm, Lavernock for a residential development of 235 units. This was considered, to be unacceptable for the reasons outlined in the original representations.

Following the Examination, a need for an additional 600 dwellings within the Vale was identified. The Matters Arising Changes publication seeks to address this shortfall. This shortfall is potentially addressed as follows:

- New Allocation at Llantwit Major – 72 units.
- New Allocation at Oak Court, Penarth – 145 units.
- Inclusion of the recently granted planning permission at Darren Farm, Cowbridge.
- An extension to the Pencoedtre site at Barry plus
- A major extension to the original residential allocation of the Upper Cosmeston Farm, Lavernock.

These representations are in respect of the increase of the residential allocation at the Upper Cosmeston Farm site. The following MAC are addressed:

- MAC 192 & MAC 03 – Both relate to the increased residential allocation at the Upper Cosmeston Farm, Lavernock (Policy MG2(23).
- MAC 05 – Amendment to the Green Wedge – Policy MG18 (06).
- MAC 06 – Mineral Safeguarding Zone for Limestone

The Matters Arising Changes document proposes to increase the extent of the Upper Cosmeston Farm allocation from 7.8 hectares to 22.8 hectares and to increase the dwelling numbers from 235 dwellings to 576 units. This is an increase of 341 dwellings which represents a 145% increase.

This major increase in density is unacceptable and will have a detrimental impact on the village. It is considered, to be excessive and disproportionate to the size of the existing settlement. Indeed, a development of 576 units on this site and the recent approval for 350

units at Swanbridge Road in Sully will result in over 900 additional dwellings in Lavernock & Sully. With the Sully Site likely to increase further to 500 units, the settlements will increase to well over 1000 units. With sparse facilities in the locality, this level of development will place undue pressure on the limited facilities in the area. Consequently, there will be a heavy reliance on car borne travel (See accompanying highway report by Corun).

The proposed additional land within the allocation at Upper Cosmeston Farm takes the development to within the Green Wedge as designated under Policy MG18 (06). MAC 05 therefore proposes the deletion of this area from the Green Wedge designation. The purpose of a Green Wedge designation is to prevent the coalescence of settlements, - in this instance Lavernock & Sully. The major increase in the extent of the residential allocation at Upper Cosmeston Farm will erode the open nature of the greenfield site. Clearly the Council considered the area to be an important open space area and designated it as a Green Wedge in the Deposit LDP in order, to prevent development on the land and to prevent development coalescence between the two settlements. The importance of this area of open space remains and it v is considered inappropriate to delete the designation. In addition, extending the residential allocation as proposed will bring the built-up area up the cliff face and coastline which should be protected.

A freestanding highway report is also submitted. However, in addition to that evidence it is emphasised that the proposed increase in housing numbers on the Upper Cosmeston site will have a catastrophic effect on the highway network in the immediate locality and further afield. The use of Upper Cosmeston Drive as an access point will have a severely detrimental impact on the existing residents. The traffic flows will not only increase by virtue, of the major increased residential numbers but also by way of the traffic associated with the proposed school and, also the traffic utilising the Park & Ride facility at Cosmeston. Account also needs to be taken of the additional traffic generated not only by the Cog site (up to 500 units) plus the residential allocations in Barry & Rhoose.

In conclusion, therefore, the original allocation of 235 dwellings at Upper Cosmeston was considered unacceptable at the Deposit stage. The increase in numbers to 576 units is wholly inappropriate and unacceptable. Whilst the Inspector has identified a need for an additional 600 units these dwellings should be directed towards the larger settlements of Barry, Cowbridge, Llantwit Major and Penarth and not the smaller village settlements which do not have the necessary infrastructure to support such a major increase in numbers.

Carolyn A Jones
Carolyn Jones Planning Services

October 2016

13-00252/02
28 October 2016

CORUN
Transport and Highway Engineering

Carolyn Jones
Carolyn Jones Planning Services
[redacted]

Dear Carolyn,

Land at Cosmeston Farm, Lavernock - Allocation Ref: MG2 (23) - 576 units. Land at Cog, up to 500 Residential Units - Highway and Transportation Commentary

Further to my previous letter dated 10th of December 2013 (ref. 13-00252/MLA) which looked at the highway and transportation impact on Sully of approximately 235 residential units at Cosmeston Farm, this letter now represents an update to that previously produced as the scale of potential development has now risen from 235 to 576 residential units. Clearly this significant increase in development scale will further exacerbate any highway and transportation concerns raised in 2013.

In addition, the proposed development of up to 500 houses in Cog, along with the effect of other potential developments within Barry, has also been considered.

This letter reviews and updates the evidence submitted previously to fully assess the level of impact on Sully should such a large scale development proceed.

Sustainability

The Cosmeston Farm and Cog sites are located within relatively easy reach of walking, cycling, and public transport infrastructure. However, they are remote from many local amenities and as such residential development in this location will only encourage private car usage, which is contrary to local and national transport planning policy guidance.

Vehicular Access – Cosmeston Farm

The majority of the development will need to be accessed via a new junction arrangement on Lavernock Road, a busy principal route connecting Lavernock with Penarth and Cardiff city centre.

The actual junction form can only be determined following detailed capacity analysis. However, given the significant increase in development scale, some 341 units more than previously considered, it is likely that at least a right turn lane will be needed, or a signal junction arrangement to serve a development on this scale.

There are constraints and limitations to the scale of junction that could be formed, as the site frontage is relatively short. If the centre of any new junction is assumed to be centrally located along the site frontage, the junction spacing between the new and existing access (Upper Cosmeston Farm) is only 60m or so. The Upper Cosmeston Farm access is already served by a right turn lane, so the

interaction between the existing and proposed junctions will need to be looked at in detail to ensure one does not compromise the other.

If signals are required, queues will inevitably form beyond the existing residential estate access (Upper Cosmeston Farm) and as such will block traffic exiting the existing estate during peak hours; AM and PM peak hours are likely to be adversely affected.

Some of the development could be accessed via an extension of Upper Cosmeston Farm. However, this would add a significant number of additional traffic movements to an existing residential street; with on-street parking already evident, conflict between existing and new traffic will be inevitable.

Any junction form would have to be Design Manual for Roads and Bridges (DMRB) compliant as Manual for Streets (MfS) design guidance would not apply here. Traffic speed on Lavernock Road would appear to be relatively high and perhaps well above the 40mph speed limit; the relatively straight alignment appears to exacerbate the issue. The most appropriate guidance, despite it being mandatory for Trunk Roads and Motorways only, would be DMRB, which is far more onerous than MfS.

In addition, as the scale is potentially 341 residential units more than previously considered a secondary access for the 576 residential units may be needed, for all traffic or emergency use.

However, the wider impact of a 576 unit residential development on communities such as Sully that are unable to accommodate such a significant increase in traffic level, is of primary concern. The following paragraphs consider the likely development impact.

Development Impact – Cosmeston Farm

Development on this scale will generate an accumulative impact on Sully to the west of the site and at off-site junctions between the site and Cardiff city centre.

Estimated traffic flows for the proposed development have been forecast using the TRICS database. Table 1 below displays the likely trip generation for the previously considered 235 residential units.

Table 1: Trip Generation (Vehicle Trips) – 235 Residential Units Cosmeston Farm

Time Period	Trip Rate (per unit)			Number of Trips Generated		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak 0800 - 0900	0.144	0.39	0.534	34	92	126
PM Peak 1700 – 1800	0.349	0.2	0.549	82	47	129
Daytime (0700-1900)	2.374	2.499	4.873	558	587	1145

As shown, a residential development of this scale is estimated to generate approximately 126 and 129 two-way vehicular trips in the traditional peak hours of 0800-0900 and 1700-1800 respectively. Between 0700-1900 there are anticipated to be 1145 vehicular trips.

Table 2 below displays the likely trip generation for the proposed 576 residential units.

Table 2: Trip Generation (Vehicle Trips) – 576 Residential Units Cosmeston Farm

Time Period	Trip Rate (per unit)			Number of Trips Generated		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak 0800 - 0900	0.144	0.39	0.534	83	225	308
PM Peak 1700 – 1800	0.349	0.2	0.549	201	115	316
Daytime (0700-1900)	2.374	2.499	4.873	1367	1439	2806

Table 2 reveals that a residential development of this scale is estimated to generate approximately 308 and 316 two-way vehicular trips in the traditional peak hours of 0800-0900 and 1700-1800 respectively. Between 0700-1900 there are anticipated to be 2806 vehicular trips.

By comparing Tables 1 and 2, the potential increase in development scale from 235 to 576 will result in an increased two-way vehicular flow (arrivals and departures) of 182 and 187 in the AM and PM peaks hours respectively and 1661 more vehicles between 0700-1900.

Assuming that development traffic distributes itself equally between routes to Cardiff city centre and Sully, South Road will experience approximately 1403 additional two-way vehicle trips per day. The actual distribution pattern will be determined via turning count surveys and ATC data. However, ATC data gathered back in 2013 on South Road in Sully indicated a fairly even flow in each direction and as such the above assumption is considered fairly robust.

South Road will therefore experience approximately 830 additional two-way movements than the previously considered 235 units development at Lavernock would have generated. The impact on Sully will therefore be significant.

Development Impact – Cog (up to 500 Residential Dwellings)

Estimated traffic flows for this proposed development have been forecast using the TRICS database. Table 3 displays the likely trip generation of up to 500 residential units at the site in Cog.

Table 3: Trip Generation (Vehicle Trips) – 500 Residential Units Cog

Time Period	Trip Rate (per unit)			Number of Trips Generated		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak 0800 - 0900	0.144	0.39	0.534	72	195	267
PM Peak 1700 – 1800	0.349	0.2	0.549	175	100	275
Daytime (0700-1900)	2.374	2.499	4.873	1187	1250	2437

As the Cog development basically sits within Sully, the main access road (South Road) will carry virtually all development traffic generated; an additional 267, 275 two-way traffic movements will therefore occur on South Road in the AM and PM peaks hours respectively, along with 2437 two-way movements throughout the day.

The site in Cosmeston is estimated to generate approximately 1403 two-way movements per day on South Road; the accumulative impact of both developments, Cosmeston and Cog, will result in a total of 3840 additional two-way movements per day on South Road. Such an increase in traffic volume is likely to have a significant adverse impact on highway capacity and road safety.

Other sites in Barry will inevitably come forward in due course. The exact quantum of additional traffic generation has not been estimated. However, given the potential sites at Cosmeston Farm and Cog, any additional traffic generated within Sully and Cosmeston would have an even greater detrimental effect.

Off-site junctions will also need to be assessed in detail as a number appear to be at or near theoretical capacity during peak hours. The main commuter routes into and out of Cardiff city centre being of particular concern. Existing junctions under strain include the staggered signal junction arrangement at the A4055/Redlands Road/Barry Road/Penlan Road (Merrie Harrier) and the A4055/A4160/Cogan Hill (Baron's Court).

Traffic flow and capacity analysis data was not available at the time of writing. However, on-site observations and aerial photography reveal that there is already a capacity issue at these junctions, amongst others on route into Cardiff city centre. When junctions reach their theoretical capacity, excessive queues can form, causing unnecessary delay, increased journey times and highway safety concerns.

It is also understood that there is still an allocation within the VoG LDP for a 500 space park and ride facility at Cosmeston Lakes Country Park. The introduction of a park and ride facility should be

generally supported, as it will take cars off the public highway during peak hours and therefore has the potential to reduce peak hour traffic volumes within the surrounding area.

However, only areas beyond Cosmeston, such as Penarth, are likely to see any real benefit i.e. reduced traffic flow. There will inevitably be an increase in traffic traveling through Sully from areas such as Barry to gain access to the proposed Park & Ride facility, as the only conceivable route to the site is through Sully itself.

It is also questioned whether such a provision in this location will generate the desired effect. Substantial off-site bus corridor works will be required to enable buses to by-pass existing queues. If there are no bus journey time improvements, the use of public transport as a viable alternative to the private car will become less attractive as there will be no perceived benefit; private car journeys will therefore be encouraged unless there is a distinct financial and time advantage to be gained by using the proposed facility.

It is difficult at this stage to see where the required improvements could be made due to existing highway geometry constraints on-route between the proposed park and ride site and Cardiff city centre. Lavernock Road is a single two-way carriageway over the majority of its length, which leads onto Redlands Road which has similar geometry. There appears to be insufficient room to provide bus lanes on approach and through junctions on route (e.g. Lavernock Road/Stanwell Road).

As stated, a park and ride site on the outskirts of Cardiff should be welcomed. However, it would need to be complimented by effective bus priority measures to provide a viable alternative to the private car. Following an initial inspection, the proposed site would appear unable to provide the necessary improvements and therefore may be ineffective.

Should an application for development on this scale be made, it will have to be supported by a robust and comprehensive Transport Assessment, the scope of which will need to be agreed in advance with VoG and Cardiff Council.

Highway Safety

Excessive vehicle speed on South Road has been recorded at four separate locations along its length. To the west of Weston Avenue, more than 40% of all vehicles travelling eastbound did so in excess of the 30mph speed limit. At the Highbridge Close ATC site, in excess of 70% of eastbound vehicles exceeded the speed limit. Enforcement action will therefore be required to curtail persistent offenders. These surveys, undertaken by VoG, provide evidence that speeding along South Road is a historic problem. A self-enforcing traffic calming solution should be found, as enforcement (by South Wales Police) will be sporadic at best.

Should the proposed 1076 residential houses proceed at Cosmeston and Cog, the same percentage (40%-70% plus) of additional traffic will more than likely disobey the current speed limit to the detriment of highway safety. Excessive speed for the prevailing road conditions is heavily linked to accident risk. According to RoSPA, 400 people a year are killed in crashes in which someone exceeds the speed limit. Whilst it would be untrue to say that more traffic necessarily equals more accidents, as statistics do not back up this theory, the more vehicles that disobey the speed limit, the higher the potential accident risk.

According to STATS19 accident data, as provided by South Wales Police, between 31st March 2008 and 30th March 2013 eight personal injury incidents were recorded on South Road. The following summarises the accidents that have occurred in the five years above:

- South Road near Arlington Road Junction. Vehicle has clipped parked vehicle and turned over. Slight Injury - Careless/Reckless Driving.
- South Road at Zebra Crossing outside Post Office. Pedestrian stepped into path of vehicle travelling east to west. Slight Injury - Failed to look properly.
- South Road in the vicinity of property no 44. Vehicle left the road and hit street light. Slight Injury - Fatigue.
- South Road junction with Cog Road. Vehicle travelling east to west collided with the rear of right turning vehicle. Slight Injury - Dazzling headlights.
- South Road junction with Clevedon Avenue. Vehicle travelling west to east overtook queue of vehicles, when vehicle at the front of the queue turns into junction collides with the overtaking vehicle. Serious Injury - Failed to look properly.
- South Road at Zebra Crossing outside Post Office. Vehicle travelling west to east failed to see pedestrian on crossing. Serious Injury - Failed to look properly/Dazzling sun.
- South Road junction with Minehead Avenue. Vehicle turned right out of Minehead Avenue and collided with vehicle travelling east to west. Slight Injury - Poor turn manoeuvre/obstructed by road works.
- South Road junction with Cog Road. Vehicle turned right out of Cog Road into path of vehicle travelling west to east and then swerved into vehicle travelling east to west. Slight Injury - Failed to look properly.

Of the eight injury accidents, six were recorded as slight with two serious. The serious incident outside South Road post office involved a pedestrian on a zebra crossing being hit by a passing motorist who failed to see the individual on the crossing. The approximate east to west highway alignment of South Road may have played a part in this accident as it appears low/dazzling sun was a contributing factor.

There was also a second pedestrian casualty at the same zebra crossing, again the driver failed to see the individual. Whilst this incident resulted in a slight injury to the pedestrian involved, two pedestrian casualties in five years clearly demonstrates that the crossing type is inadequate for the prevailing pedestrian use.

The majority of the accidents that have occurred on South Road between 2008 and 2013 can be attributed to driver or pedestrian error. However, excessive speed coupled with the approximate east to west alignment of South Road, may have contributed to the recorded accidents.

VoG were clearly aware back in 2013 of the existing speeding problem as they stated to Councillor Bob Penrose at that time that South Wales Police will be contacted in due course with a request that officers attend South Road and take enforcement action where appropriate. Since then, it seems that very little has changed along South Road in the way of road safety improvements, and as such, it is likely that the existing highway safety concerns remain.

In order to assess the accident history between 2013 and the present, the website Crashmap has been reviewed. Only data up to the end of 2015 is available, so 2016 could not be assessed.

From 2014 to 2015 a further seven crashes have occurred between the Swanbridge Road junction in the east and Hayes Road in the west; five slight (2014) and two serious (2015) accidents resulting in 11 casualties, including one pedestrian accident (serious) and one cyclist (slight). An extract from the Crashmap website is provided below.

It is clear from the data provided by Crashmap that the accident history on South Road has deteriorated considerably over the last two years, as the accident rate has increased from 1.6 accidents/year between 2008 and 2013 to 3.5 accidents/year in just two years from 2014 to 2015.

This is clearly a worrying trend that will deteriorate still further with the introduction of some 3840 additional vehicles travelling through South Road on any given weekday, should the developments of up to 1076 residential units proceed.

Another point of concern is that two serious accidents have occurred between 2014 and 2015 (two years) whereas two serious accidents occurred between 2008 and 2013 (5 years). Clearly the severity of casualty injuries has also deteriorated over the two years assessed.

A comprehensive traffic management scheme for South Road would be required should a residential development on the above site be granted planning permission in the future, to ensure any development impact within Sully is mitigated. In fact, a road safety scheme could easily be justified now regardless of any further development coming forward due to the accident history deterioration.

Conclusion

Due to excessive vehicular speed within Sully, poor accident record, which has deteriorated, and a site that will be heavily dependent on private car use, residential development of the above site (Reference MG2 (23)) should not be permitted whether for 235 or 576 residential units, as it will have an unacceptable impact on Sully residents, in particular road safety.

I trust the above is satisfactory and look forward to hearing from you in due course.

Yours sincerely

[redacted]

Matthew Anderson (Director)

[redacted]

ID: 5843
Received: 26.10.2016
ACK: 27.10.2016

[redacted]

26.10.16

Dear Operational Manager Developmental Management,

Re. LDP 2011 - 2026

I want to object to the changes on the land on the Cog site. There is no need for this extra housing. The infrastructure is already stretched to breaking point. The traffic is often at a standstill now. The school is full. The sewage system cannot cope at the present time never mind new houses. The doctors surgery is full.

Serious consideration needs to be taken about the road widths, railway bridge, stream bridge and traffic flow.

Where will the occupants work and get there?

Therefore there is no need for these houses or the means of supporting them.

Yours faithfully,

[redacted]

M. C. FRANCIS

ID 5843

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

RECEIVED
26 OCT 2016
Regeneration and Planning

VALE of GLAMORGAN
BRO MORGANNWG

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

For Office use only

Representor No. 5849

Date Received 26/10/2016

Date of Acknowledgement 26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Cllr. Bob Penrose	N/A
Address	[redacted]	RECEIVED 26 OCT 2016 Regeneration and Planning
Postcode		
Telephone No. Telephone No.		
Email address		
I.D.No.* *(if relevant)*	5849	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

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Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC42	☐	☒	☒	☒	☒
MAC50	☐	☒	☒	☒	☒
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

MAC42 (MG2-23) – Proposal for 576 new houses at Upper Cosmeston Farm, Lavernock.

I consider that this proposal is unsound and fails to deliver on the following grounds :-

1. **Existing Green Wedge would be decimated and destroyed by this proposed development.**
2. **The proposed development is outside the existing 'Settlement Boundary' and accordingly would constitute building into 'Open Countryside'.**
3. **The proposed development would have detrimental effects on the 'ecology' of the area, the natural habitat and the extensive wildlife species.**
4. **The entrance to the proposed development, namely Lavernock Road is liable to extensive flooding. (as per the attached photographs)**
5. **The existing highways infrastructure is already oversubscribed and would not cope with the additional traffic volumes this proposed development of 576 homes would create, especially if the proposed 500 cars 'park and drive' facility planned in the proposed L.D.P. at Cosmeston Country Park is facilitated.**
6. **The proposed development would be totally 'unsustainable' under the recommendations of the Welsh Government, as there is no local shop, health centre, chemist, children's' play area or even a community facility.**
7. **Education – whilst there is a mention for a new 210 place primary school on the proposed development, in the interim the children would have to be 'bussed' to a primary school which is outside normal walking distance. Furthermore, the two local comprehensive schools (St.Cyres and Stanwell) are at full capacity accordingly children would have to be 'bussed' to Barry where there are secondary schools with surplus capacity.**

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MAC50 (MG5- 6.40) – Proposal for a permanent Gypsy/Travellers Site at Llangan

I consider this proposal is unsound and fails to deliver on the following grounds :-

1. **The proposal does not make provision for the 17 Travellers' families at present illegally occupying the former Waste Recycling Site at Hayes Road, Sully. A site which was previously deemed by the Planning Inspector and Welsh Government as totally unacceptable for any form of residential development being located on a C2 flood plain.(copy correspondence from Welsh Government attached)**
2. **The letter written to the Travellers illegally occupying the site at Hayes road, Sully by the Vale of Glamorgan Council stating the Local Authority will not take Planning Enforcement Proceedings for a period of 5 years (copy attached) is totally unacceptable and does not cater for the 'health and safety' and 'wellbeing' of these Travellers and their families.(see attached "call in" correspondence)**
3. **The proposed two acre site at Llangan which is Local Authority owned and where the Vale of Glamorgan Council has tolerated the illegal occupation by one Traveller family for the past 20 years, the site has the size and capacity to accommodate the stated total of 19 Gypsy/Traveller families estimated by the Local Authority Officers in the Vale of Glamorgan, as previously identified by them in the Gypsy/Travellers Accommodation and Needs Assessment report dated 2011, for a previously proposed L.D.P. 2011.**

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*

I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	Yes

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

Both parts of my representation, in more detail.

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Signed:	[redacted]	**Dated:**	25th October 2016
If this form r[redacted]ate how many people it represents.			N/A

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

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Adran Tai ac Adfywio
Department for Housing and Regeneration

Llywodraeth Cymru
Welsh Government

Rob Thomas
Head of Planning & Transportation
Vale of Glamorgan Council
Docks Office
Barry Docks
Barry
CF63 4RT

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26 OCT 2016
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Our Ref: QA980858
Your Ref: P/POL/AMW/LDP3
Date: 20 December 2013

Dear Rob,

Vale of Glamorgan Local Development Plan – Revised Deposit LDP
Welsh Government Representation

The Welsh Government is supportive of the LDP strategy, particularly maximising the economic opportunities offered by the St Athan – Cardiff Airport Enterprise Zone, illustrating the essential role that the Vale of Glamorgan plays in the success of the wider geographical context. However, we do have concerns regarding delivery of the plan and the scale of growth being insufficient.

A critical element for the plan will be the phasing, timing and delivery of sites, ensuring that the plan delivers the scale of growth in locations to meet the needs across the entire plan period. There are numerous allocations which are subject to significant constraints, such as sewerage infrastructure, that would appear to impact on the viability, timing and delivery of key sites. **We therefore consider that if such concerns remain unanswered, additional sites will be required to ensure the plan makes sufficient provision to meet the identified need, potentially from alternative sites, candidate sites or those in previous versions of the plan, having been subject to a sustainability appraisal.**

The implications arising from the economic growth strategy and the relationship to housing provision have not been fully explored. The scale of economic growth sought through the plan would suggest increasing the housing provision. We are also concerned that the Council's approach to the phasing of residential allocations is too restrictive, not sufficiently flexible or justified by evidence. **It is considered that the phasing policy will compound further housing land supply issues in the Vale.**

The Welsh Government's 2011 population projections indicate a potential downward trend in population growth for the Vale of Glamorgan, albeit the official household projections have not yet been formally released. This could result in a housing requirement below the Welsh Government 2008 household projection. However, it is considered that such a

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Caerdydd • Cardiff
CF10 3NQ

Ffôn • Tel 029 2082 3680
Lydia.haskey@wales.gsi.gov.uk
Gwefan • website: www.wales.gov.uk

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Policy MD4 – Community Infrastructure and Planning Obligations
Policy MD4 includes an expansive list of various planning obligations that may be sought from development through S106 agreements or CIL. The interrelationship between Policy MD4 and the Draft Infrastructure Plan is unclear. Where funding for related infrastructure is to be sought through planning obligations, the plan should specify the Council's priorities to inform the provision of infrastructure/mitigation and avoid development being unviable. This will also give clarity to applicants and developers.

e) Flood Risk
Paragraph 3.2.8 of the background paper 'Plan Preparation & Assessment of Flood Risk' (2013) states that four sites (which incorporate zone C2 land) have been included only where the Council is satisfied that built development would be sited outside of such zones, and/or the impacts of flooding would be able to be 'acceptably managed'. The following allocated sites are for residential and highly vulnerable uses are partly located in the Zone C2 flood plain.

- MG2 (5) Land to the East of Eglwys Brewis, St Athan (250 units)
- MG2 (7) Land Between new Northern Access Road and Eglwys Brewis (375 units
- Land at Hayes Road Sully (Gypsy and Traveller Allocation) 18 Pitches

The authority should provide clear evidence of how flooding policy has been considered in the site selection process. PPW (Section 13.3) and TAN 15: 'Development and Flood Risk' clearly states that **highly vulnerable development (including residential and gypsy and traveller sites) and emergency services should not be allocated within Zone C2, regardless of a FCA.** The Welsh Government issued revised Development Advice Maps (DAMs) in March 2013. It is imperative that the authority confirms that the latest DAM maps have informed the site selection in the Revised Deposit Plan.

f) Sewerage / Drainage Capacity
The Draft Infrastructure Plan does not explain in sufficient detail how sewerage/drainage infrastructure will be delivered over the plan period. Appendix 5 of the LDP lists at least 28 housing allocations sites (including key sites) that have some or significant sewerage or water capacity issues requiring further modelling/consultation to determine what infrastructure improvements are required.

The authority should explain the scale of sites affected and the timing of how current constraints will be resolved.

B3. Gypsy and Travellers

a) Gypsy and Traveller Provision
Local authorities have a statutory duty under sections 225 & 226 of the Housing Act 2004 to consider the needs of Gypsies & Travellers, resulting in the identification of suitable sites in the LDP to meet identified unmet need (paragraph 17, Welsh Government Circular 30/2007 'Planning for Gypsy and Traveller Caravan Sites'). **The LDP should make provision to meet the identified need over the plan period to 2026 which currently is unclear.**

The evidence base is also unclear as to what and who the 18 pitch requirement relates to: Gypsies, New Travellers and/or Travelling Show people. **The evidence base should be clarified further to explain both the need and resulting pitch requirement as relates to the appropriate definition in WAG Circular 30/2007.**

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b) (Policy MG 5 Land at Hayes Road Sully) - Suitability of Site
The site is partly situated in zone C2 flood plain. Evidence will be necessary to demonstrate that appropriate infrastructure to enable access and egress would be unaffected by the C2 designation. **The Welsh Government considers that the plan should demonstrate that the area has sufficient capacity to accommodate the stated use and scale to avoid conflict with regard to flood risk.**

Appendix 2 of the Draft Infrastructure Plan states that delivery of the site is in part reliant on the funding from Welsh Government. **The authority should clarify to what extent the deliverability of these sites is reliant on Welsh Government funding and in the absence of such funding, what are the implications for deliverability.**

c) Transit Provision
The authority has not made provision for a transit site in the LDP, and suggests that this should be dealt with at a regional level. The GTAA suggests there is a gap in provision of around 10 pitches close to the M4. **The plan should make provision for identified need, where the evidence indicates there is a need. Publication of the Consultation Paper and Draft Planning Bill may provide a statutory plan based approach to resolve this matter. The Welsh Government considers that a more strategic approach to land use planning, as highlighted through the Independent Advisory (IAG) Report, would resolve transit site matters along the M4 corridor in the medium to long term.**

B4. Policy SP5: Employment Requirements / MG 9 Employment Allocations

a) Strategic Employment Land Provision
Policy MG9 allocates 433.5ha at strategic employment sites to deliver 12,000-15,000 jobs in the key sectors; aerospace, high tech manufacturing, logistics and distribution. The aim of the strategic employment allocations is to support and provide a catalyst for new employment in the wider capital region. Such an approach is supported. **However, it is unclear how this significant uplift in job growth relates to the level of housing provision in the plan.** For example, how do the assumptions regarding base population, migration, and the working age profile relate to this increase in job growth and key objectives of the plan such as reducing out commuting?

Such a high level of employment growth may indicate that the population (working age profile) will need to increase and additional homes will be necessary to enable people to live in close proximity, delivering on the key objectives. **Given the scale of employment at St Athan & Cardiff Enterprise Zone the authority should consider allocating additional homes in line with the strategy to enable more sustainable communities and reduce current levels of out-commuting.** (See response B1.a)

There is a lack of evidence to explain the strategic employment allocation totalling 34.9ha (net) at Hensol (Policy MG 9.1 & MG 9.11). This settlement is not identified in the hierarchy and the evidence base concludes '*it is not clear what demand exists*' for the allocation.

b) Local Employment Land Provision
The Council has based their local employment supply on historic take-up rates from

THE VALE OF GLAMORGAN COUNCIL

REQUEST FOR 'CONSIDERATION OF MATTER' BY SCRUTINY COMMITTEE

Name: CLLR. BOB PENROSE **Ward:** SULLY.

I request the consideration of a report on the following matter.

Subject: CABINET AGENDA ITEM NO. 12 ON - 6/06/2016 "VALE OF GLAMORGAN GYPSY AND TRAVELLER ACCOMMODATION ASSESSMENT MAY 2016"

Scrutiny Committee(~~s~~) HOMES AND SAFE COMMUNITIES

I ~~am~~/ am not * a member of the above Scrutiny Committee

(* Please delete as appropriate).

Reason(s) for request. - I BELIEVE THE VALE OF GLAMORGAN COUNCIL SHOULD NOT WRITE TO THE TRAVELLERS WHO ARE ILLEGALLY OCCUPYING A COUNCIL OWNED SITE AT HAYES ROAD, SULLY PROVIDING THEM WITH AN ASSURANCE THAT NO PLANNING ENFORCEMENT ACTION WILL BE PURSUED AGAINST THEM FOR A PERIOD OF 5 YEARS (CONTINUED ON SHEET 2)

Signed..... **Date**... 6TH JUNE 2016

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FORM TO BE RETURNED TO THE CHIEF EXECUTIVE

Date received ..... **Chief Executive's signature**.....

(Upon receipt in writing of the request, the request will then be forwarded by the Democratic Services section to the appropriate Director(s) who will be required to prepare a report for consideration by the relevant Scrutiny Committee(s). A copy of the request will also be forwarded to the relevant Chairman for information).

THE VALE OF GLAMORGAN COUNCIL

REQUEST FOR CONSIDERATION OF MATTER BY SCRUTINY COMMITTEE

Name: _____ Ward: _____

I request the consideration of a report on the following matter:

Subject: _____

_____

_____

_

SHEET 2
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THE VALE OF GLAMORGAN COUNCIL

REQUEST FOR 'CONSIDERATION OF MATTER' BY SCRUTINY COMMITTEE.

Continued from Sheet 1

I BELIEVE THAT ISSUEING SUCH A LETTER WOULD INDICATE THAT THE VALE OF GLAMORGAN COUNCIL ARE ENDORSING 'RESIDENTIAL USE' OF THIS SITE TOTALLY AGAINST THE PLANNING INSPECTOR'S RULING THAT THE SITE SHOULD NOT BE USED FOR ANY RESIDENTIAL USE AS IT IS LOCATED ON A "C2" FLOOD PLAIN, THUS RENDERING ALL OCCUPANTS AT SERIOUS RISK UNDER 'HEALTH AND SAFETY' LEGISLATION, ENDORSED BY WELSH GOVERNMENT AT THE L.D.P. HEARING SESSION "16" ON 22/03/2016.

FURTHERMORE I BELIEVE 'THE GYPSY AND TRAVELLERS ACCOMMODATION ASSESSMENT MAY 2016' IS INACCURATE AND DOES NOT REFLECT THE ACCURATE REQUIREMENTS OF THE GYPSY/TRAVELLER COMMUNITY IN THE VALE OF GLAMORGAN

I REQUEST PERMISSION TO SPEAK AT THE SCRUTINY COMMITTEE MEETING, TOGETHER WITH OTHER SPEAKERS

SIGNED.....**Dated** 06/06/2016

CLLR. BOB PENROSE

Date/Dyddiad: 21st June 2016

Ask for/Gofynwch am: Mrs. V. L. Robinson

Telephone/Rhif ffon: (01446) 704661 / 704681

Fax/Ffacs:

Your Ref/Eich Cyf:

My Ref/Cyf: P/DC/JMM/ENF/2016/0087/PC

The Vale of Glamorgan Council
Dock Office, Barry Docks, Barry, CF63 4RT
Tel: (01446) 700111

Cyngor Bro Morgannwg
Swyddfa'r Doc, Dociau'r Barri, Y Barri CF63 4RT
Ffôn: (01446) 700111

www.valeofglamorgan.gov.uk

e-mail/e-bost: vlrobinson@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

The Occupiers,
The Former Civic Amenity Site,
Land at Hayes Road,
Sully,
Vale of Glamorgan.

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Delivered By Hand

Dear Sir/Madam,

Town and Country Planning Act, 1990 (as amended)
Use of land for Travellers/Gypsy Site
Location: Land at Hayes Road, Sully

As you will be aware the site off Hayes Rd, Sully which you currently occupy and is owned by the Vale of Glamorgan Council has been used by various parties for residential purposes since January 1st 2012. You will also be aware that the use of this site for such purposes does not have the benefit of Planning Permission and as such is not authorised by this Council.

Notwithstanding the above facts, the Council had intended allocating the site at Hayes Rd. for the purposes of establishing a formal Gypsy and Traveller site for up to 18 plots within the Local Development Plan (LDP) which is currently in the process of being examined by a Welsh Government appointed Inspector.

However at the LDP hearing session held on 22nd March, 2016, the inspector advised that in light of flooding constraints identified in the Development Advice Maps produced by Natural Resources Wales for the Welsh Government, the allocation of "Hayes Road, Sully" as a Gypsy and Traveller site should be deleted.

For information I have enclosed a relevant copy of the flood zone identified in the Development Advice Maps (referred to as zone C2) which you will note identifies the access, and a significant part of the surfaced area to the front part of the site you currently occupy as within zone C2. This is defined as an area within a flood plain, without significant flood defence infrastructure and Welsh Government guidance recommends that only less vulnerable development should be considered in such areas. Highly Vulnerable development such as housing and indeed the permanent siting of caravans for residential purposes is defined as highly vulnerable and should not be considered for such locations.

Given the fact that the site that you occupy and had been put forward for allocation as a Gypsy and Traveller site by the Council has been rejected by the Welsh Government appointed Inspector, the Council is now required to find alternative permanent provision. In coming to this position, the Council is also mindful of your apparent unwillingness to remain at this site if it were to have been established as formal authorised Gypsy and Traveller accommodation (as advised in recent contact with Ty Pawb who attended the site on behalf of the Council). It is therefore clear that a sustainable long term solution to your accommodation needs must be found.

The Council is mindful that finding alternative provision needs to be undertaken in partnership with yourselves, and is in the process of setting in place means by which we can work with current residents of the site to find a long term viable and sustainable solution to your accommodation needs. This can only be done by working with all the current occupiers of the site to find an accommodation solution which will meet your needs on a site which is suitable and not affected by flooding.

Given the clear need to find a permanent resolution to accommodation provision, the fact that the Council itself is the land owner in this instance and the current lack of any alternative site for the accommodation of travellers, it is clear that any formal action taken under the Planning Act with regard to the unauthorised use of the Hayes Road site is unlikely to be successful. Accordingly the Council has considered all planning matters that are relevant to the breach of planning control at the site and has determined that, for a period of 5 years from the date of this letter, no planning enforcement action will be pursued in respect of this breach of planning control. This will allow all parties to work to a more appropriate and suitable provision. However, the Council wishes to resolve this situation as soon as possible and would hope that alternative site can be found within the next 2 years.

Accordingly I would welcome the identification of a spokesperson or persons who would be willing to work with the Council in taking forward work to deliver a new site. Please contact Victoria Robinson by phone on 01446 704661, by email on vlrobinson@valeofglamorgan.gov.uk or in writing to the Councils Docks Offices.

The Council therefore awaits your response to this request to engage in finding a long term solution to your accommodation requirements.

Yours faithfully,

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Marcus Goldsworthy
Head of Regeneration and Planning

Given the fact that the site that you occupy and had been put forward for allocation as a Gypsy and Traveller site by the Council has been rejected by the Welsh Government appointed Inspector, the Council is now required to find alternative permanent provision. In coming to this position, the Council is also mindful of your apparent unwillingness to remain at this site if it were to have been established as formal authorised Gypsy and Traveller accommodation (as advised in recent contact with Ty Fawb who attended the site on behalf of the Council). It is therefore clear that a sustainable long term solution to your accommodation needs must be found.

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Yours faithfully,

Marcus Goldsworthy
Head of Regeneration and Planning

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VALE of GLAMORGAN
BRO MORGANNWG

Date Acknowledged 28/10/2016

For Office use only

Representor No. 5872

Date Received 27/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing v the Local Development Plan (LDP). Your name and comments as set out in your representat form will be published in due course. This helps to show that the consultation was carried properly. Please note that this form and any supporting information will be forwarded to Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Aris Changes have been proposed to the written statement and proposals map. These changes set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habit Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the propos changes. All of the MAC consultation documents can be viewed on the Council's webs www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps De Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 1 September 2016 and ends at midnight on Friday 28th October 2016. It is important to n that all comments made in previous LDP consultations have already been considered by Inspector as part of the Examination. Comments at this stage **must therefore only relate to MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Kevin Mahoney	
Address	[redacted]	
Postcode		

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2/5

Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	5872	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form available if you wish to comment on the MAC SA / HRA. You should include all of your comme on this form. If additional sheets as required please clearly number each additional sheet a securely attach them to this form.

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you thi that it fails.		
			Test 1	Test 2	Test 3
MAC 50 MG5	☐	☑	☑	☑	☑
GYPSY TRAVELLER SITE PROVISION	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
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4/S 5872

The Vale's LDP proposal for permanent Gypsy and traveller provision makes no sense. Their previous assessment of the number of pitches required for the Vale amounted to 18.

This years GTAA has arrived at the reduced figure of just two, this following Mr Richard Jenkins deletion of their previous proposal to create a site at Hayes rd Sully for 18 pitches.

The deletion was made due to the inclusion of the Hayes Rd site and the approach road being in a designated C2 flood zone.

The new proposal for a two pitch site at Llangan makes no sense due to the fact that previously submitted laid out plans show that the council owned site at Llangan which already houses one Gypsy/traveller family is fully capable of providing accommodation for 18 pitches to include all associated play and community areas according to government size requirements.

Meanwhile The Vale who still admit to having no open lines of communication with the travellers illegally sited at Hayes Rd after almost 5 years, have sent the occupants a letter telling them that they will not remove them under planning law means for a period of 5 years but will continue to look for an alternative site for them.

Just two weeks ago in October 2016 the Vale's Victoria Robinson announced to councillors during a presentation that the travellers have not responded nor acknowledged that letter and that the Vale have no open lines of communication with the occupants who refuse to talk to the Vale.

I would make several observations.

1) How can the Vales GTAA's be so out of kilter? From 18 pitches to 2

It will be recalled at the LDP hearing into this subject heard back in March 2016 that the Vales head of housing admitted to making up the pitch number required to make a Welsh Assembly deadline for submission.

It will also be recalled that the firm contracted to make the new GTAA admitted at the time that they had never made contact with the travellers at Hayes Rd and thus had to guess the number of caravans sited there in their previous assessment.

2) If the Vales new GTAA states that there is now only a need for 2 pitches in the Vale then why have they sent a letter to the occupiers of Hayes road telling them that they are actively looking for a new site for them?

Yet they are only proposing to site two pitches on the Llangan site which as previously described can comfortably hold 18 pitches.

It really doesn't make sense. on the one hand the Vale are saying that they only need to provide one site for two pitches on a very large site and yet are issuing letters saying they are looking for another site for 16 families that their current GTAA says that they have no need to find pitches for, and who are housed in an illegal site which has already been defined as unfit for the provision of permanent residence due to safety fears.

It is absolutely nonsensical, and I would suggest that given the Vales new assessment figures plus provision for any larger number of pitches that may be required now or in the future that the Llangan site should make provision for a much larger pitch number than the two proposed by the Vale, and that the Hayes Rd site should be vacated immediately in the interest of the occupants safety.

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Part 3: What Happens Next?

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I want to speak at a hearing session.	☑

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Sessio

ALL OF IT FOR CLARIFICATION

Signed:	[redacted]	**Dated:**	27/10/2016

If this form represents a petition please indicate how many people it represents.	

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BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

1/6 Representor № 5872
Date Recieved 27/10/2016
Date Acknowledged 28/10/2016

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Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevan*
Name	Kevin Mahoney	RECEIVED 27 OCT 2016 Regeneration and Planning
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	5872	

2/6

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			Test 1	Test 2	Test 3
MAC 42 MG2	☐	☑	☑	☑	☑
upper cosmeston	☐	☐	☐	☐	☐
farm	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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27 OCT 2015
Regeneration and Planning

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
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Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

The site is located to the south of Penarth, adjacent to Lavernock Road. Immediately to the north of the proposed site is the existing built up area. To the south east is open farmland which separates the village of Lavernock from the village of Sully which is located a short distance away along the B4267. The site is a greenfield site utilised in the main for grazing purposes but also includes a thriving Livery stables, which would be lost were the development to go ahead.

In addition to my submission below I feel that the already approved housing planning applications for 350 houses at nearby Cog Rd Sully plus the thousands of houses planned or already in construction in Barry, Wenvoe, Rhoose and Dinas Powys and the generated traffic from these developments will all to a large degree feed into the South Rd Sully, Lavernock Rd Cosmeston and the already traffic jammed junctions in Penarth at the Merrie Harriers and the Cogan Spur must be taken into consideration in deliberations for this sites inclusion in the LDP

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The proposed allocation for 576 units is considered to be excessive for this location. Taking into account LDP proposals for a new primary school and 500 space park and ride a development of this size would almost treble the size of the existing settlement in respect to both buildings, population and road use.

The loss of this extensive green field site is considered to be unacceptable.

It would result in a "ribboning" of development along Lavernock Road which will have no relationship to any existing built up development on the north-western side of the main road. Indeed, the Cosmeston Lakes & Medieval Tourist village close by would be impacted detrimentally by a new housing estate on this site.

The Cosmeston Country Parks and Lakes & the proposed residential allocation are considered to be within the open countryside. Development on the site would urbanise the locality and would be the start of incremental coalescence between Lavernock & Sully. Residential development on the site would be unacceptably extend the built up area eastwards which will have a substantial impact on the locality.

The scale of the proposed allocation is considered to be excessive in terms of its relationship to the existing community. A development of 576 dwellings alongside the village of Lavernock, will almost treble the size of the settlement, which have a major impact on the character of the existing settlement. The proposed allocation is disproportionate to the existing community and is therefore unacceptable.

Representations have been submitted with regards to this potential greenfield allocation and how this meets with the overall objective of the LDP to concentrate development, wherever possible on brownfield sites. This is a greenfield site which makes an important contribution to the openness of the area between Lavernock & Sully.

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Policy MGI8 of the LDP defines a series of areas to be designated as Green Wedges to prevent the coalescence between settlements.

Policy MGI8(6) relates specifically to the preventing of the coalescence between South Penarth and Sully.

The potential allocation at upper Cosmeston Farm for 576 residential units, is totally against this objective and contradicts the objectives of preventing coalescence between the settlements.
The sustainability credentials of the proposal are also questionable:

-
-
-
-

Employment opportunities in the immediate locality are minimal. This will increase traffic flows with journeys to work being heavily reliant on car travel. Public transport links are available along the B4267 but these are minimal. Journeys at peak times are slow & congested.

Local facilities are also sparse which means that any new residents on the proposed site will undoubtedly be car based. This will not result in a reduction in car based travel. In addition pressure will be placed on existing facilities such as Doctors, Dentists etc.
The introduction of a potential new school & community facility will also add to commuter journeys & traffic congestion.

The implications for highway movements in the locality and further afield must, therefore, be assessed in more detail given the massive increase in traffic flow that must be generated by a development of this size combined with those slightly further West which are already contributing a current overload of the local road network.

The proposals also would mean the closure and loss of livelihood of the Livery farm whose land would be lost under the details of this proposal depriving the area of both much need jobs and precious livery provision for scores of local horse owners.

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Signed:	[redacted]	**Dated:**	27/10/2016

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For Office use only
Representor No. 5916
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Sue Dentten	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	(mislaid)	

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			Test 1	Test 2	Test 3
MAC42	☐	☐X	☐ X	☐ X	☐ X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Re: Vale of Glamorgan Local Development Plan 2011-2016

Matters Arising Changes Consultation Representation Form

MAC42 Policy MG2(23) Land at Upper Cosmeston Farm, Lavernock

Dear Sir,

I am writing to submit my objections to the changes to the proposal for the above development.

The proposed change from 235 'residential units' to that of 576 is considered to be excessive in the extreme and is disproportionate to the existing community.

My objections are set out below.

1. **Infrastructure/Traffic**

   There are only two routes out of Penarth by car or bus – Lavernock Road and Windsor Road – both of these converge on the roundabout at Baron's Court. Both journeys in peak times are heavily congested and slow-moving. 576 'units' here would add in the region of another 1,000 car journeys to these routes, plus another possible1,000 coming from Sully and Dinas Powys (again converging on the Merrie Harrier), which would make these routes virtually grid-locked.

   [If the proposal for Park and Ride at Cosmeston Lakes goes ahead, this will not solve any problems. Even if additional buses were added to the timetable at peak times, they are still going to get stuck in the same additional traffic as there are no bus lanes].

2. **Local Facilities**

   Local facilities in the area are sparse (1 garage that doesn't sell petrol and 1 Spar shop) and there are no employment opportunities. Any new residents will undoubtedly use cars for their journeys and extra pressure will be placed on existing local facilities such as doctors, dentists, etc. The proposed erection of a new primary and nursery school on this site will also add to traffic congestion – the prime cause of the already horrendous traffic problems with children being dropped off and collected at the four current schools along Lavernock Road and Redlands Road.

3. **Flooding/Drainage Issues**

   Flooding continually occurs on Lavernock Road betwewen the bus stop for Cosmeston Lakes and the bottom of Cosmeston Drive following periods of heavy rain. The inability of the drainage to cope also results in blocked drains on both corners of Brockhill Rise and Lavernock Road (adjacent to the Spar Shop and on the opposite corner by the pathway). The foul smell of these drains is apparent even without rainfall but following heavy rain is intolerable. Additional drainage required for a housing estate of this size would increase this inability to cope and make it unmanageable and a serious health hazard.

4. **Urbanisation of a Greenfield Site**

   This proposed enormous housing estate would have a devastatingly detrimental effect on Cosmeston Lakes Country Park and the Medieval Village, as it would effectively urbanise what is considered to be open countryside – the openness of the area between Lavernock and Sully.

I would be grateful if the Council would give serious consideration to my objections.

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐X
I want to speak at a hearing session.	☐
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Signed:	[redacted]	**Dated:**	28th October 2016

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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. …….6085……

Date Received…….28/10/2016……

Date of Acknowledgement …28/10/2016…

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Councillor Ian Johnson	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC32	☐	◆	☐	◆	◆
MAC110	☐	◆	☐	◆	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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MAC32

The proposal for 9,460 required dwellings within the 2011-26 period is not consistent with data shown in the 2014 Welsh Government Household Projections (2011-figures), which is for a principal projection of 5,600 for the Vale of Glamorgan in this timeframe. The argument made for using the high immigration (ten year immigration) projection are not met by current demographic trends since 2011 (which according the 2015 mid-year population estimates, published in 2016, are below those of the principal projection) and are unlikely to be met in future following withdrawal from the European Union. The suggestion that there will be economic growth above and beyond that consistent with the high immigration projection appears unlikely in these circumstances. The plan should therefore reflect the principal projection with allowance for additional affordable housing provision.

The number of completed dwellings – 1,358 within the first five years of the plan represent only 14.3% of intended completions by 2026 and approximately 1800 completions behind target at this stage of the plan. Meeting the proposed target by 2026 would require 8102 completions in that time, an average of 810 per year. During the period 1998 to 2009 (quoted in MAC23) there was an average of 426 completions, almost half the required rate. The housebuilding rate from 2011 to 2016 averages 272, around a third of the 810 per year now required to achieve the target. In practical terms, the target of 9,600 dwellings in the 2011-26 period seems unlikely to be achieved.

This target is therefore neither in line with Welsh Government Household Projections nor practical expectations and is therefore unsound.

MAC110

Proposed changes to the retail boundary for Holton Road exclude existing shop frontages including a café, and hairdressers at Golau Caredig. This area should be considered within the Holton Road, Barry retail boundary.

Part 3: What Happens Next?

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	◆
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	27/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 6132
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Peter Davies, Roger Thomas and Dunraven Estate	Geraint John
Address		[redacted]
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	6132	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC30	✓	☐	☐	☐	☐
MAC58	☐	✓	☐	✓	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

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Please refer to Cover Letter.

Please use additional sheets if required.

Please state how many additional sheets have been used …….

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I want to speak at a hearing session.	✓
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28/10/2016

If this form represents a petition please indicate how many people it represents.	N/A

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Geraint John Planning

Geraint John

[redacted]

28th October 2016

The LDP Team,
Vale of Glamorgan Council

By Email: ldp@valeofglamorgan.gov.uk

Dear Sir /Madam

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011-2026
MATTERS ARISING CHANGES CONSULTATION REPRESENTATIONS

LAND TO THE REAR OF THE THREE GOLDEN CUPS, SOUTHERNDOWN, VALE OF GLAMORGAN

Introduction

We write, on behalf of Peter Davies, Roger Thomas and the Dunraven Estate (Representor ID: 6132), to provide representations to the Vale of Glamorgan Local Development Plan 2011-2026 (LDP) Matters Arising Changes (MAC) Consultation.

A completed MAC Consultation Representation Form is enclosed with this letter.

These representations should be read in conjunction with those previously submitted on behalf of the Representor, and specifically provide comment on:

- MAC30 – supporting the proposed change; and
- Map MAC58 – objecting to the proposed change.

Representations on MAC30

Summary of Change

As identified within Paragraph 5.21, settlement boundaries have been drawn around each of the towns and villages in the LDP settlement hierarchy and are clearly defined on the Proposals Map, whereas the Deposit LDP did not include settlement boundaries to Minor Rural Settlements, such as Southerndown.

Representor's Comments on Change

The Representor supports the insertion of settlement boundaries to Minor Rural Settlements Settlement boundaries – not least as this will provide a clear policy mechanism for managing growth by defining the urban limits of villages within which the principle of new development will generally be

permitted, and will also help to support and reinforce the delivery of the Plan's objectives and strategy.

Representations on Map MAC58

Summary of Change

Map MAC58 documents the inclusion of the Proposed Minor Rural Settlement Boundary to Southerndown. The Map extract is provided below for reference:

Map MAC58 Extract: New Minor Rural Settlement Boundary Edged Red

Representor's Comments on Change

It is considered that the Settlement Boundary would be more appropriately defined should it include the Land to the Rear of the Three Golden Cups, as shown on the enclosed Site Location Plan and amended Map MAC58 extract below:

Amended Map MAC58 Extract: New Minor Rural Settlement Boundary (Edged Red), Suggested Amended Boundary to include Land to the Rear of the Three Golden Cups Outer (Edged Blue)

In assessing the reasons for assessing the suitability of the land for inclusion within the settlement boundary, the following key issues are considered in detail:

- Overview of key considerations relating to the land; and
- Assessment of the land as part of the Candidate Sites Process.

<u>Overview of key considerations relating to the land</u>

The description / characteristics of the land is follows:

- It comprises of an area of land which is covered by grassland and is utilised for tented camping. A number of mature trees are interspersed on the borders of the land.
- The eastern boundary of the land is formed by a stone wall / agricultural land with the southern boundary formed by residential curtilage and the car park associated with The Three Golden Cups Public House.
- The north western boundary is formed by mature trees and a cricket pitch. Located to the north western corner of the cricket pitch is a pavilion building associated with the pitch.
- The western boundary is immediately formed by a stone wall with a relatively large grass verge which the B4524 runs parallel with.

Aerial Photograph: Approximate New Minor Rural Settlement Boundary (Edged Red), Approximate Suggested Amended Boundary to include Land to the Rear of the Three Golden Cups Outer (Edged Blue)

Planning permission (Ref: 2013/00552/FUL) was granted in October 2013 for a the change of use of land (for up to 35 pitches) from 15 March until 31st October in any calendar year, including ancillary facilities and associated works. As part of the consideration of this application it was confirmed within the Officer's report that the proposal was not considered to raise issues of residential amenity, and the proposal was acceptable in terms of visual amenity, highway safety / capacity and drainage. In light of this, the character of the land is separate and discreet from the surrounding open countryside.

In relation to ecological issues an extended Phase 1 habitat survey involving a walkover of the land has been undertaken. This has confirmed that whilst the residential development of the land would have impacts upon a range of species (bats, reptiles, and resting birds) it would be possible to adequately mitigate for these as part of any development – accordingly the character of the land is not identified as having an ecologically-sensitive character.

<u>Assessment of the land as part of the Candidate Sites process</u>

Owing to the suitability of the land, it was previously promoted for residential development as part of the Candidate Site Process (ref: 2498). In order to document the findings / results of this process the 'Findings of the Candidate Site Assessment Process – Background Paper' was produced as evidence to support the Authority's position on the inclusion or omission of sites for development.

The Paper notes that at Stage 1 all sites were initially considered as to whether the site was consistent with the spatial strategy of the plan, specifically in relation to settlement hierarchy. Sites which met these requirements were then progressed to Stage 2. The site was dismissed at Stage 2 of the process for issues relating to intrusion into the open countryside only.

In order to consider this point more comprehensively, so that a balanced assessment concerning the impact of any residential allocation on the countryside can be arrived at, a strategic landscape visual assessment was undertaken.

This confirms that visibility of the site within the wider open landscape is fairly limited to approximately 500m and the proposed development site is well contained within an existing

settlement framework. Whilst visibility increases to the north and north- east, the availability of publicly accessible views are only afforded along small sections of the approach road from St Brides Major and principally only when entering the main village core. Here the site would be seen against an existing distribution of built form within the village

It also highlights that Strategic landscape design, informed by this landscape and visual appraisal of the site, could mitigate any visual impacts that may result from the proposed development including tree and shrub buffer zones to screen and filter views.

In summary, the assessment concludes that the impacts of the residential development are likely to be nominal, with only minor visual effects on a handful of properties within the village core and the wider landscape. It adds that sensitive residential development design could contribute toward the character of the village and strengthen its nucleated nature, consist with the historic development pattern of the area. The site is typically viewed in context with the settlement and visibility is typically from adjacent properties, which can be part mitigated with appropriately designed buffer landscape. It is stated that with these measures in place, it is considered that the site can support appropriate residential development without any significant impacts on landscape character or visual amenity. It is accordingly considered that the land is well-related to the surrounding built form and roadway (with which it is surrounded on three of its four sides), and the land is therefore considered suitable for inclusion within the settlement boundary of Southerndown.

It is considered that the land is well-placed (in comparison to many areas within the settlement boundary) in terms of its credentials for inclusion within the settlement boundary, as detailed below:

- The land is located within close proximity to the existing settlement of Southerndown (i.e. designated settlements within the UDP). The land is located within easy and convenient walking distance of existing services.
- The land is also located within walking distance of a bus stop, and is therefore easily accessible by means of transport other than the car.
- The land is closely related to the existing settlement of Southerndown. In light of the land's location on the boundary of the settlement limit, and its enclosure 'defensible boundaries', it is considered a logical inclusion within the settlement boundary of Southerndown.
- The land does not encompass brownfield / previously developed land. However, it is not of high agricultural quality, and has limited existing features.
- Access into the site from the B4524 was considered as part of the recent planning application for tented camping which establishes that the land can be accessed from the current highway network and is capable of accommodating the proposed traffic movements.

Conclusion

Given the detailed nature of these representations our client would be happy to discuss any aspect of the submission made and credentials of the land when your Authority (and the appointed Inspector in turn) comes to evaluate matters. Appearance at the Public Examination in due course is also considered necessary and beneficial.

We respectfully urge, for the reasons given herein, that the settlement boundary of Southerndown, as illustrated in Map MAC58, is amended to include the Land to the Rear of the Three Golden Cups to ensure the Plan's soundness.

We look forward to hearing from you in due course. In the meantime we hope and trust that all is in order with this submission. Please do not hesitate to contact us in the event that further information is required or considered beneficial.

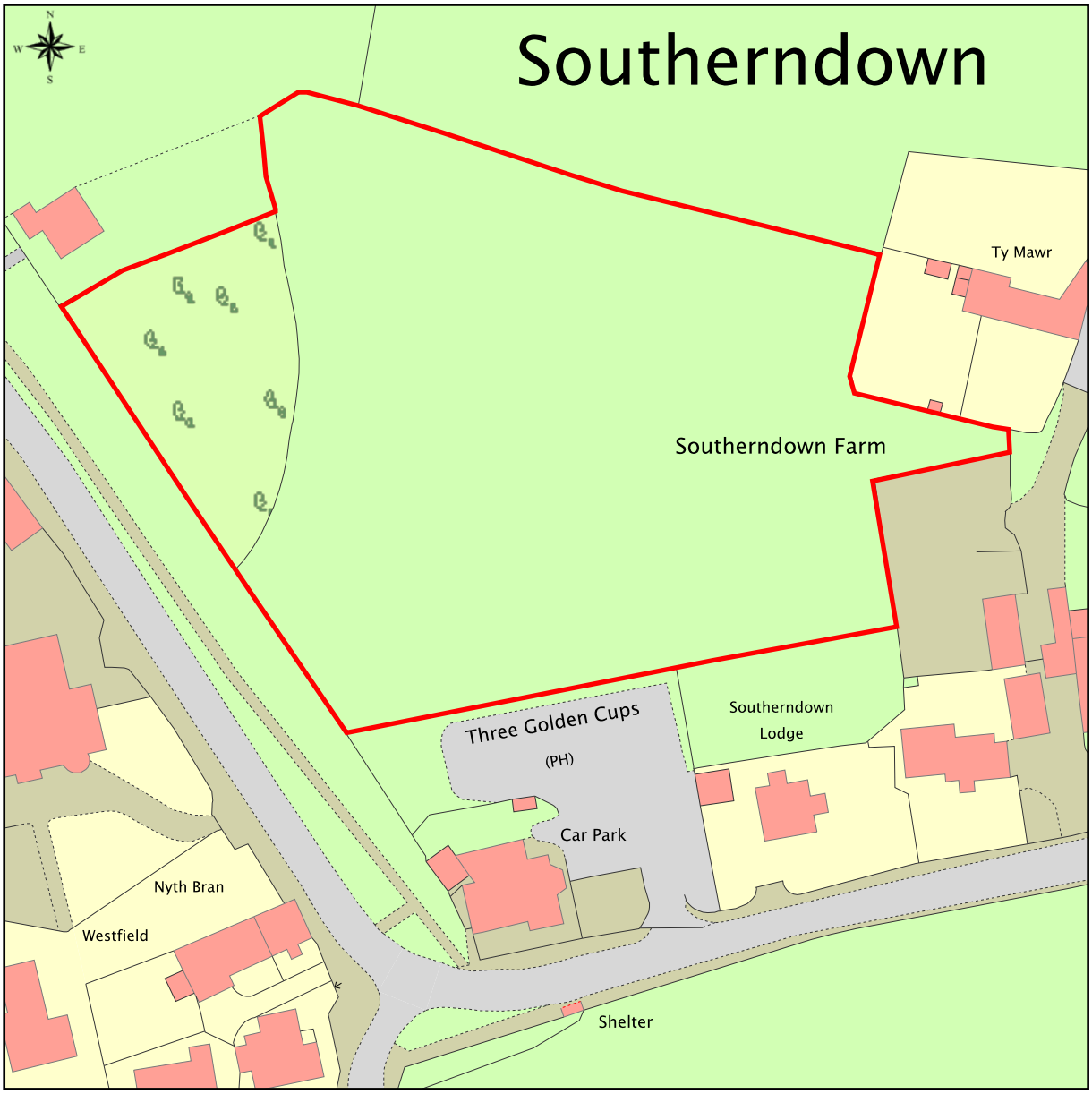
Yours faithfully,

[redacted]

Geraint John
Director
Geraint John Planning Ltd.

Enc: Completed Matters Arising Changes Consultation Representation Form, Site Location Plan

Site Location Plan



10m 20m 30m 40m 50m 60m 70m 80m 90m

This Plan includes the following Licensed Data: OS MasterMap Colour PDF Site Plan by the Ordnance Survey National Geographic Database and incorporating surveyed revision available at the date of production. Reproduction in whole or in part is prohibited without the prior permission of Ordnance Survey. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary. © Crown copyright and database rights 2013. Ordnance Survey 0100031673

Scale: 1:1250, paper size: A4

plans ahead by emapsite™

Prepared by: Scott Jenkins, 12-12-2013

ID : 6295

Date received : 05/10/2016
Date Acknowledged : 05/10/2016

MAP MAC112
LAND EAST OF LLANGAN VILLAGE
LDP POLICY REF M65

GYPSY AND TRAVELLER SITE

MRS NANCY DAVIDGE
[redacted]

RECEIVED
4 OCT 2016
Regeneration and Planning

OCT 3rd 2016

Dear Sir,

I must object in the strongest possible term to the proposed extension to the travellers site which is situated in the area known locally as Elastic Lane.

This site was constructed as a travellers site for one family over twenty years ago, costing at that time sixty thousand Pounds one cannot imagine what the cost would be today.

At the moment and for the the past two years five or six mobile homes have been ensconced on the site, there is very little room for more homes, one can only assume Mr Carol is gaining financially, there is certainly no more space for further developement!!

A few months ago a number of travellers ensconced themselves on the bowbridge common, when they were forced to move as they were there illegaly it cost the council many thousands of pounds too clear the mess which they left behind.

I fear for the remaining years of my life if the travellers site is extended. I was a ten year old girl when my family came to Tynewydd Llangan I am now in my 9th year and fear of what may happen if planning goes ahead for more travellers being in such close proximaly to my home Tynewydd. Please give this your most ernest consideration if the present site is extended the peace and tranquility will be gone forever.

Sincerely

[redacted]

D.E.E.R
RECEIVED
ACTION BY: LB
NO: 3
ACK:

VALE of GLAMORGAN

BRO MORGANNWG

For Office use only

Representor No. 6304

Date Received 13/10/2016

Date of Acknowledgement 17/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	TEBBET M.	
Address	[redacted]	
Postcode		
Telephone No.	/	
Email Address	/	
I.D.No.* *(if relevant)*	/	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

RECEIVED
13 OCT 2016
Regeneration and Planning

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 42	☐	☑	☐	☑	☑
MAP MAC 03	☐	☑	☐	☑	☑
MAP MAC 05	☐	☑	☐	☑	☑
MAP MAC 39	☐	☑	☐	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
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1. Flooding - Upper Cosmeston fields and Lavernock Road are flooded after heavy rain every year. That is a well known fact.

2. Lavernock Road / Sully road both are not wide enough to support extra traffic

3. Traffic congestion is at present evident in these areas, any new development will cause gridlock going and coming from Penarth and Cardiff.

4. The use of Park & Ride at Cosmeston park is unbelievable. This is a well known Beauty Spot and should be preserved as such, and is also a haven for wildlife.

5. Heavy Machinery used for the so called "project" will cause damage to roads that are already in need of maintenance.

6. Additional strain on local services, especially on doctors, dentists and secondary schools.

Has the inspector visited the area, surely he could see for himself?

RECEIVED
13 OCT 2016
Regeneration and Planning

Please use additional sheets if required.

Please state how many additional sheets have been used .....

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I want to speak at a hearing session.	☐
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Signed:		**Dated:**	

If this form represents a petition please indicate how many people it represents.	

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. ....6340.....

Date Received…19/09/2016.....

Date of Acknowledgement ..20/09/2016

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	**Stephen McGranaghan**	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(see over)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

2a. Which document do your comments relate to? MAC Schedule	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☐
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☐

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	MAC42 Item XXA
Page No. (Please specify)	51

2c. Please clearly set out your comments below.

I cannot find any other detail within the MAC schedule with reference to this item other than a map of the site at page 345. My property borders this school site and I would like to know the full detail of the housing being proposed with a breakdown of the social housing planned. I would also like to know the build time scale of the 72 houses proposed for this site and if the site has been sold to a housing developer.

Please use additional sheet if necessary.

Please state how many additional sheets have been used……

Signed:	[redacted]	**Dated:**	**19th September 2016**

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:
BY EMAIL – To ldp@valeofglamorgan.gov.uk or **BY POST** – To the LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RECEIVED BY MIDNIGHT ON FRIDAY 28th OCTOBER 2016. ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge all duly made representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 704665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Cyfoeth Naturiol Cymru
Natural Resources Wales

[redacted]
Eich cyf/Your ref: -

[redacted]

Ebost/Email:
[redacted]
Ffôn/Phone: [redacted]

FAO: LDP Team
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

27 October 2016

Dear Sir / Madam

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011-2026 -
Matters Arising Changes and Draft Affordable Housing and Planning Obligations Supplementary Planning Guidance Consultation

Thank you for referring the above Local Development Plan consultations to us on 15 September 2016.

We note further changes have been made to the Plan as a result of various action points from the Hearing Sessions. This has triggered a Sustainability Appraisal and a Habitats Regulations Assessment. As you're aware we've been involved in several action points, primarily on flood risk, nature conservation and biodiversity.

Matters Arising Changes Schedule

We consider the proposed Matters Arising Changes make the Plan sound having considered the three tests of soundness.

Having reviewed the Schedule we consider the changes made to the Plan reflect the Position Statements prepared by the Local Authority and Natural Resources Wales on flood risk and nature conservation.

The Plan includes consistent and robust text in Appendix 5 (housing allocations) and Appendix 6 (local employment allocations) which will help ensure the flood risk and nature conservation position is fully understood by developers and decision makers.

We note the new wording for MG19 (Sites and Species of European Importance) and additional Policies MG19A (Nationally Protected Sites and Species) and MG19B (Sites of Importance for Nature Conservation, Regionally Important Geological and Geomorphological Sites and Priority Habitats and

[redacted]

Species). We consider this new policy wording is sound and meets the three tests of soundness.

In summary we support the changes made as part of the Matters Arising Changes.

Matters Arising Changes – Sustainability Appraisal

We have reviewed the Sustainability Appraisal Report – Matters Arising Changes 2016 Addendum. We note the screening exercise undertaken to establish whether any different outcomes (positive and negative) are likely as a result of the Changes.

We consider the potential impact for change has been adequately considered in table 1 of the addendum and the screening has identified all changes that we consider would require a Sustainability Appraisal.

We have no further comments to make.

Matters Arising Changes – Habitats Regulations Assessment

We have reviewed the Habitat Regulations Assessment (HRA) Appropriate Assessment Addendum Report (July 2016), in accordance with the requirements set by the Conservation of Habitats and Species Regulations 2010.

We note the screening matrix in Appendix I and consider the Changes do not significantly affect the findings of the Plan's HRA.

We note the Addendum Report has assessed the potential for likely significant effect from the amended allocated sites. We agree that given the distances from European Sites, development is unlikely to have a direct impact. We are unclear, however, of the rationale for deleting the text 'provide a buffer zone at the coastal fringe' within Appendix 6 for site MG9 (7). This text was informed by the Appropriate Assessment carried out in 2013. However, we consider the current wording, as well as Policy MG19, is sufficient to ensure the Plan is sound and any future development accords to the Habitat Regulations.

Finally, we agree that the policies relating to nature conservation have been enhanced as a result of the changes and provides robust wording to ensure that new development does not affect the integrity of European sites, either alone or in-combination with other projects or plans.

Draft Affordable Housing and Planning Obligations Supplementary Planning Guidance

We have no comments to make regarding the above supplementary planning guidance.

[redacted]

I trust our Representation is clear, if you have any queries please get in touch on the details provided.

Yours sincerely

James Davies
Senior Development Planning Advisor / Uwch Ymgynghorydd Cynllunio Datblygu

[redacted]

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. …….6483……

Date Received…….28/10/2016……

Date of Acknowledgement …28/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Rebecca Clements	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.		
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC50	☐	X	☐	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

The proposed site is in the open countryside in a location which is unsustainable for further development. It already suffers from significant surface flooding, which will only be made worse by the proposed plan. The local primary and secondary schools are already full with no capacity to accommodate more students and the site has no public services meaning that families would have to travel for education. There are more suitable sites located close to schools which do have capacity to accommodate more students.

Guidance on the designation of Gypsy sites states that mixing different travelling families should be avoided due to the tension which arises as a result and the proposed plan would contravene this and also the council's own legal undertaking to return the site to agricultural use. A Judicial Review into the site concluded that developing the site would be unsustainable development in the open countryside. TAN 2 of Welsh Planning Policy does not allow developmentson the fringes of rural areas of this nature- the proposed site does not pass the 'rural exception policy'.

It is not acceptable that government guidance, elected officials and the judiciary should be ignored in this manner. If we are to have confidence in the integrity of the 'system' then it can not ignore it's own rulebook when it does not fit the purpose.

The family currently located in Wenvoe reside on their own land with planning permission and so it makes no sense to move them.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**x**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	October 28th, 2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

ID No. 6590
Received: 25/10/2016
Acknowledged: 27/10/2016

From: Julian Verity
To: LDP
Subject: OBJECTION - LAND IS TO BE ALLOCATED AT LLANGAN FOR THE PROVISION OF A 2 PITCH GYPSY AND TRAVELLER SITE
Date: 25 October 2016 10:36:39

As a local resident to this proposed site / development I wish to object strongly to VOG plans to develop this site on the following grounds:

1) It is clearly open rural countryside and there is no basis what so ever to developing this site for residential purposes. It falls outside the remit of TAN 2 of Welsh Planning Policy which only allows for development on fringes of rural areas and then only under exceptional circumstances. The expansion of the existing travellers residential site which itself is illegal and even if it were legal, it would not comply with this rural exception policy.

2) The proposed location is totally unsuitable for residential development as it is in an area which is liable to significant surface flooding.

3) The site has already on previous occasion been subject to Judicial Review where bye the judge concluded that the site selection amounted to unsuitable development in the open countryside.

4) The council recently published its report on capacity in its local schools. Llangan Primary and Cowbridge comprehensive are full and have no future capacity; therefore any future expansion would require families to travel to both primary and secondary education. The choice of this site therefore is complete stupidity as there are more appropriate sites located close to schools with capacity. In any case the site has no public services / public transport and therefore future residents will be required to drive everywhere. The narrow country lanes are them selves dangerous for vehicles and pedestrians alike and any increase in such traffic represents an unacceptable increased risk. Access is simply not adequate for the development being proposed.

5) I understand that the VOG has already provided a legal undertaking to return the site to Agricultural use. An undertaking that VOG are honour bound to keep.

May I please have acknowledgement to this receipt of the above objection.

Julian Verity
[redacted]

ID No. 6617
Date Received: 24/10/2016
Date Acknowledged: 25/10/2016

From: BRIAN DUDLEY
To: LDP
Subject: LDP objection points: Llangan Gypsy & Traveller Allocation
Date: 24 October 2016 16:48:20

Sirs

I wish to register my objections to the proposed development on the following grounds:

1) The site is in open countryside, with restricted access, and no public services , buses or shops nearby. Fferm Goch settlement can be accessed via a narrow lane which is subject to surface water flooding regularly in winter, and would be hazardous to walk or cycle in the dark.
To walk to Llangan is less dangerous, but is unlit, and in part , not subject to vehicle speed restriction: therefore, quite hazardous to juveniles. No pavement on either route.

2) Local primary school is full; pupils/ parents would have to travel further afield to access same. Same applies to secondary schools.

3) The site was subject historically to a Judicial review, in which the Judge concluded that the current occupation of the site was an unsuitable development in open countryside.
Therefore, the Council has a duty to return the site to agricultural use. Certainly not to increase the number of pitches on the site.

Yours etc

Mr B. & Mrs L. Dudley

[redacted]

ID No. 6841
Date Received: 28/09/2016
Date Acknowledged: 28/09/2016

Good Morning

I am writing to explain my disappointment at the current plan for Rhoose

You are building more houses than is required according to you plan

In addition the number of houses has turned what once was a lovely close knit village into a small town. With no extra facilities, schools or recreation.

This is not the area I bought into and is a wealth of petty trouble waiting to happen

Disappointed

Kind Regards

Disgruntled resident

Sent from my iPhone

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	6899
Date Received	
Date of Acknowledgement	

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	**Paul Browning**	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.		
Email Address	[redacted]	
I.D.No.* *(see over)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

2a. Which document do your comments relate to?	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☐
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☐

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	
Page No. (Please specify)	

2c. Please clearly set out your comments below.

Eagleswell School Site

Seventy two houses is not an appropriate use of this site. We need a green space rather than having Eagleswell concreted over. Llantwit is already taking enough new houses under the LDP. It is pretty disgusting that the Labour council is proposing to concrete over an area with a lot of social housing. We are just as entitled to our green space as other more prosperous parts of Llantwit.

It's hard to see any coherent strategy in the council's house building program - it just seems to be: hand over as much public land as possible to property developers/speculators and let them get on with it. There are alternatives like putting the houses needed at Llandow Newydd, but that would require infrastructure and co-ordination, so the council takes the easy way out, as usual. I have always wondered how the MP for Ogmore has time to to be a Barry councillor as well. Obviously he has vital work still to do in the Vale – finishing the job he started on Llantwit Major.

Please use additional sheet if necessary.

Please state how many additional sheets have been used……

Signed:	[redacted]	**Dated:**	**28-10-2016**

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 6900
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Cai Vaterlaws	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 50	☐	☒	☒	☒	☒
MAC 112	☐	☒	☒	☒	☒
MAC 217	☐	☒	☒	☒	☒
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

The site proposed is entirely inappropriate for both travellers and residents. Roads are too narrow and too congested to support any further volume of traffic without putting lives at risk. Local facilities are extremely limited. It is obvious that Travellers would be far better served in a more populous and accessible part of the Vale, with better access to shops, medical care and other civic amenities.

Please use additional sheets if required.

Please state how many additional sheets have been used ……

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☒
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28.10.16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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Midnight on Friday 28th October 2016

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From: [redacted]
To: LDP
Subject: LDP MAC comments
Date: 27 October 2016 23:18:52

I would like to submit representation relating to the MAC proposals outlined in the MAC document published on your website, specifically relating to MAC 42 - "Amendment to policy MG2 - Housing Allocations".

The upscaling of potential development at Upper Cosmeston Farm by more than 100% (from 235 dwellings to 576) is a ludicrous and completely unsustainable proposal. The increase in the size of this site is facilitated by significant encroachment into a designated green wedge area, and is in direct conflict with a previous designation of the site for mineral deposit protection.

Fulfilment of such a large scale development would also have a detrimental impact on Cosmeston Country Park, and associated facilities such as the Medieval Village, which are already under pressure from unrealistic proposals for commercial development of the park, and a park and ride facility which would be based at the park.

All of these proposals, in particular the upscaling of the development site at Upper Cosmeston Farm, seem to have given absolutely no consideration to the disastrous impact that they would be on the flow of traffic through Sully, Lavernock and Penarth. Roads in this area are already gridlocked at peak times. Any further traffic on roads which are already operating beyond capacity for much of the time would raise significant issues around the health, safety and wellbeing of residents of these areas, as well as environmental concerns.

I would urge you to reconsider the proposal to increase the size of potential development at Upper Cosmeston Farm. Recognise such a dramatic increase in scale as unsustainable, and fulfill the increased requirement for dwellings by making small scale increases to multiple sites, rather that placing the full load on an area which is not capable of sustaining such dramatic growth.

Could you please acknowledge receipt of my email. Many thanks.

Kind regards

Liam Perrott

[redacted]

[redacted]

From: Peter Harries
To: LDP
Subject: Travellers / Gypsy Site Llangan.
Date: 28 October 2016 09:54:44

Dear Sirs,

I wish to register my objection to the proposed amendment to the LDP to allow an extension of the existing travellers' site at Llangan. I appreciate that there is a formal method of submission of written representations via your website. However, it is considered to be far too complicated for the lay-person to comprehend, hence this method via e-mail to submit my thoughts.

My objection is based primarily on 2 topics. Firstly, anyone with the knowledge of the history of this site will be aware that the High Court declared the existing development as being UNLAWFUL when the site was established in the mid 1990s. At this time, the Vale of Glamorgan Council objected to this development when the former South Glamorgan County Council granted itself planning permission for the site despite considerable objection. This unlawful permission and development has never been revoked and the land returned to its former use of farm land and open country side, despite High Court instructions to do so. Surely the proposed extension of an unlawful use cannot be legally correct.

My second point of objection is the simple lack of suitability of the access road and the site surroundings in general to such an expansion. The site is accessed via an extremely narrow un-classified country lane with no street lighting, pedestrian footpaths, etc. I am confident that your own highways department would strongly object to such a proposal if it was submitted by a person/s outside the local authority!! The recently extended primary school is still considered to be inadequate in size to cope with the influx of children from other new developments within the locality. The proposed extension of the travellers site would obviously have an adverse impact on these limited amenities.

I have also to consider an obvious conflict with your own and national policies against development in open countryside. Changing the policy to allow such a development will create a precedent for the opportunity of other developments. Please bear in mind that Llangan also has Conservation area where development within and adjacent to the area is finely scrutinised - this sort of development is surely not in accordance with your own policies and should be dismissed as being wholly unsuitable for the site and surroundings.

Yours faithfully,

Peter Harries [redacted]

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7090
Date Received	26/10/2016
Date of Acknowledgement	26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	ADRIAN BOUSIE	
Address	[redacted]	RECEIVED 26 OCT 2016 Regeneration and Planning
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
LAVERNOCK DEVELOPMENT	☐	☑	☐	☑	☐
COSMESTON PARK + RIDE	☐	☑	☐	☑	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
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2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

LAVERNOCK ~~[illegible]~~ HOUSING DEVELOPMENT. (UPPER COSMESTON FARM)

1. DOCTORS ALREADY OVERSTRETCHED IN AREA. 3 WEEK WAITING FOR APPOINT.
2. SCHOOLS ALREADY OVERSUBSCRIBED. CLASSES OF SOME SCHOOLS > 30 PUPILS.
3. ROADS NOT CAPABLE OF HANDLING EXTRA TRAFFIC AT PEAK TIMES.
4. LAVERNOCK ROAD FLOODS WHEN HEAVY RAIN FALLS.
5. CHEMICAL DEPOSITS FOUND ON SOME LAND EARMARKED TO BUILD ON
6. WILDLIFE i.e. CRESTED NEWTS, PIPASTRIL BATS, HEDGEHOGS etc. WILL BE AFFECTED.
7. CLIFF EROSSION NEAR TO THE TOP END OF THE DEVELOPMENT. WILL AFFECT STABILITY OF HOUSING. BUILT CLOSE TO TOP END OF DEVELOPMENT.
8. DENTISTS NOT SUFFICIENT IN AREA.
9. TRAFFIC BOTTLE NECKS ALREADY AT COWAN, MERRY HARRIER AND DINAS POWYS. MORE TRAFFIC WILL ADD TO CONGESTION. EVEN IF DINAS POWYS BYPASS IS GIVEN THE GO AHEAD.

COSMESTON LAKES. CAR PARK AND RIDE.

THIS WILL AFFECT DOG WALKERS, WILDLIFE, AND THE HISTORICAL MEDIEVAL VILLAGE.
THIS WILL NOT ALLEVIATE THE TRAFFIC PROBLEMS THAT ARE OBVIOUSLY ENVISAGED WITH THE BUILDING OF THE NEW DEVELOPMENT.
COMMUTERS DO NOT USE THESE FACILITIES TO A GREAT DEGREE FROM PAST EXPERIENCES IN THE OUTER LYING CARDIFF. EXISTING PARK + RIDE FACILITIES.
BUSES WILL JUST ADD TO THE CONGESTION. AND WILL NOT SPEED UP TRAVEL TIMES DUE TO EXISTING BOTTLE NECKS.

PARKING CARS IN AND AROUND COSMESTON WILL GREATLY AFFECT THE LOCAL COMMUNITY AS COMMUTERS WILL USE THE SURROUNDING ROADS RATHER THAN PAY THE PARKING FEES.

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26 OCT 2016
Regeneration and Planning

Please use additional sheets if required.

Please state how many additional sheets have been used .....

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

Signed:	[redacted]	**Dated:**	25/10/2016.

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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VALE of GLAMORGAN
BRO MORGANNWG

D.E.E.R
RECEIVED
ACTION BY:
NO:

For Office use only

Representor No. 7091

Date Received 26/10/2016

Date of Acknowledgement 26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name MRS CAROLINE BOUSIE	MRS CAROLINE BOUSIE	
Address [redacted]		RECEIVED 26 OCT 2016 Regeneration and Planning
Postcode [redacted]		
Telephone No. [redacted]		
Email Address [redacted]		
I.D.No.* *(if relevant)*		

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	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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UPPER COSMESTON FARM.

LAVERNOCK HOUSING DEVELOPMENT AGAINST

1. Roads Not built for any more Traffic. Will Nearly Double. major bottle necks already in rush hour at Merry Harrer & Cogan Traffic lights
2. Not enough Doctor's waiting times already 2-3 weeks, 3. Dentist short
4. Schools over Crowded Already
5. flooding of Lavernock Rd.
6. Distruction of wild Life habitat Bats, Newts, Hedgehogs. Plus a wide variety of Birds
7. We were also told that Cemicals were in the upper Part of the Site.

COSMESTON LAKE PARK & RIDE AGAINST

This is a place for family's, Dog walkers and historical medieval Village, To charge People to park will stop alot of People being able to visit it. More buses will have to run causing even more traffic.

Also People will be parking in Cosmeston Drive to avoid ~~paying, also~~.

RECEIVED
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Regeneration and Planning

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Signed:	[redacted]	**Dated:**	25/10/2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. …….7310……

Date Received…….28/10/2016……

Date of Acknowledgement …28/10/2016…

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	**Neil Smurthwaite**	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC 85 and document HS12,AP3,HS1, AP8'	Yes	☐	☐	☐	☐
Apart from MAC 85 7.24	☐	Yes	☐	✔	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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The shift to establishing settlement boundaries for all sites, rather than just the larger conurbations, is a major change of approach, but one I agree with.

I live in Southerndown, and am specifically supporting the proposed settlement boundary for my village.

However, I do not agree that 5 dwellings outside the proposed settlement boundary area is an acceptable 'rounding off (MAC 85, 7.24). 5 new dwellings in a village our size is a major development, not a rounding off. The specific number of 5 dwellings should be removed and replaced with 'no 'rounding off should be considered in smaller settlements'.

I also have another more general concern. The document identifying the proposed boundaries was very hard to find. It does not appear automatically when one searches for it under 'settlement boundaries'. Rather, it is tucked away in one of the four references that appear under that search, and even then as one of a number of other documents, with no obvious relevant title ('HS12, AP3, HS1,AP8', doesn't helpfully describe this important proposal).

Having found the relevant document, I printed it off and showed it to some fellow villagers. They had not found it. However, having looked at the proposed boundary, they are, like myself, in agreement with it, and like myself, consider 'rounding off' of 5 additional dwellings utterly excessive and inapropriate.

I would therefore like it noted that I, and many other villagers in Southerndown, support the proposed boundary settlement for our village, as laid out in the document 'HS12,AP3,HS1, AP8'. But do not support MAC 85 – 7.24

I would also like it noted that if any consideration following this consultation is being given to changing this proposed settlement boundary, then the <u>alternative</u> proposal should be further consulted on. After all, it would be a <u>new</u> proposal, one that people in the village, including myself, would not have had a chance to comment on.

My point being that this process is consulting on one particular proposed settlement boundary. If this is changed, then that is a new proposal, and should be consulted on in its own right.

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I want to speak at a hearing session.	✔
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	
The section about the proposed settlement boundaries, And the proposal of 5 dwellings being an acceptable	

Signed:	[redacted]	**Dated:**	28/10/16

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VALE of GLAMORGAN

BRO MORGANNWG

For Office use only
Representor No. 7365 / 7340 / 150
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

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Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Richard Price/ Peter Thomas	Zoe Aubrey
Address	C/O Agent	[redacted]
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on**

previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 33	☐	X	☐	X	X
MAC 49	☐	X	☐	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Please see the attached Representation and in summary, the affordable housing requirements set out in MAC 33 should be returned to the Deposit Plan requirements as set out below:

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

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

35% AFFORDABLE HOUSING ON RESIDENTIAL DEVELOPMENTS RESULTING IN A NET GAIN OF 1 DWELLING OR MORE; OR THE CONVERSION OF EXISTING BUILDINGS RESULTING IN A NET GAIN OF 2 OR MORE DWELLINGS IN:

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

Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	X

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
In order to address any questions or comments raised by the Inspector and others at the Hearing Session.

Signed:	[redacted]	**Dated:**	28/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Vale of Glamorgan Local Development Plan

Matters Arising Changes Consultation

Representation on Behalf Of

Barratt David Wilson Homes and Acorn Property Group and Village Homes

October 2016

bartonwillmore.co.uk

BARTON WILLMORE
PLANNING / DESIGN / DELIVERY

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN MATTERS ARISING CHANGES CONSULTATION

REPRESENTATION ON BEHALF BARRATT DAVID WILSON HOMES AND ACORN PROPERTY GROUP AND VILLAGE HOMES

OCTOBER 2016

Project Ref:	24125/A5/Reports	24125/A5/Reports
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Date:	19th October 2016	28th October 2016
Prepared by:	Zoe Aubrey	Zoe Aubrey
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[redacted]

Ref: 24125/A5/ZA/gp
Date: October 2016

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APPENDICES

Appendix 1 Housing Allocations, including Affordable Housing Information

Introduction

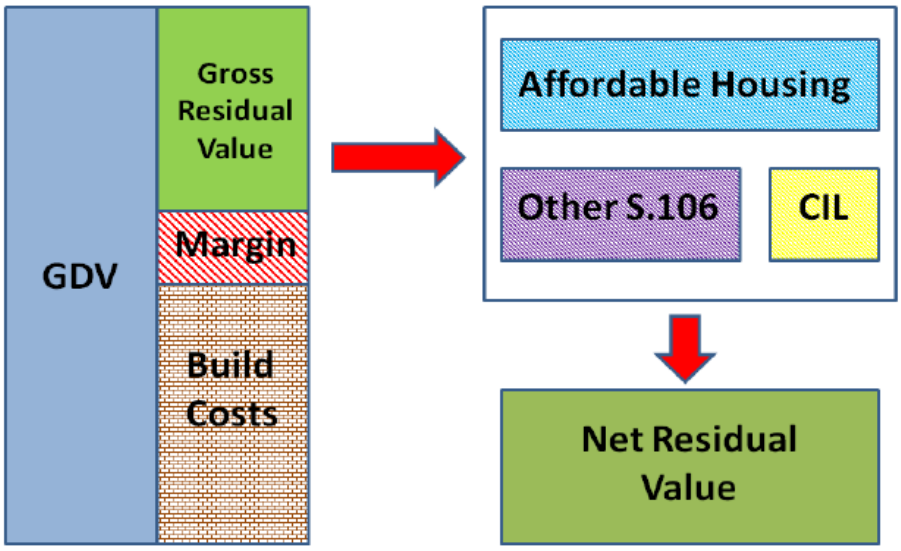
1.1 This Representation on behalf of Barratt David Wilson Homes and Acorn Property Group and Village Homes reviews the updated evidence produced by the Vale of Glamorgan Council to justify the viability evidence underpinning the VoGC affordable housing policies (SP4 Affordable Housing Provision and Policy MG4 – Affordable Housing). It continues to be the position of David Wilson Homes/ Acorn Property Group and Village Homes that the increase in the level of affordable housing provision introduced via Focused Changes FC4 and FC16 is not justified or based on a robust evidence and therefore the policies fail Tests of Soundness 2 and 3 with the affordable housing policies not being based on a robust evidence base or being deliverable within the plan period.

1.2 It should be noted that we do not agree with the methodology used by Andrew Golland Associates (AGA) and have fundamental concerns about the approach. However, it is recognised that the LDP process is too far advanced for a more appropriate method to be used and therefore this Representation focuses on identifying the continuing weaknesses in the updated evidence base set out by the Vale of Glamorgan Council in Action Point Papers 1 to 12 of Hearing Session 6 'Affordable Housing'.

Appraisal Methodology

1.3 The additional evidence set out in the Action Point Papers continues to promote a Residual Land Value appraisal methodology, which is illustrated in Figure 1 below:

Figure 1: AGA Residual Appraisal Methodology



1.4 The 'residual' amount is calculated by subtracting development costs (including build costs, fees, S106/CIL, interest on finance and developers' profit) from the overall value of the scheme (GDV - i.e. the total sale value of all dwellings developed, or transfer value in the case of affordable units). A Benchmark Land Value, reflecting a 'fair' price paid to the landowner (including Existing Use Value plus an uplift to reflect landowner expectations) is then subtracted from the residual amount. Where the residual amount is positive (by a sufficient margin), the scheme can be considered viable.

1.5 Ultimately, the resultant viability is an output of the assumptions and inputs into the appraisal. Concerns are still held in relation to a number of matters which results in the benchmark land value being too low to trigger market transactions.

Gross Development Value (Action Point 4)

1.6 The revised reduced house price data is considered acceptable.

Abnormals and Contingency (Action Point 5)

1.7 Paragraph 9 of Action Point 5 states that:

"The Viability Appraisal report uses base build costs (BCIS) with a 15% allowance for external works which is in line with other viability appraisals and has been generally accepted".

1.8 External works are not the same as site abnormals. External works are off plot works such as internal access roads and hard and soft landscaping. An allowance should also be made for abnormals, which can include (but not limited to):

- Ground contamination/consolidation/demolition;
- If there is a need for the ground to be remediated/consolidated, this will necessitate a raft foundation, which is a significant additional cost, and very common on development sites in Wales;
- If ground has been remediated, then a capping layer of inert safe material will need to be applied, which has to be imported in;
- If gas pipes are present at the site, then gas membranes will be required at significant cost;
- Drainage and onsite attenuation; and

- Land profiling, particularly on hilly areas will attract extra costs for cut and fill to ensure the foundations can be accommodated. Again raft foundation will be required here.

1.9 To allow for abnormals, we recommend an increase of 25% on the basic BCIS build cost estimates rather than 15% advocated by AGA. It is also noted, that the Development Viability Appraisal requirements identified in Affordable Housing Draft Supplementary Planning Guidance (September 2016), includes abnormals and for consistency the approach used by AGA should also include abnormals.

Developer Profit Fees

1.10 The residual appraisal model requires a number of assumptions to be made about other costs of development, including professional fees, overheads, finance and developers profit. These inputs are typically 'rule of thumb'. In relation to 'Developer Profit' returns of 17% for market housing and 5% for affordable housing continue to be assumed. The industry standard assumptions are 20% for market housing and at least 6% for affordable housing. These figures of 20% for open market housing and at least 6% for affordable housing have recently been endorsed through the Newport CIL Examination, with the Inspector's Report confirming at paragraph 31 that they were reasonable and considered to be the industry norm.

Section 106 and CIL (Action Point 5)

1.11 An allowance of £10,000 per unit continues to be made within the appraisal for S106 costs (CIL is not yet implemented). This is considered to be too low based on the formulas set out in The Vale of Glamorgan UDP Draft SPG: Planning Obligation (September 2016). Working through the Planning Obligations SPG, the potential contribution for 1 unit equates to:

Figure 2: Planning Obligation per Plot

Type of Obligation	Residential Development Threshold	Formula	Contribution Per Unit
Sustainable Transport	10	£2200/dwelling or £2200/100^{m2} floor space	£2,200
Education	10	Contributions per dwelling (depending	£13,203

		on available capacity in local schools) Nursery = £1,745 Primary = £4,850 Secondary = £5,468 Post 16 = £1,140 Total = £13,203	
Training and Development		One trainee (£1200) per 500^{m2} of new floor space	
Community Facilities	25	074sqm of community floor space per dwelling = a financial contribution of £1,208 per dwelling.	£1,208
Public open Space	5	2.4ha per 1000 population = 55.68m^2 per dwelling or £1,100 per person = £2,552 per dwelling	£2,552
Public Art	10	1% of Build Costs	
Biodiversity	Assessment on a case by case basis	No specific formula	
TOTAL			**£19,163**

1.12 The above figure of £19,163 per unit does not include any allowance for public art, biodiversity measures, public open space maintenance and the S106 legal and administration fees. Paragraph 7.7 of the Draft Planning Obligations SPG states:

"Developers are expected to pay the Council's legal fees in drafting and preparing a Section 106 Agreement, including any work for an Agreement that is not signed. Legal fees will be charged at the hourly rate for the Council's solicitor. These are in addition to planning application fees and other costs.

The Council charges a fee for progressing and the subsequent monitoring of planning agreements or obligations in addition to the planning application fee to reflect the additional work which goes above and beyond the normal cost of assessing a planning application. The fee is calculated on the basis of 2% of the total financial contribution being sought under the

agreement, or 20% of the planning application fee, whichever is the greater, subject to a minimum fee of £200".

1.13 The legal fee would therefore equate to at least an additional £380 per plot, bringing the total S106 contribution to £19,543 per unit plus open space, public art and biodiversity measures. Furthermore, recent examples of Section 106 contributions are set out below and it should be noted that Public Open Space maintenance contributions are not included due to David Wilson Homes setting up a management company. These figures are also not based on the Draft Planning Obligations SPG but are still significantly more than £10,000 per plot.

- 2014/00460/ FUL - 74 residential units at land adjacent to St Joseph's School, Penarth - £13,172 per unit; and

- 2014/01424/FUL - Land adjacent St Brides Road, Wick - £14,145 per unit.

1.14 Whilst paragraph 15 of Action Point 5 states that £10,000 is higher than other Local Authorities, and £10,000 provides a generous buffer, the developments which have been analysed in the Action Point 5 are not subject to the new contributions required under the draft Planning Obligations SPG. The new requirements must form the basis of the figure used for S106 contributions in the viability exercise because they will be applied to S106 contributions going forward. Therefore a minimum figure of £19,543 should be used in the appraisal for the cost of Section 106 contributions.

Sprinklers and Part L (Action Point 5)

1.15 The introduction of the cost associated with sprinklers is supported. However, the appraisal still ignores the costs associated with new dwellings meeting 'Part L'. AGA believe these costs to be neutral, but this is considered unlikely; any increase in specification will naturally result in cost increases. We believe that an allowance of around £1,500 per unit would be of the correct magnitude.

Benchmark/Threshold Land Value (Action Point 3)

1.16 Once all of the costs described above have been subtracted from GDV, a benchmark land value is used to determine whether or not the residual amount is sufficient to provide a competitive return to the landowner, plus a reasonable buffer to ensure schemes remain viable with changes in conditions. Action Point 3 deals with benchmark land values but fails to provide a logical, robust or appropriate approach to identifying benchmark land values. The approach should be

based on transactional data. In relation to market evidence in paragraph 3 of Action Point 3, the Council state they can only rely on the evidence that is available, which is limited. However, transactional data is available on the HMLR website with it being within the Council's ability to retrieve the data for a small fee. In light of the Inspector's steer for a more 'market orientated approach', it is unclear why the Council has not sourced the data direct from the HMLR with it being the Council's responsibility to produce the evidence base to support their Development Plan. Furthermore, there has been a significant number of transactions within the Vale of Glamorgan since the LDP process started and this evidence is considered to be the most robust evidence available to base the affordable housing requirement upon.

Through the LDP Examination a range of transactional data has been provided to the Council and figure 3 below sets out a summary of transactional data that has been sourced from the HMLR website, demonstrating that the benchmark land value in the Vale of Glamorgan should be set at a minimum of £1 million.

Figure 3: Summary of Transactional Data in the Vale of Glamorgan

Sub Market Area	**Average Sales Price Per Hectare**	**Average Sales Price Per Acre**
Rural	£1,976,511	£800,207
Rural (excluding Cowbridge)	£1,710,993	£692,710
East Vale	£2,098,378	£849,546
Penarth	£1,750,999	£708,906
Rural South & Coast	£1,635,655	£662,209
Barry East	£1,083,041	£438,478
Barry West	no sites	-
Vale of Glamorgan Average	**£1,709,262**	**£692,209**

Source: HMLR

1.17 Paragraph 10 of Action Point 3 sets out the land values achieved on Council owned land. It is worth noting that the examples cited in Barry relate to brownfield land where significant site constraints had to be addressed including contamination which would affect the land value, setting aside policy requirements at the time. Despite this a minimum land value of £500,000 hectare was achieved. It is also considered that the policy context has not changed significantly since these transactions were completed having reviewed the information provided by the Council at the Hearing Session (Policy MG 2 – Housing Allocations, including affordable housing information) **(contained within Appendix 1)**. Within the evidence it is confirmed that the requirement for affordable housing was the same, at 30%, for the majority of sites in Barry for example. As stated above, it is the Council's responsibility to evidence their own LDP in this regard. Whilst some data is confidential, completed transactional data is publically available on HMLR website and Figure 3 provides a summary of this information to ensure that the benchmark land value is based on transactional data.

1.18 Paragraph 11 of Action Point 3 states that:

"The Council considered that there needs to be a balance struck between the need to provide realistic values that reflect the market and land owner's reasonable expectations, against the national policy drive to deliver more affordable housing through the planning system which will inevitably drive down land values to a certain extent."

1.19 Whilst this is noted, the benchmark value identified for the Local Authority must recognise that the sale of land operates in a transactional market. This issue was considered recently at White House Farm, Stokesley (PINS REF APP/G2713/A/12/2179922) where the Inspector identified at paragraph 33 that:

"*It was also suggested that the benchmark land value should be taken from the 2009 viability study carried out for development plan purposes. Since market conditions fluctuate over time, this would not be consistent with the RICS advice, which emphasises the need for site value to reflect the workings of the market". (our emphasis).*

1.20 In addition, RICS Guidance Viability in Planning (2012) advises at 3.3.3 and E1.9-1.10 that the benchmark land value should be reflective of the workings of the market, and states:

"When considering what site value to include, the relevant value should also be in accordance with the definition of viability for planning purposes in 2.1, which is defined as follows:

- *Site value should equate to the market value subject to the following assumption; that the value has regard to development plan polices and all other material planning considerations and disregards that which is contrary to the development plan.*

In arriving at a site value based on the definition in 3.3.3, regard should be given to prospective planning obligations. The purpose of the viability appraisal is, of course, to assess the extent of these obligations while also having regard to the prevailing property market. There is of course a spectrum ranging from CIL testing where there is no planning policy change through to a whole-scale policy change within the local plan. It follows that if the latter end of the spectrum is being tested, the first assumption in the definition of site value would fall away, whereas with the former, it would be necessary to retain this assumption. There must, however, be a 'boundary' placed on the effect on land, to reflect new policy or the burden of CIL charge, in terms of restricting any reduction so that it does not go below what land would willingly transact at in order to provide a competitive return to a willing landowner".

1.21 PPW references the RICS guidance as being 'useful guidance' on page 36.

1.22 Paragraph 11 of Action Point 3 continues to state:

"Therefore, the Council stands by its methodology in considering an 'uplift' from alternative use value as an appropriate land value benchmark subject to a reality check. This approach has been endorsed elsewhere throughout Wales and many LDPs have been adopted on this basis".

1.23 Paragraphs 12 to 18 of Action Point 3 then detail land value benchmarks used in other Local Development Plans and CILs, including Monmouthshire, Caerphilly and Rhondda Cynon Taff. Having reviewed the LDP Inspector's Reports for each LDP, CIL Inspector's Reports (where applicable) along with the associated affordable housing evidence, it is clear that in each Local Authority the development industry were promoting higher benchmark land values to trigger the release of land. Various extracts are set out below:

1.24 Paragraph 2.9 of Monmouthshire LDP - Affordable Housing Strategic Viability Study (Final Report, October 2010) states:

"However, the workshop did indicate that land values are now considerably lower than they have been recently and '£500,000 per acre' (or say £1.2m per hectare) was quoted as a 'going rate' in the context of greenfield sites. Depending on constraints and existing use, the value of

brownfield land was said to be around £250,000 per acre (or £0.6m per hectare) but this figure was given very much as a broad indication of the 'going rate".

1.25 Paragraph 5.9 of Monmouthshire LDP Inspector's Report January 2014 states:

"Questions have been raised with regard to elements of the viability assessment, including house price assumptions, the use of a notional 1ha site with no constraints, the omission of the cost of SUDS, abnormal costs and the level of the benchmark. These were supported by reference to the large housing allocation at South Sebastopol and discussed in depth at the hearings".

1.26 It should also be noted that in relation to Monmouthshire, paragraph 15 of Action Paper 3 is considered to be misleading. The Inspector's Report in relation to the LDP only references and confirms the £650,000 per hectare figure and no reference is made to the £250,000 per hectare for strategic greenfield sites.

1.27 Paragraph 6.7 of the Caerphilly LDP Inspector's Report states that:

"Representatives of the housebuilding industry contend that this approach is unrealistic, because of the large difference between industrial use values plus 25% uplift and residential land values (based on District Valuation Service figures for 2009)."

1.28 Paragraph 25 of the Caerphilly CIL Inspector's Report states that:

"There were challenges to these land values most notably in terms of residential development. Three examples were quoted at the Hearing sessions claiming much higher levels (ranging from £300,000 – £530,000 / acre) but these appeared to relate to 2006/7 planning permissions with lower affordable housing provision."

1.29 Paragraph 24 of the RCT LDP Inspector's Report confirms that:

"The house builders submitted transactional evidence on a limited number of sites which indicated higher values were being paid for land and it suggests that the benchmarks should be raised in Zones 2 and 3 to £225,000 and £250,000 respectively on green field sites. What is also clear it that each of the Local Authorities is failing to deliver a 5 year supply of housing land.

The lack of a deliverable housing supply may be a function of the benchmark land value being set too low in the Authority to stimulate the release of sites in each of the authorities."

1.30 What is noticeable in relation to the three above mentioned authorities is that none of them currently have a 5 year land supply, with the supply as follows in each LPA:

- Caerphilly – 1.5 years;
- RCT 1.5 – years; and
- Monmouthshire – 4.1 years.

1.31 The above review of the delivery of housing in the authorities demonstrates the implications of setting benchmark land values too low to encourage market activity. It is also noted that the work undertaken to set the benchmark land values in all of these authorities has been completed using the same methodology and fundamental concerns are held over this methodology, with the uplift on existing use value not being sufficient to trigger market transactions and the views of the development industry not being taken on board in reaching conclusions on appropriate benchmark land values.

1.32 It is considered that Landowners in the Vale of Glamorgan are unlikely to accept between £450,000 to £700,000 per hectare when transactional data confirms that land values range between £1million to nearly £2million per hectare as set out in Figure 3 have previously been achieved.

1.33 In relation to the other authorities reviewed, it is unclear why they are considered comparable to the Vale for Glamorgan and no evidence is provided to confirm that they are suitable comparisons and why Cardiff is dismissed as a suitable comparison. Whilst the Inspector encouraged the LPA to look at other areas, it does not make them automatically comparable. It is considered far more appropriate to use actual transactional data which is readily available from the HMLR's website and summarised in Figure 3 of this Representation.

1.34 The figure below compares average house prices in the various authorities, which demonstrates that average house prices in the Vale of Glamorgan are significantly higher than the other authorities (except Cardiff and Monmouthshire where they are broadly similar) with house prices being a function of land value.

Figure 4: % Difference in Average House Prices per House Type

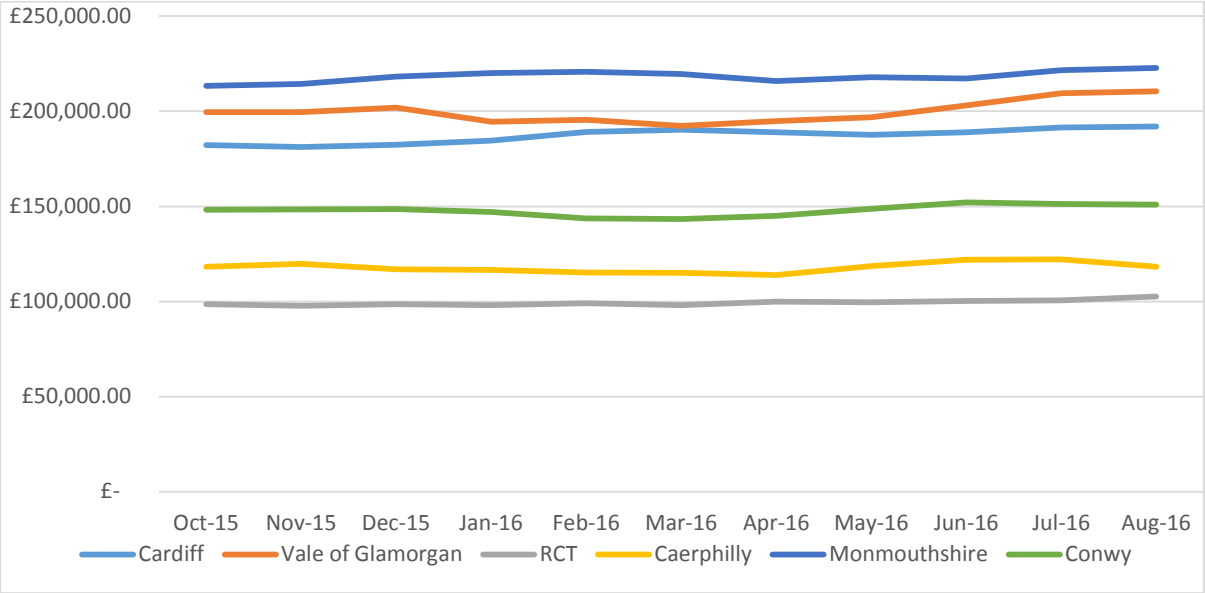
	% Difference in Average House Prices per House Type (£)

		Terraced	*Semi-detached*	*Detached*	*Average*
Local Planning Authority	*Caerphilly*	44	4	39	39
	Cardiff	-12	-5	N/A	8
	Conwy	24	34	36	26
	Monmouthshire	4	16	8	-3
	Rhondda Cynon Taf	52	42	36	48

Source: Rightmove (October 2016)

1.35 Paragraph 10 of Action Point 3 states that Cardiff is not a good comparable because the market and supply side are structured differently. This statement is considered to be incorrect with the average house prices in the Vale of Glamorgan and Cardiff being broadly similar over the last 12 months, as set out in Figure 5 below:

Figure 5: Average Housing Prices October 2015 to September 2016



Source: Land Registry House Price Index (Oct 2015 – Sept 2016)

1.36 Since the Affordable Housing Session held in January 2016, the Cardiff Local Development Plan has been adopted and the LDP Economic Viability Report prepared by Peter Brett Associates (2014) has been endorsed. The benchmark land values identified in the report are:

- Urban/Small site £2m hectare (£800,000 per acre); and

- Fringe/Large sites £1.5m hectare (£607,288 per acre).

1.37 The Fringe/Large site benchmark figure has subsequently been accepted as robust by an Inspector at Appeal (Land at the North and East of Lisvane, Cardiff APP/Z6815/A/14/2224216) with paragraph 50 point vi stating:

"The benchmark value of the land is £600,000/acre based on work undertaken on behalf of a consortium of developers for the Cardiff CIL examination and is the value that was achieved on the Cefn Mably Road site".

1.38 The figures accepted for Cardiff are broadly in-line with the transactional data provided for the Vale of Glamorgan and given that house prices are also similar, this adds significantly weight to basing the benchmark land value in the Vale of Glamorgan on transitional data from the area.

1.39 Paragraph 22 of Action Paper 3 refers to the HCA's Area Wide Viability Model (AWVM) suggesting that benchmark greenfield land values are between £100,000- £200,000 per hectare (10 to 20 fold agricultural land). The AWVM is a strategic tool specifically designed, among other purposes, to test the formulation of planning policy including the viability of CIL. This is achieved by undertaking high-level residual valuation appraisals on sites grouped into common typologies. Residual values are established by deducting the costs of development from the value of completed units within a discounted cash flow.

1.40 The model uses the concept of threshold land values to provide a viability benchmark. These can include an existing use value plus a premium or benchmarked land value. Differing threshold land value options can be defined together with typology specific densities, dwelling mixes, build costs, build periods, sales values and sales periods. The amount of affordable housing and the cost of providing it can also be factored into each typology. Therefore like the approach employed by AGA, the approach is based on a residual model and the outputs are a direct function of the inputs and the model is not considered to be a robust comparison, with the uplift to existing use value needing to be sufficient to trigger market activity.

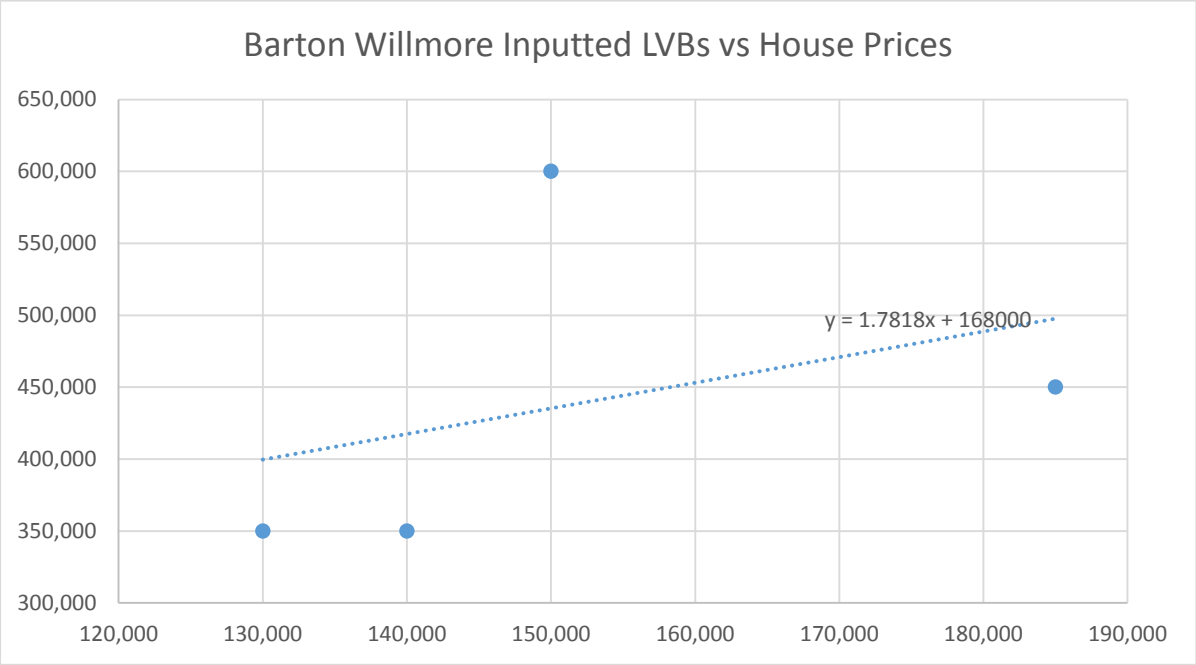
1.41 Paragraphs 19 to 21 confirm that Appendix A contains a comparison between a 3 bed terrace house in the Vale of Glamorgan and other local authorities and benchmark land values to identify the appropriate benchmark range for the Vale of Glamorgan. However, this approach is considered to be flawed, unjustified and also contains a number of errors.

1.42 Barton Willmore has re-run the exercise set out in Appendix A of the Council's Response which identifies the Land Value Benchmarks ("LVBs") for each housing market within the LPA boundary (i.e. Rural, East Vale, Penarth and Dinas Powys, Rural South, Barry West and Barry East) utilising the same data (see Figure 6 below). The data has been plotted through a scatter graph with a linear trend line applied (see Figure 7 below).

Figure 6: House Prices per New-Build 3-Bedroom Terrace House (Mid-Point) set Against Land Value Benchmark

Local Planning Authority	Prices (Mid-Point)	Land Value Benchmark
Monmouthshire	185,000	450,000
Caerphilly	140,000	350,000
Rhondda Cynon Taf	130,000	350,000
Conwy	150,000	600,000

Figure 7: Barton Willmore Inputted Land Value Benchmarks versus House Prices



1.43 As demonstrated within **Figure 7** above, when the Vale of Glamorgan Council's data is inputted into a scatter graph with a linear trend line, the resulting equation differs from that which is relied upon by the Council (i.e. y = 1.7818x + 168000 not y = 1.686x + 215407). Clearly, this

is a significant fault as the equation directly impacts the imputed LVB figures per housing market area contained within the Council's second table within Appendix A.

1.44 Furthermore, the Council's second table contains a house price value for each of the Vale of Glamorgan housing market areas. No referencing which confirms the source of this information is provided. The data contrasts with the corresponding data included within Figure 8 of 'LDP Hearing Session 6: Action Point 4 Vale of Glamorgan Council Response', which provides the following values for 3-bedroom terraced houses:

Figure 8: House Price Data within Vale of Glamorgan Council Evidence

Housing Market Area	House Prices for 3-Bedroom Terraced Houses (2016 Viability Update – referred to within Table 5 of 'LDP Hearing Session 6: Action Point 4 Vale of Glamorgan Council Response')	House Prices (assumed for 3-Bedroom Terraced houses) (Appendix A of 'LDP Hearing Session 6: Action Point 3 Vale of Glamorgan Council Response')
Rural	£219,833	£291,000
East Vale	£208,030	£245,000
Penarth & Dinas Powys	£272,008	£208,000
Rural South & Coast	£181,251	£171,000
Barry West	£186,098	£169,000
Barry East	£167,466	£158,000

1.45 The inconsistencies within the data and the lack of justification / rationale within the Council's response to Action Point 3 make the response impossible to follow and therefore it is considered that in the absence of any detailed justification / rationale for the assumptions made within the calculations, the Council's evidence in response to Action Point 3 should not be relied upon to identify the benchmark land value. Instead, transactional data should be used, which is readily available from HMLR website.

1.46 Action Point 8 sets out the result of the re-run appraisals but it is considered that the appraisals need to be re-run, taking into the account the following:

- Development costs in line with practice elsewhere using BCIS as a basis with 20% uplift for externals and abnormals;
- Additional cost of £1,500 for Part L;
- S106 costs increased to a minimum of £19,534 per plot; and
- A benchmark land value that will stimulate market activity.

1.47 Whilst paragraph 5 of Action Point 8 states that 'the results show strong residual values', the above additional costs need to be factored into the appraisals, alongside recognising a range of benchmark land values in the Vale of Glamorgan which will allow transactions to be stimulated. The Vale of Glamorgan has produced some transactional data which confirms much higher land values. Whilst it is stated that these transactions happened in a different policy context, the percentage of affordable housing in Barry remains the same at 30%, and at 30% affordable housing the residual land value set out in Table 1 of Action Point 8 in Barry West and Barry East are both less than the previous values achieved. In relation to the Rural South and Coast, the difference is considerable with the residual land value at 35% being £900,000 less than what was previously achieved. This will clearly stagnate market activity in the area.

1.48 The Council reference a number of sites where the higher affordable housing requirement has been achieved. The following observations are noted:

- Darren Close – the S106 Agreement was negotiated under the previous SPG and the applicant refused to pay 1% of build cost for public art.
- Three of the S106 Agreements in the Penarth and Dinas area have not been signed and it cannot be assumed that they will be signed or indeed implemented.
- In Barry East the requirement for affordable housing remains the same at 30% and a higher value has been achieved at Land to the East of Pencoedtre Lane than the current resulting benchmark of £340,000, with the achieved land value being quoted at £580,000 per acre (£1.4 m per hectare).

Conclusion

1.49 In conclusion, the latest evidence produced in Action Point Papers 1 to 12 of Hearing Session 6 'Affordable Housing' does not support the affordable housing requirements set out in MAC 33 and 49. The affordable housing requirements continue to fail to comply with Tests of Soundness 2 and 3. In order to comply with Tests of Soundness 2 and 3 the affordable housing policies should be based on transactional data as evidence in Figure 3 of this Representation.

Appendix 1 Housing Allocations, including Affordable Housing Information

POLICY MG 2 – HOUSING ALLOCATIONS, INCLUDING AFFORDABLE HOUSING INFORMATION

Green = application approved; Yellow = pending application; Red = site not yet come forward

	Site Name	Size (Ha)	No. of Dwellings Allocated in LDP MG2	No. of Dwellings approved	Application Reference	Affordable Housing Policy Requirement (relevant at determination date)	Affordable Housing Secured	In-kind obligations	Financial Obligations
Strategic Housing Sites									
1	Phase 2, Barry Waterfront	48.55	1700	2000 (outline) 378 (reserved matters approved to date) 316 (reserved matters pending) = 694	2000 dwellings approved in outline under reference 2009/00946/OUT. 2012/00732/EAR- West Pond 111 dwellings. Superseded by 2014/00834/RES – **112** units- under construction 2012/00733/EAR superseded by 2014/00484/RES - West Pond **138** dwellings- under construction 2012/00806/EAR- West Pond **128** dwellings- under construction 2015/01032/RES – South Quay Parkside – **91** dwellings – application pending. 2015/01224/RES – South Quay Parkside **76** dwellings – application pending. 2015/01305/RES – South Quay Parkside **89** dwellings – application pending. 2015/01458/RES – South Quay Parkside **44** dwellings –	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing. The approved Barry Waterfront Development Principles Document also required up to 30% Affordable Housing provision on this site.	15% affordable housing (80:20 social rented/intermediate split). NOTE: The consortium of developers submitted a viability assessment as part of planning application 2009/00946/OUT, which was then reviewed by the District Valuer, an independent expert for the Council, to analyse the submitted information. The Council agreed to a reduced package of planning obligations in light of this viability assessment with review mechanisms in the s106.	Development viability to be appraised at 500 dwelling or 5 year intervals. FIRST OBLIGATIONS: Off site Highway Works at Barry Island (worth £1,010,000), public open space on site including 13 x LAPs, 2 x LEAPS, 1 x NEAP, a temporary LEAP, maintenance of POS, a 210 place Primary School with Nursery on a 1.5ha site, Ecology mitigation works, 15% affordable housing on site (split 12% social rented, 3% Intermediate) ADDITIONAL OBLIGATIONS (subject to viability): Up to 30% Affordable housing, 1% build costs for public art	FIRST OBLIGATIONS: Sustainable transport facilities (£835,000), Highway contribution (£1,625,000), Public Open Space (£100,000), Community Facilities (£300,000), ADDITIONAL OBLIGATIONS (subject to viability): Off site highway works (£993,000), Sustainable Transport facilities (£800,000), Welsh Medium education (£956,100), school transport (£62,500), POS (£700,000), Community facilities (£500,000), Ecology compensation (£200,000), pollution monitoring (£12,000). Based on first obligations, average s106 cost per dwelling = £1,430 (up to 2000 units) or £1,682.35 (based on 1700 units)

					application pending. 2015/01481/RES – South Quay Parkside **16** dwellings – application pending.				
2	Land at Higher End, St. Athan	9.78	220	100	Part consent - outline and reserved matters approved for **100** units (2009/01368/OUT/ 2013/01148/FUL 2015/00335/RES). Under construction.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable housing (at a ratio of 65:35 social rented/intermediate split) in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% Affordable Housing on site (65% Social Rented), 1 x LEAP on site,	Community facilities (£110,000), Sustainable transport facilities (£100,000), POS maintenance (£60,000) Average s106 cost per dwelling = £2,700
				5	2015/01152/OUT Erection of five detached dwellings, new access and associated works (including demolition of existing garage) – Received 2/10/15.	35% - as defined within the Council's draft Supplementary Planning Guidance on Affordable Housing, and LDP policy MG4 (as amended by the focussed changes)	Pending decision	Pending decision	Pending decision
3	Land at Church Farm, St Athan	8.4	250		Nothing received to date.	-	-	-	-
4	Former Stadium Site / Land adjacent to Burley Place, St. Athan	202	65		Nothing received to date.	-	-	-	-
5	Land to the east of Eglwys Brewis, St. Athan	10.9	300		Nothing received to date.	-	-	-	-
6	Land adjacent to Froglands Farm, Llantwit Major	4.4	90		Nothing received to date.	-	-	-	-
7	Land between Northern Access Road and Eglwys Brewis Road, Llantwit Major	15.8	375		Nothing received to date.	-	-	-	-
Key Settlement: Barry									
8	Barry Island Pleasure Park	1.18	124	25	Part of the site - Approval for **25** units at Appeal under planning reference 2014/01358/FUL. 2year permission. Not yet commenced on site.	35% affordable housing as defined within the Affordable Housing Updated Viability Study (2014) LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning Guidance on Affordable	None - The applicant submitted a Viability Appraisal to the Council as part of the approved planning application. The Appeal Inspector agreed that the costs associated with the development were so high that the 25 flats would be necessary to	None.	None.

						Housing.	support the commercial ground floor element, but with no scope for any financial contributions or any affordable housing provision through a Section 106 Legal Agreement. The development must be begun within two years post the decision.		
9	White Farm	1.14	177	177	Outline approved under planning ref: 2002/01636/OUT. Reserved matters approved under 2010/00123/RES – approved by Appeal Inspector for **177** dwellings. Under construction.	20% affordable housing as defined in the Council's Unitary Development Plan and Affordable Housing SPG.	20% affordable housing in accordance with Unitary Development Plan.	Delivery of 36 Affordable houses on site. Transfer Public open Space Land to the Council for £1. Highway works - New roundabout at Whitewell/The Pastures and signalised junction at Colcot Rd / Whitewell Road, Colcot Rd / Highfield Rd / Winston Rd. Developer to lay out the POS	Public Open Space Sum £395,365.00 £115,000 for open space maintenance Average s106 cost per dwelling = £2,883.41
10	Land to the east of Pencoedtre Lane	2.8	67	67	Outline approved under 2008/01531/OUT. Reserved matters approved under 2010/01225/RES (**67** dwellings) completed on site.	30% affordable housing, as defined within the Council's Unitary Development Plan.	30% affordable housing, in accordance with the Council's Unitary Development Plan.	30% Affordable Housing Public Art (1% of the build costs = £44,143) Public open space (55.4sqm per dwelling) Sustainable transport scheme in vicinity of the site	Community Facilities £998.50 per dwelling (£66,899.50) Sustainable transport contribution £2000 per dwelling (£134,000) Average s106 cost per dwelling = £2,998.50
11	Land to the west of Pencoedtre Lane	1.3	40		Nothing received to date.	-	-	-	-
12	Ysgol Maes Dyfan	1.44	45	47	2015/00075/FUL (**47** dwellings) – S106 signed 28/5/15 – under construction.	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing	30% Affordable Housing on site (80:20 social rented/intermediate split)	30% Affordable Housing on site	Community Facilities (£46,292.50), Education (£203,273.88), Public Art (£26,329), Public open space (£107,160.47), Sustainable Transport (£94,000) Average s106 cost per dwelling = £10,150.12
				34	2015/00076/FUL (**34** Dwellings) – S106 signed 26/6/15 - under construction.	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing	30% Affordable Housing on site (80:20 social rented/intermediate split)	30% affordable housing	Community facilities contribution (£33,949), Education contribution (£101,636), Public Art contribution (£18,102), Public open space

									contribution (£77,520), Sustainable Transport contribution (£68,000) Average s106 cost per dwelling = £8,800.20
13	Barry Magistrates Court	0.41	52	52	2012/01114/FUL (**52** dwellings) Site completed	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	100% affordable housing scheme.	100 percent Affordable Housing	Public Open Space (£103,500) Average s106 cost per dwelling = £1,990.38
14	Court Road Depot, Barry	1.6	50	-	Nothing received to date.	-	-	-	-
15	Holm View	1.2	50	-	Pre-application received	-	-	-	-
16	Hayes Wood, The Bendricks	1.8	55	-	Nothing received to date.	-	-	-	-
Service Centre Settlement: Cowbridge									
17	Cowbridge Comprehensive Lower School	0.8	21	21	2011/01248/FUL (**21** dwellings) - Site completed	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	6 affordable units on site (equating to 28.5%) with a further financial contribution of £30,885 as an off-site contribution for the additional 0.3 of a unit.	Affordable Housing (6 units), Public Art (1% of build costs)	Public Open Space (£47,880), Education Contribution, (£81,008), Sustainable Transport Contribution (£42,000), Affordable Housing contribution (£30,885) Average s106 cost per dwelling = £8,137.50 (excluding AH)
18	Cowbridge Comprehensive 6th Form Block, Aberthin Road	0.52	20	-	Nothing received to date.	-	-	-	-
19	Land adjoining St. Athan Road, Cowbridge	4.3	130	-	Pre-application received	-	-	-	-
20	Land to the north and west of Darren Close, Cowbridge	27	390	475	Outline application received (2015/01505/OUT) for 475 dwellings. The Council's Planning Committee approved the application at the January 2016 planning committee, subject to the signing of a Section 106 agreement.	40% affordable housing, as defined within the Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning Guidance on Affordable Housing.	The applicant has agreed to provide 40% (190 units) (70:30 social rented/intermediate split) affordable housing on site, in accordance with the Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning	The applicant has agreed to: Affordable Housing (40%), Public Open Space - Local Areas of Play (LAPs), 2 Locally Equipped Areas of Play (LEAPs), and 1 Neighbourhood Equipped Area for Play (NEAP), 2 hectare primary school site	The applicant has agreed to: Sustainable Transport (£950,000), Education (£4,131,866.76), Community Facilities (£200,000), Public Art (£30,000) Average s106 cost per dwelling = £11,182.87

							Guidance on Affordable Housing.		
Service Centre Settlement: Llantwit Major									
21	Plasnewydd Farm	0.8	130	149	2014/00831/FUL (**149** dwellings) Application approved 23/1/15. Not yet implemented on site.	30% as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing and LDP Policy MG4.	30% (80:20 social rented/intermediate split) in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (45 units) Affordable Housing, Great Crested Newt mitigation measures, public open space, public art	Community Facilities (£147,286), Primary / Nursery education facilities (£295,654), open space (£77,520), sustainable transport (£298,000) Average s106 cost per dwelling = £5,493.00
22	Land adjacent to Llantwit Major Bypass	2.4	70	64	2014/00995/FUL – application received for **64** dwellings on part of the site. Currently under consideration.	35% as defined within the Council's draft Supplementary Planning Guidance on Affordable Housing (2015), LDP Policy MG4 (as amended by the focused changes), and the Affordable Housing Updated Viability Study (2014).	Pending application.	Pending application.	Pending application.
Service Centre Settlement: Penarth									
23	Land at Upper Cosmeston Farm, Penarth	7.8	235	-	Nothing received to date.	-	-	-	-
24	Land adjoining St. Joseph's School, Sully Lane	2.4	80	74	2014/00460/FUL (**74** dwellings) submitted 25/4/14 The Council's Planning Committee resolved to approve the application in September 2015 subject to S106 agreement.	40% in accordance with the Council's Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning Guidance on Affordable Housing (2015).	35% - The applicant agreed to 35% affordable housing (80:20 tenure split), in accordance with the Council's Affordable Housing Viability Study (2013). The threshold for affordable housing increased during the process of the application, and officers considered that the application was at such an advanced stage that it would not be reasonable to retrospectively impose this requirement.	The applicant has agreed to: 35% Affordable Housing, Public Art to 1% of build costs, Public Open Space to be provided on site in the form of at least 1 No. Local Area for Play (LAP), and 1 No. Local Equipped Areas for Play (LEAP) with four types of equipment, Maintenance of the Public Open Space	The applicant has agreed to: Sustainable Transport (£148,000), Community Facilities (£73,149), Education (£686,929) Average s106 cost per dwelling = £12,271.32
25	Headlands School, St. Augustine's Road	2.2	65	-	Nothing received to date.	-	-	-	-
Primary Settlement: Dinas Powys									
26	Land at and	13.2	300	-	Cabinet resolution	-	-	-	-

	adjoining St. Cyres School, Murch Road				(Minute C2195) on 10/02/2014 to dispose of and market the site. Council has marketed the site. Ongoing negotiations with preferred bidder / developer. Submission of planning application anticipated in 2016.				
27	Land off Caerleon Road, Dinas Powys	2.5	75	70	2014/00282/OUT submitted 27/1/14 (**70** dwellings). Application was reported to January 2016 Planning Committee, and Members resolved to approve application subject to Section 106 agreement.	40% - affordable housing as defined within the Council's draft Supplementary Planning Guidance on Affordable Housing (2015), LDP Policy MG4 (as amended by the focused changes), and The Council's Affordable Housing Updated Viability Study (2014)	40% - The developer has agreed to provide 40% affordable housing on site, in accordance with the viability appraisal set out within the Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes), and the Council's draft Supplementary Planning Guidance on Affordable Housing (2015).	The applicant has agreed to: 40% Affordable Housing, Provide POS on site to meet the Council's Standards, public art on the site to the value of 1% of the project budget	The applicant has agreed to: Sustainable Transport (£2000 per dwelling = £140,000), Community Facilities (£988.50 per dwelling = £69,195), Education (£260,338.68) Average s106 cost per dwelling = £6,707.62
28	Land at Ardwyn, Pen-y-Turnpike	1.6	15	18	Application 2014/00167/FUL approved 11/11/2014 for 17units.	35% affordable housing as defined within LDP Policy MG4 (prior to the focused changes) and the viability evidence contained within the Affordable Housing Viability Study (2013).	35% (6units) affordable dwellings (80:20 tenure split social rented/intermediate) – in accordance with LDP Policy MG4 (prior to the focused changes) and the viability evidence contained within the Affordable Housing Viability Study (2013).	35% Affordable Housing, Public art (1% build costs)	Deed of Variation: Off-site Affordable Housing £101,790, Education £101,242.82, Public Open Space £41,041, Sustainable Transport £36,000 Average s106 cost per dwelling = £9,904.65 (excluding AH)
					Application 2015/00095/FUL, increased number of dwellings to**18** dwellings - Approved 2/7/15 – development under construction.	40% affordable housing, as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	Increase in the number of dwellings to 18 and following the evidence contained within the Affordable Housing Updated Viability Study (2014) the developer was required to deliver an additional affordable dwelling via an off-site contribution.		
29	Land at Cross Common Road	2.3	50	50	2015/00392/OUT Outline application currently under consideration for up to 50 dwellings	40% affordable housing, as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing	Pending application.	Pending application.	Pending application.

						Updated Viability Study (2014).			
Primary Settlement: Llandough (Penarth)									
30	Land south of Llandough Hill/Penarth Road	5.2	130	-	Pre-application received for residential development of circa 130 homes and associated access, public open space and landscaping.	-	-	-	-
31	Land north of Leckwith Road	0.6	15	21	Outline application 2014/01401/OUT Proposed residential development of 21 dwellings on land to the north and south of Leckwith Road, (including land at Leckwith Motor Company) and associated ancillary works (on larger site than the LDP allocation). Approved 1st October 2015 by the Council's Planning Committee subject to a legal agreement.	40% affordable housing, as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	40% - The applicant has agreed to 40% affordable housing to be delivered on site (80:20 tenure split social rented/intermediate)	The applicant has agreed to: 40% (80:20 split) affordable housing, public art on the site to the value of 1% of build costs	The applicant has agreed to: Sustainable Transport (£2000 per dwelling = £42,000), Education (£123,036.24), Recreation facilities (£2,280 per dwelling = £47.880), Community Facilities (£988.50 per dwelling = £20,758.50) Average s106 cost per dwelling = £11,127.36
32	Llandough Landings	6	120	-	Nothing received to date.	-	-	-	-
Primary Settlement: Rhoose									
33	Land north of the Railway Line, Rhoose	25.82	650	350	Eastern Half: Outline consent approved under 2010/00686/EAO for **350** dwellings approved in January 2014. Two subsequent Reserved Matters applications were approved in April 2015 for 126 and 224 dwellings under applications: 2014/0639/RES and 2014/00344/RES.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable Housing (105 units) (80% social rented,20% intermediate housing), in accordance the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable housing (80% social rented, 20% intermediate housing), 3 Local Areas for Play, a Neighbourhood Area of Play, Public Art (1 percent build costs minus £61,234), Multiuse Games Area and Changing Facilities	Community facilities (£345,000), Education contribution (£1,115,387), Off- Site Highway contribution (£140,000), Public Art (1% minus £61,234), Sustainable Transport (£700,000) Average s106 cost per dwelling = £6,572.50 (excluding Public Art)

				350	Western half of Site: application 2014/00550/OUT for **350** units approved in May 2015. Two subsequent Reserved Matters applications are currently under consideration for 231 and 119 dwellings, with associated works under applications: 2015/01070/RES and 2015/01072/RES.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing, and the Council's Affordable Housing Viability Study (2013)	30% (105units) affordable housing (80% social rented / 20% intermediate housing), in accordance the Council's Adopted Supplementary Planning Guidance on Affordable Housing and the Council's Affordable Housing Viability Study (2013).	30% affordable housing on site (80% social rented, 20% LCHO), Public Art on site (1% of build costs), Public Open Space scheme 1 x LEAP and 2 x LAPs, School Site (1 hectare)	Highway works contribution (£20,000) Top-Up Highway Works Contribution (£120,000), Community Facilities (£988.50 per dwelling = £345,975), Education Facilities (£3712.65 per dwelling = £1,299,427.50), Sustainable Transport (£2000 per dwelling = £700,000) Average s106 cost per dwelling = £7,101.15
34	Land south of the Railway Line, Rhoose	2.65	87	87	Application for **87** units approved under application 2012/00937/FUL in May 2014.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (26units) affordable housing delivered on site in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing, split as 21 social rented (80.8%) and 5 Low Cost Home Ownership (19.2%).	Affordable housing (26 dwellings / 30%), 1% Public Art, Public Open Space	Community Facilities (£85,999), Education Contribution (£343,196), Environmental Mitigation Contribution (£15,000), Open Space Maintenance Contribution (£58,038), Public Art Contribution (£41,139), Sustainable Transport Contribution (£174,000 less Highway Works Costs) Average s106 cost per dwelling = £8,245.65
Primary Settlement: Wenvoe									
35	Land to the west of Port Road, Wenvoe	6.98	140	131	2013/00884/OUT Residential development for up to 140 dwellings 2014/00452/RES – 131 dwellings approved. Dwellings under construction. 2015/00601/RES Reserved Matters for part of site (relating to Outline consent 2013/00884/OUT) for a site total of **132** dwellings and associated landscaping and works. Application currently under	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing in total, comprising of 25% affordable housing (80:20 split) delivered on site, and a 10% contribution in lieu of on site delivery. A viability assessment was jointly commissioned by the Council's Planning Department and the applicant, in response to the applicant's concerns regarding viability and the requirement for affordable housing. The Council and the applicant agreed to the above provision following this evidence, in accordance with the Council's Affordable	25% Affordable Housing, Public Art (£20,000), Woodland Walk	10% Additional Affordable Housing contribution (£786,000), Community Facilities (£988.50 per Dwelling = £129,493.50), Education Contribution (£3,766.25 per Dwelling = £493,378.75), Public Open Space commuted sum (value calculated at time), Sustainable Transport (2,000 per Dwelling = £262,000) Average s106 cost per dwelling = £6,754.75 (excluding AH and Public Open Space maintenance)

					consideration.		Housing Viability Assessment (2010).		
Minor Rural Settlements									
36	Land adjoining to Court Close, Aberthin	0.75	20	-	Pre-application received.	-	-	-	-
37	Land to the east of Bonvilston	7.2	120	120	Pending application 2015/00960/FUL for 120 dwellings.	40% affordable housing (70:20 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	Application pending.	Application pending.	Application pending.
38	Land to rear of St David's Church in Wales Primary School, Colwinston	2.5	65	64	2014/00242/FUL approved for **64** dwellings - 15/01/2014. Development has started on site.	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing in accordance with the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change). – comprising of 25% (16units) affordable housing (80:20 split) delivered on site, and a 10% contribution in lieu of on site delivery. The Council agreed to this following the submission of a viability assessment, which demonstrated that the site had site specific development constraints that created abnormal development costs, including the presence of shallow rock across the site, Dwr Cymru Welsh Water requirements, the need to supply mains gas to the site and the topography of the site.	25% Affordable Housing on site, Public art to the value of £15,000, On site public open space and sustainable drainage,	Affordable Housing Contribution (£519,124), Drainage Contribution payable to DCWW (£457,000), Education Contribution (£203,273.88), Off site Public Open Space (£46,008.12), Drainage and POS commutted sum (£80,000), Sustainable transport contribution (£128,000) Average s106 cost per dwelling = £7,145 (excluding AH and drainage contribution to DCWW) Average s106 cost per dwelling = £14,285.65 (excluding AH only)
39	ITV Wales, Culverhouse Cross	7.1	250	224	2013/01152/OUT for 243 units residential dwelling, approved 31/03/2014. 2014/01079/RES for **224** approved 12/03/2015. Under construction.	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing in accordance with the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change). – comprising of 24% (54 units) affordable housing (80:20 split) delivered on site, and a	More than 13.9 square metres of Childrens Play Space per Dwelling, Public Art (value of £50,000), Recreational Facilities (0.3 hectares of land), 24% Affordable Housing onsite	Community facilities (£988.50 per Dwelling = £221,424), Education (£3,344.81 per Dwelling = £749,237.44), Sustainable Transport (£2,000 = £448,000), 11% Off Site Affordable Housing Contribution

							11% contribution in lieu of on-site delivery. The Council's Housing Section considered it more worthwhile to use an off-site contribution to deliver some affordable housing off site in areas of higher need such as Barry, where there are plenty of opportunities available to invest in delivering more affordable housing.		Average s106 cost per dwelling = £6,333.30 (excluding AH)
40	The Garden Emporium, Fferm Goch	2.2	40	40	2012/00862/OUT & 2014/00008/RES for **40** units approved 4/4/2014 - Development near completion.	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% (14 units) affordable housing (80:20 tenure split) delivered on site in accordance with the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing, public art, public open space	Community facilities (£39,540), Education (£116,686), School transport (£39,000), Sustainable transport (£80,000), Play equipment (£15,000) Average s106 cost per dwelling = £7,255.65
41	Ogmore Residential Centre	3.25	84	70	2009/00489/OUT 2013/00862/RES for approved 9/5/2014 for **70** dwellings. Development under construction.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (21 units) affordable housing (80:20 tenure split) on site, in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% Affordable Housing, Public open space on site, traffic regulation orders, Highway works	Community Facilities (£988.50 per Dwelling £69,195), Education (£3,930.95 per dwelling £275,166.50), Sustainable transport (£1666.67 per dwelling £116,666.90) Average s106 cost per dwelling = £6,586.12
42	Ogmore Caravan Park	3.7	82	100	2009/01273/OUT approved 23/09/2011 for residential development. 2014/01108/RES approved 26/5/2015 for **100** dwellings in total. Development under construction.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (30units) affordable housing (80:20 tenure split) on site, in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable housing provision, 1% public art	Communities facilities (£988.50 per dwelling = £98,850), Education (£4,661,80 per dwelling = £466,180), Public Open Space (£2,280 per dwelling - = £228,000), Sustainable transport contribution (£2,000 per dwelling = £200,000) Average s106 cost per dwelling = £9,930.30
43	Land to the East of St Nicholas	4.4	100	96	96 dwellings under application 2015/00249/FUL – currently under consideration.	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence	Application pending.	Application pending.	Application pending.

						contained within the Affordable Housing Updated Viability Study (2014).			
				21	21 dwellings under 2015/00662/FUL– Development under consideration.	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	Application pending.	Application pending.	Application pending.
44	Land off St. Brides Road, Wick	4.0	100	124	2014/01424/FUL Change of use of agricultural land to residential development (C3) including the development of **124** residential dwellings, public open space, landscaping, highway improvements and associated engineering works. – approved 31st November 2015. Works commenced on site in January 2016.	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	35% (44units) affordable housing (80:20 tenure split). The assessment of the development had been on-going since December 2014 and at the point at which the application was considered, the application was extremely advanced. Following consultation with the Council's Housing Section, it was considered that the application was at such an advanced stage that it would not be reasonable to retrospectively impose this requirement of 40% (70:30 tenure split) upon the applicant at the very end of the process. The relevant requirement for Council agreed to 35% affordable housing.	On site Public Open Space, Public Art (1% build costs), Sustainable Transport (Footway link), 35% affordable housing (80:20 tenure split)	Education (£1,270,588.40), Community Facilities (£122,574.00), Sustainable Transport (£248,000.00 minus the cost of footway link) Average s106 cost per dwelling = £13,235.18
45	Land off Sandy Lane, Ystradowen	4.2	85	40	Part of site - 2013/00856/OUT 2014/01483/RES (Badgers Brook Rise) - approved on 13/05/2015 for **40** dwellings. Development under construction.	35% affordable housing as defined in the Council's adopted SPG on Affordable Housing, and LDP Policy MG4 prior to the focused changes.	35% (14 units) affordable housing (80:20 split) in accordance with the Council's adopted SPG on Affordable Housing, and LDP Policy MG4 prior to the focused changes.	Public Art (1% build costs), no less than 2,216 Public Open Space, 35% Affordable Housing	Community facilities (£39,540), Education (£347,906.48), Off-site Public Open Space (£26,765.43), Sustainable Transport (£80,000) Average s106 cost per dwelling = £12,355.29
46	Land west of Swanbridge Road, Sully	20	500	350	Part of site - Application submitted 2013/01279/OUT Residential development with associated access	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence	Application pending.	Application pending.	Application pending.

					and associated works (max **350** dwellings) – pending decision	contained within the Affordable Housing Updated Viability Study (2014).			
			Total Allocated	**7,829**					
			Total with Planning Permission	**4270**					
			Total pending current planning applications	**1,346**					

VALE of GLAMORGAN

BRO MORGANNWG

For Office use only
Representor No. 7365 / 7340 / 150
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Richard Price/ Peter Thomas	Zoe Aubrey
Address	C/O Agent	[redacted]
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on**

previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 33	☐	X	☐	X	X
MAC 49	☐	X	☐	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Please see the attached Representation and in summary, the affordable housing requirements set out in MAC 33 should be returned to the Deposit Plan requirements as set out below:

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

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

35% AFFORDABLE HOUSING ON RESIDENTIAL DEVELOPMENTS RESULTING IN A NET GAIN OF 1 DWELLING OR MORE; OR THE CONVERSION OF EXISTING BUILDINGS RESULTING IN A NET GAIN OF 2 OR MORE DWELLINGS IN:

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

Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	X

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
In order to address any questions or comments raised by the Inspector and others at the Hearing Session.

Signed:	[redacted]	**Dated:**	28/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Vale of Glamorgan Local Development Plan

Matters Arising Changes Consultation

Representation on Behalf Of

Barratt David Wilson Homes and Acorn Property Group and Village Homes

October 2016

bartonwillmore.co.uk

BARTON WILLMORE
PLANNING / DESIGN / DELIVERY

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN MATTERS ARISING CHANGES CONSULTATION

REPRESENTATION ON BEHALF BARRATT DAVID WILSON HOMES AND ACORN PROPERTY GROUP AND VILLAGE HOMES

OCTOBER 2016

Project Ref:	24125/A5/Reports	24125/A5/Reports
Status:	Draft	Final
Issue/Rev:	01	02
Date:	19th October 2016	28th October 2016
Prepared by:	Zoe Aubrey	Zoe Aubrey
Checked by:	Zoe Aubrey	Zoe Aubrey
Authorised by:	Mark Roberts	Mark Roberts

[redacted]

Ref: 24125/A5/ZA/gp
Date: October 2016

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APPENDICES

Appendix 1 Housing Allocations, including Affordable Housing Information

Introduction

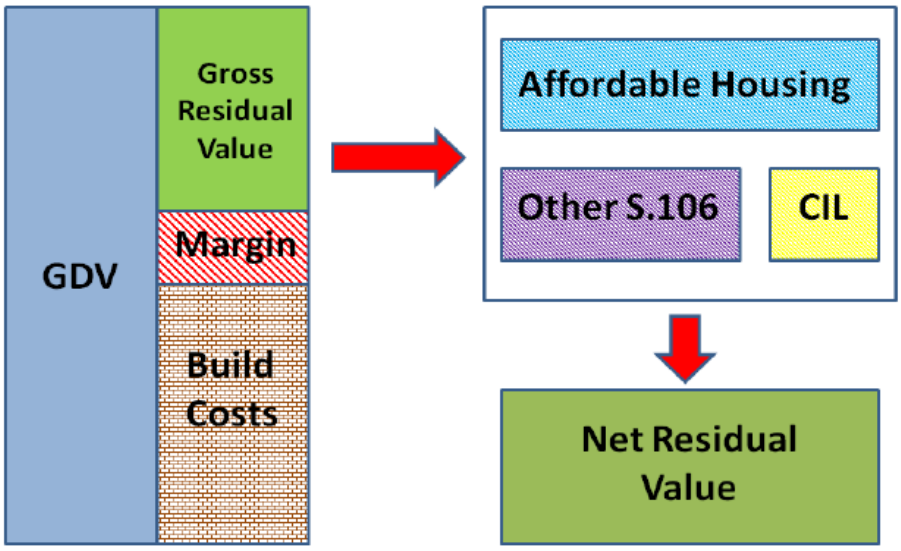
1.1 This Representation on behalf of Barratt David Wilson Homes and Acorn Property Group and Village Homes reviews the updated evidence produced by the Vale of Glamorgan Council to justify the viability evidence underpinning the VoGC affordable housing policies (SP4 Affordable Housing Provision and Policy MG4 – Affordable Housing). It continues to be the position of David Wilson Homes/ Acorn Property Group and Village Homes that the increase in the level of affordable housing provision introduced via Focused Changes FC4 and FC16 is not justified or based on a robust evidence and therefore the policies fail Tests of Soundness 2 and 3 with the affordable housing policies not being based on a robust evidence base or being deliverable within the plan period.

1.2 It should be noted that we do not agree with the methodology used by Andrew Golland Associates (AGA) and have fundamental concerns about the approach. However, it is recognised that the LDP process is too far advanced for a more appropriate method to be used and therefore this Representation focuses on identifying the continuing weaknesses in the updated evidence base set out by the Vale of Glamorgan Council in Action Point Papers 1 to 12 of Hearing Session 6 'Affordable Housing'.

Appraisal Methodology

1.3 The additional evidence set out in the Action Point Papers continues to promote a Residual Land Value appraisal methodology, which is illustrated in Figure 1 below:

Figure 1: AGA Residual Appraisal Methodology



1.4 The 'residual' amount is calculated by subtracting development costs (including build costs, fees, S106/CIL, interest on finance and developers' profit) from the overall value of the scheme (GDV - i.e. the total sale value of all dwellings developed, or transfer value in the case of affordable units). A Benchmark Land Value, reflecting a 'fair' price paid to the landowner (including Existing Use Value plus an uplift to reflect landowner expectations) is then subtracted from the residual amount. Where the residual amount is positive (by a sufficient margin), the scheme can be considered viable.

1.5 Ultimately, the resultant viability is an output of the assumptions and inputs into the appraisal. Concerns are still held in relation to a number of matters which results in the benchmark land value being too low to trigger market transactions.

Gross Development Value (Action Point 4)

1.6 The revised reduced house price data is considered acceptable.

Abnormals and Contingency (Action Point 5)

1.7 Paragraph 9 of Action Point 5 states that:

"The Viability Appraisal report uses base build costs (BCIS) with a 15% allowance for external works which is in line with other viability appraisals and has been generally accepted".

1.8 External works are not the same as site abnormals. External works are off plot works such as internal access roads and hard and soft landscaping. An allowance should also be made for abnormals, which can include (but not limited to):

- Ground contamination/consolidation/demolition;
- If there is a need for the ground to be remediated/consolidated, this will necessitate a raft foundation, which is a significant additional cost, and very common on development sites in Wales;
- If ground has been remediated, then a capping layer of inert safe material will need to be applied, which has to be imported in;
- If gas pipes are present at the site, then gas membranes will be required at significant cost;
- Drainage and onsite attenuation; and

- Land profiling, particularly on hilly areas will attract extra costs for cut and fill to ensure the foundations can be accommodated. Again raft foundation will be required here.

1.9 To allow for abnormals, we recommend an increase of 25% on the basic BCIS build cost estimates rather than 15% advocated by AGA. It is also noted, that the Development Viability Appraisal requirements identified in Affordable Housing Draft Supplementary Planning Guidance (September 2016), includes abnormals and for consistency the approach used by AGA should also include abnormals.

Developer Profit Fees

1.10 The residual appraisal model requires a number of assumptions to be made about other costs of development, including professional fees, overheads, finance and developers profit. These inputs are typically 'rule of thumb'. In relation to 'Developer Profit' returns of 17% for market housing and 5% for affordable housing continue to be assumed. The industry standard assumptions are 20% for market housing and at least 6% for affordable housing. These figures of 20% for open market housing and at least 6% for affordable housing have recently been endorsed through the Newport CIL Examination, with the Inspector's Report confirming at paragraph 31 that they were reasonable and considered to be the industry norm.

Section 106 and CIL (Action Point 5)

1.11 An allowance of £10,000 per unit continues to be made within the appraisal for S106 costs (CIL is not yet implemented). This is considered to be too low based on the formulas set out in The Vale of Glamorgan UDP Draft SPG: Planning Obligation (September 2016). Working through the Planning Obligations SPG, the potential contribution for 1 unit equates to:

Figure 2: Planning Obligation per Plot

Type of Obligation	Residential Development Threshold	Formula	Contribution Per Unit
Sustainable Transport	10	£2200/dwelling or £2200/100^{m2} floor space	£2,200
Education	10	Contributions per dwelling (depending	£13,203

		on available capacity in local schools) Nursery = £1,745 Primary = £4,850 Secondary = £5,468 Post 16 = £1,140 Total = £13,203	
Training and Development		One trainee (£1200) per 500^{m2} of new floor space	
Community Facilities	25	074sqm of community floor space per dwelling = a financial contribution of £1,208 per dwelling.	£1,208
Public open Space	5	2.4ha per 1000 population = 55.68m^2 per dwelling or £1,100 per person = £2,552 per dwelling	£2,552
Public Art	10	1% of Build Costs	
Biodiversity	Assessment on a case by case basis	No specific formula	
TOTAL			**£19,163**

1.12 The above figure of £19,163 per unit does not include any allowance for public art, biodiversity measures, public open space maintenance and the S106 legal and administration fees. Paragraph 7.7 of the Draft Planning Obligations SPG states:

"Developers are expected to pay the Council's legal fees in drafting and preparing a Section 106 Agreement, including any work for an Agreement that is not signed. Legal fees will be charged at the hourly rate for the Council's solicitor. These are in addition to planning application fees and other costs.

The Council charges a fee for progressing and the subsequent monitoring of planning agreements or obligations in addition to the planning application fee to reflect the additional work which goes above and beyond the normal cost of assessing a planning application. The fee is calculated on the basis of 2% of the total financial contribution being sought under the

agreement, or 20% of the planning application fee, whichever is the greater, subject to a minimum fee of £200".

1.13 The legal fee would therefore equate to at least an additional £380 per plot, bringing the total S106 contribution to £19,543 per unit plus open space, public art and biodiversity measures. Furthermore, recent examples of Section 106 contributions are set out below and it should be noted that Public Open Space maintenance contributions are not included due to David Wilson Homes setting up a management company. These figures are also not based on the Draft Planning Obligations SPG but are still significantly more than £10,000 per plot.

- 2014/00460/ FUL - 74 residential units at land adjacent to St Joseph's School, Penarth - £13,172 per unit; and

- 2014/01424/FUL - Land adjacent St Brides Road, Wick - £14,145 per unit.

1.14 Whilst paragraph 15 of Action Point 5 states that £10,000 is higher than other Local Authorities, and £10,000 provides a generous buffer, the developments which have been analysed in the Action Point 5 are not subject to the new contributions required under the draft Planning Obligations SPG. The new requirements must form the basis of the figure used for S106 contributions in the viability exercise because they will be applied to S106 contributions going forward. Therefore a minimum figure of £19,543 should be used in the appraisal for the cost of Section 106 contributions.

Sprinklers and Part L (Action Point 5)

1.15 The introduction of the cost associated with sprinklers is supported. However, the appraisal still ignores the costs associated with new dwellings meeting 'Part L'. AGA believe these costs to be neutral, but this is considered unlikely; any increase in specification will naturally result in cost increases. We believe that an allowance of around £1,500 per unit would be of the correct magnitude.

Benchmark/Threshold Land Value (Action Point 3)

1.16 Once all of the costs described above have been subtracted from GDV, a benchmark land value is used to determine whether or not the residual amount is sufficient to provide a competitive return to the landowner, plus a reasonable buffer to ensure schemes remain viable with changes in conditions. Action Point 3 deals with benchmark land values but fails to provide a logical, robust or appropriate approach to identifying benchmark land values. The approach should be

based on transactional data. In relation to market evidence in paragraph 3 of Action Point 3, the Council state they can only rely on the evidence that is available, which is limited. However, transactional data is available on the HMLR website with it being within the Council's ability to retrieve the data for a small fee. In light of the Inspector's steer for a more 'market orientated approach', it is unclear why the Council has not sourced the data direct from the HMLR with it being the Council's responsibility to produce the evidence base to support their Development Plan. Furthermore, there has been a significant number of transactions within the Vale of Glamorgan since the LDP process started and this evidence is considered to be the most robust evidence available to base the affordable housing requirement upon.

Through the LDP Examination a range of transactional data has been provided to the Council and figure 3 below sets out a summary of transactional data that has been sourced from the HMLR website, demonstrating that the benchmark land value in the Vale of Glamorgan should be set at a minimum of £1 million.

Figure 3: Summary of Transactional Data in the Vale of Glamorgan

Sub Market Area	**Average Sales Price Per Hectare**	**Average Sales Price Per Acre**
Rural	£1,976,511	£800,207
Rural (excluding Cowbridge)	£1,710,993	£692,710
East Vale	£2,098,378	£849,546
Penarth	£1,750,999	£708,906
Rural South & Coast	£1,635,655	£662,209
Barry East	£1,083,041	£438,478
Barry West	no sites	-
Vale of Glamorgan Average	**£1,709,262**	**£692,209**

Source: HMLR

1.17 Paragraph 10 of Action Point 3 sets out the land values achieved on Council owned land. It is worth noting that the examples cited in Barry relate to brownfield land where significant site constraints had to be addressed including contamination which would affect the land value, setting aside policy requirements at the time. Despite this a minimum land value of £500,000 hectare was achieved. It is also considered that the policy context has not changed significantly since these transactions were completed having reviewed the information provided by the Council at the Hearing Session (Policy MG 2 – Housing Allocations, including affordable housing information) **(contained within Appendix 1)**. Within the evidence it is confirmed that the requirement for affordable housing was the same, at 30%, for the majority of sites in Barry for example. As stated above, it is the Council's responsibility to evidence their own LDP in this regard. Whilst some data is confidential, completed transactional data is publically available on HMLR website and Figure 3 provides a summary of this information to ensure that the benchmark land value is based on transactional data.

1.18 Paragraph 11 of Action Point 3 states that:

"The Council considered that there needs to be a balance struck between the need to provide realistic values that reflect the market and land owner's reasonable expectations, against the national policy drive to deliver more affordable housing through the planning system which will inevitably drive down land values to a certain extent."

1.19 Whilst this is noted, the benchmark value identified for the Local Authority must recognise that the sale of land operates in a transactional market. This issue was considered recently at White House Farm, Stokesley (PINS REF APP/G2713/A/12/2179922) where the Inspector identified at paragraph 33 that:

"*It was also suggested that the benchmark land value should be taken from the 2009 viability study carried out for development plan purposes. Since market conditions fluctuate over time, this would not be consistent with the RICS advice, which emphasises the need for site value to reflect the workings of the market". (our emphasis).*

1.20 In addition, RICS Guidance Viability in Planning (2012) advises at 3.3.3 and E1.9-1.10 that the benchmark land value should be reflective of the workings of the market, and states:

"When considering what site value to include, the relevant value should also be in accordance with the definition of viability for planning purposes in 2.1, which is defined as follows:

- *Site value should equate to the market value subject to the following assumption; that the value has regard to development plan polices and all other material planning considerations and disregards that which is contrary to the development plan.*

In arriving at a site value based on the definition in 3.3.3, regard should be given to prospective planning obligations. The purpose of the viability appraisal is, of course, to assess the extent of these obligations while also having regard to the prevailing property market. There is of course a spectrum ranging from CIL testing where there is no planning policy change through to a whole-scale policy change within the local plan. It follows that if the latter end of the spectrum is being tested, the first assumption in the definition of site value would fall away, whereas with the former, it would be necessary to retain this assumption. There must, however, be a 'boundary' placed on the effect on land, to reflect new policy or the burden of CIL charge, in terms of restricting any reduction so that it does not go below what land would willingly transact at in order to provide a competitive return to a willing landowner".

1.21 PPW references the RICS guidance as being 'useful guidance' on page 36.

1.22 Paragraph 11 of Action Point 3 continues to state:

"Therefore, the Council stands by its methodology in considering an 'uplift' from alternative use value as an appropriate land value benchmark subject to a reality check. This approach has been endorsed elsewhere throughout Wales and many LDPs have been adopted on this basis".

1.23 Paragraphs 12 to 18 of Action Point 3 then detail land value benchmarks used in other Local Development Plans and CILs, including Monmouthshire, Caerphilly and Rhondda Cynon Taff. Having reviewed the LDP Inspector's Reports for each LDP, CIL Inspector's Reports (where applicable) along with the associated affordable housing evidence, it is clear that in each Local Authority the development industry were promoting higher benchmark land values to trigger the release of land. Various extracts are set out below:

1.24 Paragraph 2.9 of Monmouthshire LDP - Affordable Housing Strategic Viability Study (Final Report, October 2010) states:

"However, the workshop did indicate that land values are now considerably lower than they have been recently and '£500,000 per acre' (or say £1.2m per hectare) was quoted as a 'going rate' in the context of greenfield sites. Depending on constraints and existing use, the value of

brownfield land was said to be around £250,000 per acre (or £0.6m per hectare) but this figure was given very much as a broad indication of the 'going rate".

1.25 Paragraph 5.9 of Monmouthshire LDP Inspector's Report January 2014 states:

"Questions have been raised with regard to elements of the viability assessment, including house price assumptions, the use of a notional 1ha site with no constraints, the omission of the cost of SUDS, abnormal costs and the level of the benchmark. These were supported by reference to the large housing allocation at South Sebastopol and discussed in depth at the hearings".

1.26 It should also be noted that in relation to Monmouthshire, paragraph 15 of Action Paper 3 is considered to be misleading. The Inspector's Report in relation to the LDP only references and confirms the £650,000 per hectare figure and no reference is made to the £250,000 per hectare for strategic greenfield sites.

1.27 Paragraph 6.7 of the Caerphilly LDP Inspector's Report states that:

"Representatives of the housebuilding industry contend that this approach is unrealistic, because of the large difference between industrial use values plus 25% uplift and residential land values (based on District Valuation Service figures for 2009)."

1.28 Paragraph 25 of the Caerphilly CIL Inspector's Report states that:

"There were challenges to these land values most notably in terms of residential development. Three examples were quoted at the Hearing sessions claiming much higher levels (ranging from £300,000 – £530,000 / acre) but these appeared to relate to 2006/7 planning permissions with lower affordable housing provision."

1.29 Paragraph 24 of the RCT LDP Inspector's Report confirms that:

"The house builders submitted transactional evidence on a limited number of sites which indicated higher values were being paid for land and it suggests that the benchmarks should be raised in Zones 2 and 3 to £225,000 and £250,000 respectively on green field sites. What is also clear it that each of the Local Authorities is failing to deliver a 5 year supply of housing land.

The lack of a deliverable housing supply may be a function of the benchmark land value being set too low in the Authority to stimulate the release of sites in each of the authorities."

1.30 What is noticeable in relation to the three above mentioned authorities is that none of them currently have a 5 year land supply, with the supply as follows in each LPA:

- Caerphilly – 1.5 years;
- RCT 1.5 – years; and
- Monmouthshire – 4.1 years.

1.31 The above review of the delivery of housing in the authorities demonstrates the implications of setting benchmark land values too low to encourage market activity. It is also noted that the work undertaken to set the benchmark land values in all of these authorities has been completed using the same methodology and fundamental concerns are held over this methodology, with the uplift on existing use value not being sufficient to trigger market transactions and the views of the development industry not being taken on board in reaching conclusions on appropriate benchmark land values.

1.32 It is considered that Landowners in the Vale of Glamorgan are unlikely to accept between £450,000 to £700,000 per hectare when transactional data confirms that land values range between £1million to nearly £2million per hectare as set out in Figure 3 have previously been achieved.

1.33 In relation to the other authorities reviewed, it is unclear why they are considered comparable to the Vale for Glamorgan and no evidence is provided to confirm that they are suitable comparisons and why Cardiff is dismissed as a suitable comparison. Whilst the Inspector encouraged the LPA to look at other areas, it does not make them automatically comparable. It is considered far more appropriate to use actual transactional data which is readily available from the HMLR's website and summarised in Figure 3 of this Representation.

1.34 The figure below compares average house prices in the various authorities, which demonstrates that average house prices in the Vale of Glamorgan are significantly higher than the other authorities (except Cardiff and Monmouthshire where they are broadly similar) with house prices being a function of land value.

Figure 4: % Difference in Average House Prices per House Type

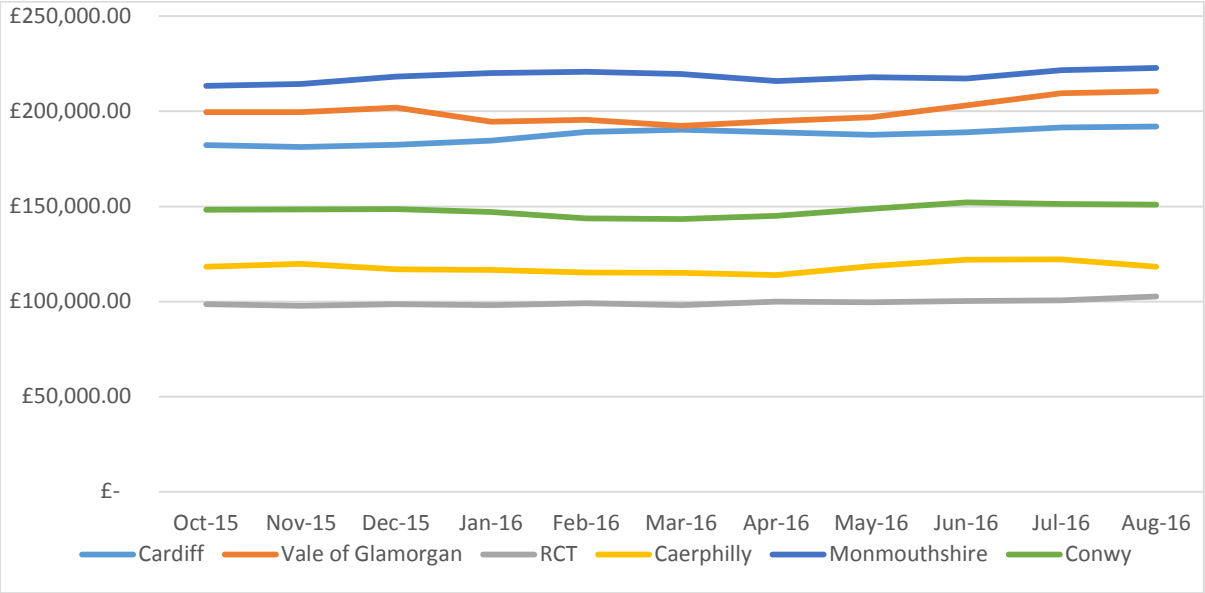
	% Difference in Average House Prices per House Type (£)

		Terraced	*Semi-detached*	*Detached*	*Average*
Local Planning Authority	*Caerphilly*	44	4	39	39
	Cardiff	-12	-5	N/A	8
	Conwy	24	34	36	26
	Monmouthshire	4	16	8	-3
	Rhondda Cynon Taf	52	42	36	48

Source: Rightmove (October 2016)

1.35 Paragraph 10 of Action Point 3 states that Cardiff is not a good comparable because the market and supply side are structured differently. This statement is considered to be incorrect with the average house prices in the Vale of Glamorgan and Cardiff being broadly similar over the last 12 months, as set out in Figure 5 below:

Figure 5: Average Housing Prices October 2015 to September 2016



Source: Land Registry House Price Index (Oct 2015 – Sept 2016)

1.36 Since the Affordable Housing Session held in January 2016, the Cardiff Local Development Plan has been adopted and the LDP Economic Viability Report prepared by Peter Brett Associates (2014) has been endorsed. The benchmark land values identified in the report are:

- Urban/Small site £2m hectare (£800,000 per acre); and

- Fringe/Large sites £1.5m hectare (£607,288 per acre).

1.37 The Fringe/Large site benchmark figure has subsequently been accepted as robust by an Inspector at Appeal (Land at the North and East of Lisvane, Cardiff APP/Z6815/A/14/2224216) with paragraph 50 point vi stating:

"The benchmark value of the land is £600,000/acre based on work undertaken on behalf of a consortium of developers for the Cardiff CIL examination and is the value that was achieved on the Cefn Mably Road site".

1.38 The figures accepted for Cardiff are broadly in-line with the transactional data provided for the Vale of Glamorgan and given that house prices are also similar, this adds significantly weight to basing the benchmark land value in the Vale of Glamorgan on transitional data from the area.

1.39 Paragraph 22 of Action Paper 3 refers to the HCA's Area Wide Viability Model (AWVM) suggesting that benchmark greenfield land values are between £100,000- £200,000 per hectare (10 to 20 fold agricultural land). The AWVM is a strategic tool specifically designed, among other purposes, to test the formulation of planning policy including the viability of CIL. This is achieved by undertaking high-level residual valuation appraisals on sites grouped into common typologies. Residual values are established by deducting the costs of development from the value of completed units within a discounted cash flow.

1.40 The model uses the concept of threshold land values to provide a viability benchmark. These can include an existing use value plus a premium or benchmarked land value. Differing threshold land value options can be defined together with typology specific densities, dwelling mixes, build costs, build periods, sales values and sales periods. The amount of affordable housing and the cost of providing it can also be factored into each typology. Therefore like the approach employed by AGA, the approach is based on a residual model and the outputs are a direct function of the inputs and the model is not considered to be a robust comparison, with the uplift to existing use value needing to be sufficient to trigger market activity.

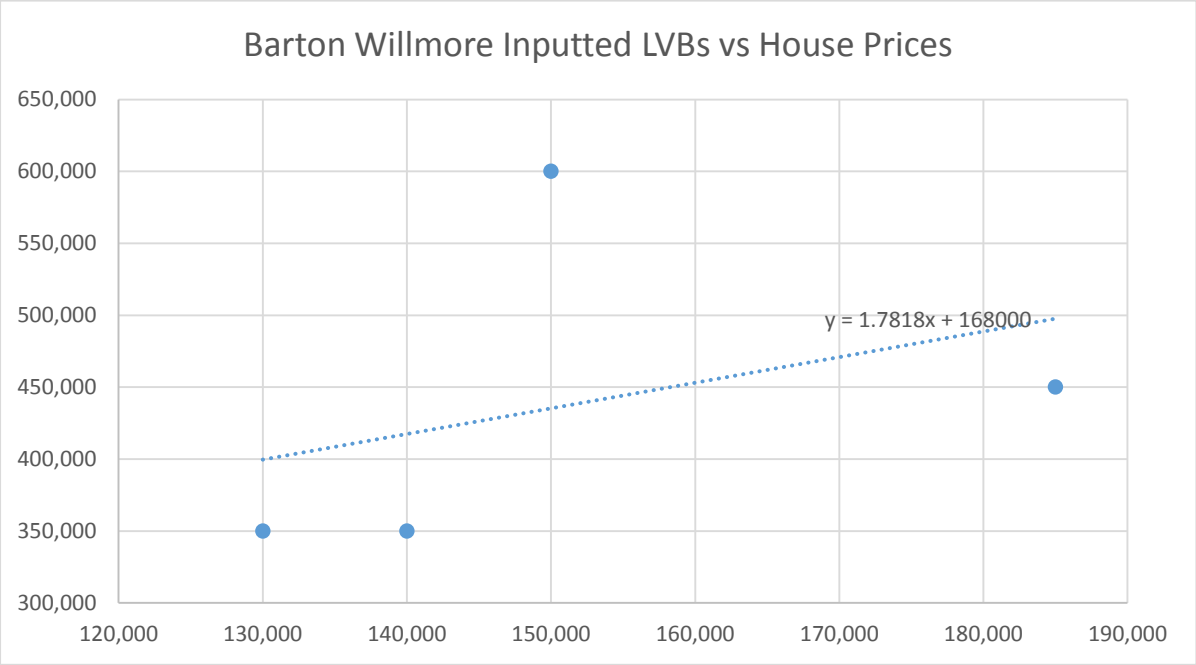
1.41 Paragraphs 19 to 21 confirm that Appendix A contains a comparison between a 3 bed terrace house in the Vale of Glamorgan and other local authorities and benchmark land values to identify the appropriate benchmark range for the Vale of Glamorgan. However, this approach is considered to be flawed, unjustified and also contains a number of errors.

1.42 Barton Willmore has re-run the exercise set out in Appendix A of the Council's Response which identifies the Land Value Benchmarks ("LVBs") for each housing market within the LPA boundary (i.e. Rural, East Vale, Penarth and Dinas Powys, Rural South, Barry West and Barry East) utilising the same data (see Figure 6 below). The data has been plotted through a scatter graph with a linear trend line applied (see Figure 7 below).

Figure 6: House Prices per New-Build 3-Bedroom Terrace House (Mid-Point) set Against Land Value Benchmark

Local Planning Authority	Prices (Mid-Point)	Land Value Benchmark
Monmouthshire	185,000	450,000
Caerphilly	140,000	350,000
Rhondda Cynon Taf	130,000	350,000
Conwy	150,000	600,000

Figure 7: Barton Willmore Inputted Land Value Benchmarks versus House Prices



1.43 As demonstrated within **Figure 7** above, when the Vale of Glamorgan Council's data is inputted into a scatter graph with a linear trend line, the resulting equation differs from that which is relied upon by the Council (i.e. y = 1.7818x + 168000 not y = 1.686x + 215407). Clearly, this

is a significant fault as the equation directly impacts the imputed LVB figures per housing market area contained within the Council's second table within Appendix A.

1.44 Furthermore, the Council's second table contains a house price value for each of the Vale of Glamorgan housing market areas. No referencing which confirms the source of this information is provided. The data contrasts with the corresponding data included within Figure 8 of 'LDP Hearing Session 6: Action Point 4 Vale of Glamorgan Council Response', which provides the following values for 3-bedroom terraced houses:

Figure 8: House Price Data within Vale of Glamorgan Council Evidence

Housing Market Area	House Prices for 3-Bedroom Terraced Houses (2016 Viability Update – referred to within Table 5 of 'LDP Hearing Session 6: Action Point 4 Vale of Glamorgan Council Response')	House Prices (assumed for 3-Bedroom Terraced houses) (Appendix A of 'LDP Hearing Session 6: Action Point 3 Vale of Glamorgan Council Response')
Rural	£219,833	£291,000
East Vale	£208,030	£245,000
Penarth & Dinas Powys	£272,008	£208,000
Rural South & Coast	£181,251	£171,000
Barry West	£186,098	£169,000
Barry East	£167,466	£158,000

1.45 The inconsistencies within the data and the lack of justification / rationale within the Council's response to Action Point 3 make the response impossible to follow and therefore it is considered that in the absence of any detailed justification / rationale for the assumptions made within the calculations, the Council's evidence in response to Action Point 3 should not be relied upon to identify the benchmark land value. Instead, transactional data should be used, which is readily available from HMLR website.

1.46 Action Point 8 sets out the result of the re-run appraisals but it is considered that the appraisals need to be re-run, taking into the account the following:

- Development costs in line with practice elsewhere using BCIS as a basis with 20% uplift for externals and abnormals;
- Additional cost of £1,500 for Part L;
- S106 costs increased to a minimum of £19,534 per plot; and
- A benchmark land value that will stimulate market activity.

1.47 Whilst paragraph 5 of Action Point 8 states that 'the results show strong residual values', the above additional costs need to be factored into the appraisals, alongside recognising a range of benchmark land values in the Vale of Glamorgan which will allow transactions to be stimulated. The Vale of Glamorgan has produced some transactional data which confirms much higher land values. Whilst it is stated that these transactions happened in a different policy context, the percentage of affordable housing in Barry remains the same at 30%, and at 30% affordable housing the residual land value set out in Table 1 of Action Point 8 in Barry West and Barry East are both less than the previous values achieved. In relation to the Rural South and Coast, the difference is considerable with the residual land value at 35% being £900,000 less than what was previously achieved. This will clearly stagnate market activity in the area.

1.48 The Council reference a number of sites where the higher affordable housing requirement has been achieved. The following observations are noted:

- Darren Close – the S106 Agreement was negotiated under the previous SPG and the applicant refused to pay 1% of build cost for public art.
- Three of the S106 Agreements in the Penarth and Dinas area have not been signed and it cannot be assumed that they will be signed or indeed implemented.
- In Barry East the requirement for affordable housing remains the same at 30% and a higher value has been achieved at Land to the East of Pencoedtre Lane than the current resulting benchmark of £340,000, with the achieved land value being quoted at £580,000 per acre (£1.4 m per hectare).

Conclusion

1.49 In conclusion, the latest evidence produced in Action Point Papers 1 to 12 of Hearing Session 6 'Affordable Housing' does not support the affordable housing requirements set out in MAC 33 and 49. The affordable housing requirements continue to fail to comply with Tests of Soundness 2 and 3. In order to comply with Tests of Soundness 2 and 3 the affordable housing policies should be based on transactional data as evidence in Figure 3 of this Representation.

Appendix 1 Housing Allocations, including Affordable Housing Information

POLICY MG 2 – HOUSING ALLOCATIONS, INCLUDING AFFORDABLE HOUSING INFORMATION

Green = application approved; Yellow = pending application; Red = site not yet come forward

	Site Name	Size (Ha)	No. of Dwellings Allocated in LDP MG2	No. of Dwellings approved	Application Reference	Affordable Housing Policy Requirement (relevant at determination date)	Affordable Housing Secured	In-kind obligations	Financial Obligations
Strategic Housing Sites									
1	Phase 2, Barry Waterfront	48.55	1700	2000 (outline) 378 (reserved matters approved to date) 316 (reserved matters pending) = 694	2000 dwellings approved in outline under reference 2009/00946/OUT. 2012/00732/EAR- West Pond 111 dwellings. Superseded by 2014/00834/RES – **112** units- under construction 2012/00733/EAR superseded by 2014/00484/RES - West Pond **138** dwellings- under construction 2012/00806/EAR- West Pond **128** dwellings- under construction 2015/01032/RES – South Quay Parkside – **91** dwellings – application pending. 2015/01224/RES – South Quay Parkside **76** dwellings – application pending. 2015/01305/RES – South Quay Parkside **89** dwellings – application pending. 2015/01458/RES – South Quay Parkside **44** dwellings –	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing. The approved Barry Waterfront Development Principles Document also required up to 30% Affordable Housing provision on this site.	15% affordable housing (80:20 social rented/intermediate split). NOTE: The consortium of developers submitted a viability assessment as part of planning application 2009/00946/OUT, which was then reviewed by the District Valuer, an independent expert for the Council, to analyse the submitted information. The Council agreed to a reduced package of planning obligations in light of this viability assessment with review mechanisms in the s106.	Development viability to be appraised at 500 dwelling or 5 year intervals. FIRST OBLIGATIONS: Off site Highway Works at Barry Island (worth £1,010,000), public open space on site including 13 x LAPs, 2 x LEAPS, 1 x NEAP, a temporary LEAP, maintenance of POS, a 210 place Primary School with Nursery on a 1.5ha site, Ecology mitigation works, 15% affordable housing on site (split 12% social rented, 3% Intermediate) ADDITIONAL OBLIGATIONS (subject to viability): Up to 30% Affordable housing, 1% build costs for public art	FIRST OBLIGATIONS: Sustainable transport facilities (£835,000), Highway contribution (£1,625,000), Public Open Space (£100,000), Community Facilities (£300,000), ADDITIONAL OBLIGATIONS (subject to viability): Off site highway works (£993,000), Sustainable Transport facilities (£800,000), Welsh Medium education (£956,100), school transport (£62,500), POS (£700,000), Community facilities (£500,000), Ecology compensation (£200,000), pollution monitoring (£12,000). Based on first obligations, average s106 cost per dwelling = £1,430 (up to 2000 units) or £1,682.35 (based on 1700 units)

					application pending. 2015/01481/RES – South Quay Parkside **16** dwellings – application pending.				
2	Land at Higher End, St. Athan	9.78	220	100	Part consent - outline and reserved matters approved for **100** units (2009/01368/OUT/ 2013/01148/FUL 2015/00335/RES). Under construction.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable housing (at a ratio of 65:35 social rented/intermediate split) in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% Affordable Housing on site (65% Social Rented), 1 x LEAP on site,	Community facilities (£110,000), Sustainable transport facilities (£100,000), POS maintenance (£60,000) Average s106 cost per dwelling = £2,700
				5	2015/01152/OUT Erection of five detached dwellings, new access and associated works (including demolition of existing garage) – Received 2/10/15.	35% - as defined within the Council's draft Supplementary Planning Guidance on Affordable Housing, and LDP policy MG4 (as amended by the focussed changes)	Pending decision	Pending decision	Pending decision
3	Land at Church Farm, St Athan	8.4	250		Nothing received to date.	-	-	-	-
4	Former Stadium Site / Land adjacent to Burley Place, St. Athan	202	65		Nothing received to date.	-	-	-	-
5	Land to the east of Eglwys Brewis, St. Athan	10.9	300		Nothing received to date.	-	-	-	-
6	Land adjacent to Froglands Farm, Llantwit Major	4.4	90		Nothing received to date.	-	-	-	-
7	Land between Northern Access Road and Eglwys Brewis Road, Llantwit Major	15.8	375		Nothing received to date.	-	-	-	-
Key Settlement: Barry									
8	Barry Island Pleasure Park	1.18	124	25	Part of the site - Approval for **25** units at Appeal under planning reference 2014/01358/FUL. 2year permission. Not yet commenced on site.	35% affordable housing as defined within the Affordable Housing Updated Viability Study (2014) LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning Guidance on Affordable	None - The applicant submitted a Viability Appraisal to the Council as part of the approved planning application. The Appeal Inspector agreed that the costs associated with the development were so high that the 25 flats would be necessary to	None.	None.

						Housing.	support the commercial ground floor element, but with no scope for any financial contributions or any affordable housing provision through a Section 106 Legal Agreement. The development must be begun within two years post the decision.		
9	White Farm	1.14	177	177	Outline approved under planning ref: 2002/01636/OUT. Reserved matters approved under 2010/00123/RES – approved by Appeal Inspector for **177** dwellings. Under construction.	20% affordable housing as defined in the Council's Unitary Development Plan and Affordable Housing SPG.	20% affordable housing in accordance with Unitary Development Plan.	Delivery of 36 Affordable houses on site. Transfer Public open Space Land to the Council for £1. Highway works - New roundabout at Whitewell/The Pastures and signalised junction at Colcot Rd / Whitewell Road, Colcot Rd / Highfield Rd / Winston Rd. Developer to lay out the POS	Public Open Space Sum £395,365.00 £115,000 for open space maintenance Average s106 cost per dwelling = £2,883.41
10	Land to the east of Pencoedtre Lane	2.8	67	67	Outline approved under 2008/01531/OUT. Reserved matters approved under 2010/01225/RES (**67** dwellings) completed on site.	30% affordable housing, as defined within the Council's Unitary Development Plan.	30% affordable housing, in accordance with the Council's Unitary Development Plan.	30% Affordable Housing Public Art (1% of the build costs = £44,143) Public open space (55.4sqm per dwelling) Sustainable transport scheme in vicinity of the site	Community Facilities £998.50 per dwelling (£66,899.50) Sustainable transport contribution £2000 per dwelling (£134,000) Average s106 cost per dwelling = £2,998.50
11	Land to the west of Pencoedtre Lane	1.3	40		Nothing received to date.	-	-	-	-
12	Ysgol Maes Dyfan	1.44	45	47	2015/00075/FUL (**47** dwellings) – S106 signed 28/5/15 – under construction.	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing	30% Affordable Housing on site (80:20 social rented/intermediate split)	30% Affordable Housing on site	Community Facilities (£46,292.50), Education (£203,273.88), Public Art (£26,329), Public open space (£107,160.47), Sustainable Transport (£94,000) Average s106 cost per dwelling = £10,150.12
				34	2015/00076/FUL (**34** Dwellings) – S106 signed 26/6/15 - under construction.	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing	30% Affordable Housing on site (80:20 social rented/intermediate split)	30% affordable housing	Community facilities contribution (£33,949), Education contribution (£101,636), Public Art contribution (£18,102), Public open space

									contribution (£77,520), Sustainable Transport contribution (£68,000) Average s106 cost per dwelling = £8,800.20
13	Barry Magistrates Court	0.41	52	52	2012/01114/FUL (**52** dwellings) Site completed	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	100% affordable housing scheme.	100 percent Affordable Housing	Public Open Space (£103,500) Average s106 cost per dwelling = £1,990.38
14	Court Road Depot, Barry	1.6	50	-	Nothing received to date.	-	-	-	-
15	Holm View	1.2	50	-	Pre-application received	-	-	-	-
16	Hayes Wood, The Bendricks	1.8	55	-	Nothing received to date.	-	-	-	-
Service Centre Settlement: Cowbridge									
17	Cowbridge Comprehensive Lower School	0.8	21	21	2011/01248/FUL (**21** dwellings) - Site completed	30% affordable housing as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	6 affordable units on site (equating to 28.5%) with a further financial contribution of £30,885 as an off-site contribution for the additional 0.3 of a unit.	Affordable Housing (6 units), Public Art (1% of build costs)	Public Open Space (£47,880), Education Contribution, (£81,008), Sustainable Transport Contribution (£42,000), Affordable Housing contribution (£30,885) Average s106 cost per dwelling = £8,137.50 (excluding AH)
18	Cowbridge Comprehensive 6th Form Block, Aberthin Road	0.52	20	-	Nothing received to date.	-	-	-	-
19	Land adjoining St. Athan Road, Cowbridge	4.3	130	-	Pre-application received	-	-	-	-
20	Land to the north and west of Darren Close, Cowbridge	27	390	475	Outline application received (2015/01505/OUT) for 475 dwellings. The Council's Planning Committee approved the application at the January 2016 planning committee, subject to the signing of a Section 106 agreement.	40% affordable housing, as defined within the Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning Guidance on Affordable Housing.	The applicant has agreed to provide 40% (190 units) (70:30 social rented/intermediate split) affordable housing on site, in accordance with the Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning	The applicant has agreed to: Affordable Housing (40%), Public Open Space - Local Areas of Play (LAPs), 2 Locally Equipped Areas of Play (LEAPs), and 1 Neighbourhood Equipped Area for Play (NEAP), 2 hectare primary school site	The applicant has agreed to: Sustainable Transport (£950,000), Education (£4,131,866.76), Community Facilities (£200,000), Public Art (£30,000) Average s106 cost per dwelling = £11,182.87

							Guidance on Affordable Housing.		
Service Centre Settlement: Llantwit Major									
21	Plasnewydd Farm	0.8	130	149	2014/00831/FUL (**149** dwellings) Application approved 23/1/15. Not yet implemented on site.	30% as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing and LDP Policy MG4.	30% (80:20 social rented/intermediate split) in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (45 units) Affordable Housing, Great Crested Newt mitigation measures, public open space, public art	Community Facilities (£147,286), Primary / Nursery education facilities (£295,654), open space (£77,520), sustainable transport (£298,000) Average s106 cost per dwelling = £5,493.00
22	Land adjacent to Llantwit Major Bypass	2.4	70	64	2014/00995/FUL – application received for **64** dwellings on part of the site. Currently under consideration.	35% as defined within the Council's draft Supplementary Planning Guidance on Affordable Housing (2015), LDP Policy MG4 (as amended by the focused changes), and the Affordable Housing Updated Viability Study (2014).	Pending application.	Pending application.	Pending application.
Service Centre Settlement: Penarth									
23	Land at Upper Cosmeston Farm, Penarth	7.8	235	-	Nothing received to date.	-	-	-	-
24	Land adjoining St. Joseph's School, Sully Lane	2.4	80	74	2014/00460/FUL (**74** dwellings) submitted 25/4/14 The Council's Planning Committee resolved to approve the application in September 2015 subject to S106 agreement.	40% in accordance with the Council's Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes) and the Council's draft Supplementary Planning Guidance on Affordable Housing (2015).	35% - The applicant agreed to 35% affordable housing (80:20 tenure split), in accordance with the Council's Affordable Housing Viability Study (2013). The threshold for affordable housing increased during the process of the application, and officers considered that the application was at such an advanced stage that it would not be reasonable to retrospectively impose this requirement.	The applicant has agreed to: 35% Affordable Housing, Public Art to 1% of build costs, Public Open Space to be provided on site in the form of at least 1 No. Local Area for Play (LAP), and 1 No. Local Equipped Areas for Play (LEAP) with four types of equipment, Maintenance of the Public Open Space	The applicant has agreed to: Sustainable Transport (£148,000), Community Facilities (£73,149), Education (£686,929) Average s106 cost per dwelling = £12,271.32
25	Headlands School, St. Augustine's Road	2.2	65	-	Nothing received to date.	-	-	-	-
Primary Settlement: Dinas Powys									
26	Land at and	13.2	300	-	Cabinet resolution	-	-	-	-

	adjoining St. Cyres School, Murch Road				(Minute C2195) on 10/02/2014 to dispose of and market the site. Council has marketed the site. Ongoing negotiations with preferred bidder / developer. Submission of planning application anticipated in 2016.				
27	Land off Caerleon Road, Dinas Powys	2.5	75	70	2014/00282/OUT submitted 27/1/14 (**70** dwellings). Application was reported to January 2016 Planning Committee, and Members resolved to approve application subject to Section 106 agreement.	40% - affordable housing as defined within the Council's draft Supplementary Planning Guidance on Affordable Housing (2015), LDP Policy MG4 (as amended by the focused changes), and The Council's Affordable Housing Updated Viability Study (2014)	40% - The developer has agreed to provide 40% affordable housing on site, in accordance with the viability appraisal set out within the Affordable Housing Updated Viability Study (2014), LDP Policy MG4 (as amended by the focused changes), and the Council's draft Supplementary Planning Guidance on Affordable Housing (2015).	The applicant has agreed to: 40% Affordable Housing, Provide POS on site to meet the Council's Standards, public art on the site to the value of 1% of the project budget	The applicant has agreed to: Sustainable Transport (£2000 per dwelling = £140,000), Community Facilities (£988.50 per dwelling = £69,195), Education (£260,338.68) Average s106 cost per dwelling = £6,707.62
28	Land at Ardwyn, Pen-y-Turnpike	1.6	15	18	Application 2014/00167/FUL approved 11/11/2014 for 17units.	35% affordable housing as defined within LDP Policy MG4 (prior to the focused changes) and the viability evidence contained within the Affordable Housing Viability Study (2013).	35% (6units) affordable dwellings (80:20 tenure split social rented/intermediate) – in accordance with LDP Policy MG4 (prior to the focused changes) and the viability evidence contained within the Affordable Housing Viability Study (2013).	35% Affordable Housing, Public art (1% build costs)	Deed of Variation: Off-site Affordable Housing £101,790, Education £101,242.82, Public Open Space £41,041, Sustainable Transport £36,000 Average s106 cost per dwelling = £9,904.65 (excluding AH)
					Application 2015/00095/FUL, increased number of dwellings to**18** dwellings - Approved 2/7/15 – development under construction.	40% affordable housing, as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	Increase in the number of dwellings to 18 and following the evidence contained within the Affordable Housing Updated Viability Study (2014) the developer was required to deliver an additional affordable dwelling via an off-site contribution.		
29	Land at Cross Common Road	2.3	50	50	2015/00392/OUT Outline application currently under consideration for up to 50 dwellings	40% affordable housing, as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing	Pending application.	Pending application.	Pending application.

						Updated Viability Study (2014).			
Primary Settlement: Llandough (Penarth)									
30	Land south of Llandough Hill/Penarth Road	5.2	130	-	Pre-application received for residential development of circa 130 homes and associated access, public open space and landscaping.	-	-	-	-
31	Land north of Leckwith Road	0.6	15	21	Outline application 2014/01401/OUT Proposed residential development of 21 dwellings on land to the north and south of Leckwith Road, (including land at Leckwith Motor Company) and associated ancillary works (on larger site than the LDP allocation). Approved 1st October 2015 by the Council's Planning Committee subject to a legal agreement.	40% affordable housing, as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	40% - The applicant has agreed to 40% affordable housing to be delivered on site (80:20 tenure split social rented/intermediate)	The applicant has agreed to: 40% (80:20 split) affordable housing, public art on the site to the value of 1% of build costs	The applicant has agreed to: Sustainable Transport (£2000 per dwelling = £42,000), Education (£123,036.24), Recreation facilities (£2,280 per dwelling = £47.880), Community Facilities (£988.50 per dwelling = £20,758.50) Average s106 cost per dwelling = £11,127.36
32	Llandough Landings	6	120	-	Nothing received to date.	-	-	-	-
Primary Settlement: Rhoose									
33	Land north of the Railway Line, Rhoose	25.82	650	350	Eastern Half: Outline consent approved under 2010/00686/EAO for **350** dwellings approved in January 2014. Two subsequent Reserved Matters applications were approved in April 2015 for 126 and 224 dwellings under applications: 2014/0639/RES and 2014/00344/RES.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable Housing (105 units) (80% social rented,20% intermediate housing), in accordance the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable housing (80% social rented, 20% intermediate housing), 3 Local Areas for Play, a Neighbourhood Area of Play, Public Art (1 percent build costs minus £61,234), Multiuse Games Area and Changing Facilities	Community facilities (£345,000), Education contribution (£1,115,387), Off- Site Highway contribution (£140,000), Public Art (1% minus £61,234), Sustainable Transport (£700,000) Average s106 cost per dwelling = £6,572.50 (excluding Public Art)

				350	Western half of Site: application 2014/00550/OUT for **350** units approved in May 2015. Two subsequent Reserved Matters applications are currently under consideration for 231 and 119 dwellings, with associated works under applications: 2015/01070/RES and 2015/01072/RES.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing, and the Council's Affordable Housing Viability Study (2013)	30% (105units) affordable housing (80% social rented / 20% intermediate housing), in accordance the Council's Adopted Supplementary Planning Guidance on Affordable Housing and the Council's Affordable Housing Viability Study (2013).	30% affordable housing on site (80% social rented, 20% LCHO), Public Art on site (1% of build costs), Public Open Space scheme 1 x LEAP and 2 x LAPs, School Site (1 hectare)	Highway works contribution (£20,000) Top-Up Highway Works Contribution (£120,000), Community Facilities (£988.50 per dwelling = £345,975), Education Facilities (£3712.65 per dwelling = £1,299,427.50), Sustainable Transport (£2000 per dwelling = £700,000) Average s106 cost per dwelling = £7,101.15
34	Land south of the Railway Line, Rhoose	2.65	87	87	Application for **87** units approved under application 2012/00937/FUL in May 2014.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (26units) affordable housing delivered on site in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing, split as 21 social rented (80.8%) and 5 Low Cost Home Ownership (19.2%).	Affordable housing (26 dwellings / 30%), 1% Public Art, Public Open Space	Community Facilities (£85,999), Education Contribution (£343,196), Environmental Mitigation Contribution (£15,000), Open Space Maintenance Contribution (£58,038), Public Art Contribution (£41,139), Sustainable Transport Contribution (£174,000 less Highway Works Costs) Average s106 cost per dwelling = £8,245.65
Primary Settlement: Wenvoe									
35	Land to the west of Port Road, Wenvoe	6.98	140	131	2013/00884/OUT Residential development for up to 140 dwellings 2014/00452/RES – 131 dwellings approved. Dwellings under construction. 2015/00601/RES Reserved Matters for part of site (relating to Outline consent 2013/00884/OUT) for a site total of **132** dwellings and associated landscaping and works. Application currently under	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing in total, comprising of 25% affordable housing (80:20 split) delivered on site, and a 10% contribution in lieu of on site delivery. A viability assessment was jointly commissioned by the Council's Planning Department and the applicant, in response to the applicant's concerns regarding viability and the requirement for affordable housing. The Council and the applicant agreed to the above provision following this evidence, in accordance with the Council's Affordable	25% Affordable Housing, Public Art (£20,000), Woodland Walk	10% Additional Affordable Housing contribution (£786,000), Community Facilities (£988.50 per Dwelling = £129,493.50), Education Contribution (£3,766.25 per Dwelling = £493,378.75), Public Open Space commuted sum (value calculated at time), Sustainable Transport (2,000 per Dwelling = £262,000) Average s106 cost per dwelling = £6,754.75 (excluding AH and Public Open Space maintenance)

					consideration.		Housing Viability Assessment (2010).		
Minor Rural Settlements									
36	Land adjoining to Court Close, Aberthin	0.75	20	-	Pre-application received.	-	-	-	-
37	Land to the east of Bonvilston	7.2	120	120	Pending application 2015/00960/FUL for 120 dwellings.	40% affordable housing (70:20 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	Application pending.	Application pending.	Application pending.
38	Land to rear of St David's Church in Wales Primary School, Colwinston	2.5	65	64	2014/00242/FUL approved for **64** dwellings - 15/01/2014. Development has started on site.	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing in accordance with the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change). – comprising of 25% (16units) affordable housing (80:20 split) delivered on site, and a 10% contribution in lieu of on site delivery. The Council agreed to this following the submission of a viability assessment, which demonstrated that the site had site specific development constraints that created abnormal development costs, including the presence of shallow rock across the site, Dwr Cymru Welsh Water requirements, the need to supply mains gas to the site and the topography of the site.	25% Affordable Housing on site, Public art to the value of £15,000, On site public open space and sustainable drainage,	Affordable Housing Contribution (£519,124), Drainage Contribution payable to DCWW (£457,000), Education Contribution (£203,273.88), Off site Public Open Space (£46,008.12), Drainage and POS commutted sum (£80,000), Sustainable transport contribution (£128,000) Average s106 cost per dwelling = £7,145 (excluding AH and drainage contribution to DCWW) Average s106 cost per dwelling = £14,285.65 (excluding AH only)
39	ITV Wales, Culverhouse Cross	7.1	250	224	2013/01152/OUT for 243 units residential dwelling, approved 31/03/2014. 2014/01079/RES for **224** approved 12/03/2015. Under construction.	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing in accordance with the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change). – comprising of 24% (54 units) affordable housing (80:20 split) delivered on site, and a	More than 13.9 square metres of Childrens Play Space per Dwelling, Public Art (value of £50,000), Recreational Facilities (0.3 hectares of land), 24% Affordable Housing onsite	Community facilities (£988.50 per Dwelling = £221,424), Education (£3,344.81 per Dwelling = £749,237.44), Sustainable Transport (£2,000 = £448,000), 11% Off Site Affordable Housing Contribution

							11% contribution in lieu of on-site delivery. The Council's Housing Section considered it more worthwhile to use an off-site contribution to deliver some affordable housing off site in areas of higher need such as Barry, where there are plenty of opportunities available to invest in delivering more affordable housing.		Average s106 cost per dwelling = £6,333.30 (excluding AH)
40	The Garden Emporium, Fferm Goch	2.2	40	40	2012/00862/OUT & 2014/00008/RES for **40** units approved 4/4/2014 - Development near completion.	35% - as defined within the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% (14 units) affordable housing (80:20 tenure split) delivered on site in accordance with the Council's Affordable Housing Viability Study (2013), and LDP Policy MG4 (prior to the focused change).	35% affordable housing, public art, public open space	Community facilities (£39,540), Education (£116,686), School transport (£39,000), Sustainable transport (£80,000), Play equipment (£15,000) Average s106 cost per dwelling = £7,255.65
41	Ogmore Residential Centre	3.25	84	70	2009/00489/OUT 2013/00862/RES for approved 9/5/2014 for **70** dwellings. Development under construction.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (21 units) affordable housing (80:20 tenure split) on site, in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% Affordable Housing, Public open space on site, traffic regulation orders, Highway works	Community Facilities (£988.50 per Dwelling £69,195), Education (£3,930.95 per dwelling £275,166.50), Sustainable transport (£1666.67 per dwelling £116,666.90) Average s106 cost per dwelling = £6,586.12
42	Ogmore Caravan Park	3.7	82	100	2009/01273/OUT approved 23/09/2011 for residential development. 2014/01108/RES approved 26/5/2015 for **100** dwellings in total. Development under construction.	30% - as defined within the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% (30units) affordable housing (80:20 tenure split) on site, in accordance with the Council's Adopted Supplementary Planning Guidance on Affordable Housing.	30% affordable housing provision, 1% public art	Communities facilities (£988.50 per dwelling = £98,850), Education (£4,661,80 per dwelling = £466,180), Public Open Space (£2,280 per dwelling - = £228,000), Sustainable transport contribution (£2,000 per dwelling = £200,000) Average s106 cost per dwelling = £9,930.30
43	Land to the East of St Nicholas	4.4	100	96	96 dwellings under application 2015/00249/FUL – currently under consideration.	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence	Application pending.	Application pending.	Application pending.

						contained within the Affordable Housing Updated Viability Study (2014).			
				21	21 dwellings under 2015/00662/FUL– Development under consideration.	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	Application pending.	Application pending.	Application pending.
44	Land off St. Brides Road, Wick	4.0	100	124	2014/01424/FUL Change of use of agricultural land to residential development (C3) including the development of **124** residential dwellings, public open space, landscaping, highway improvements and associated engineering works. – approved 31st November 2015. Works commenced on site in January 2016.	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence contained within the Affordable Housing Updated Viability Study (2014).	35% (44units) affordable housing (80:20 tenure split). The assessment of the development had been on-going since December 2014 and at the point at which the application was considered, the application was extremely advanced. Following consultation with the Council's Housing Section, it was considered that the application was at such an advanced stage that it would not be reasonable to retrospectively impose this requirement of 40% (70:30 tenure split) upon the applicant at the very end of the process. The relevant requirement for Council agreed to 35% affordable housing.	On site Public Open Space, Public Art (1% build costs), Sustainable Transport (Footway link), 35% affordable housing (80:20 tenure split)	Education (£1,270,588.40), Community Facilities (£122,574.00), Sustainable Transport (£248,000.00 minus the cost of footway link) Average s106 cost per dwelling = £13,235.18
45	Land off Sandy Lane, Ystradowen	4.2	85	40	Part of site - 2013/00856/OUT 2014/01483/RES (Badgers Brook Rise) - approved on 13/05/2015 for **40** dwellings. Development under construction.	35% affordable housing as defined in the Council's adopted SPG on Affordable Housing, and LDP Policy MG4 prior to the focused changes.	35% (14 units) affordable housing (80:20 split) in accordance with the Council's adopted SPG on Affordable Housing, and LDP Policy MG4 prior to the focused changes.	Public Art (1% build costs), no less than 2,216 Public Open Space, 35% Affordable Housing	Community facilities (£39,540), Education (£347,906.48), Off-site Public Open Space (£26,765.43), Sustainable Transport (£80,000) Average s106 cost per dwelling = £12,355.29
46	Land west of Swanbridge Road, Sully	20	500	350	Part of site - Application submitted 2013/01279/OUT Residential development with associated access	40% affordable housing (70:30 tenure split), as defined within LDP Policy MG4 (as amended by the focused changes) and the viability evidence	Application pending.	Application pending.	Application pending.

					and associated works (max **350** dwellings) – pending decision	contained within the Affordable Housing Updated Viability Study (2014).			
			Total Allocated	**7,829**					
			Total with Planning Permission	**4270**					
			Total pending current planning applications	**1,346**					

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. 7373

Date Received.....

Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Walters Land (Barry) Ltd	Philippa Cole
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
41	x☐	x☐	☐	☐	x☐
42	☐	x☐	x☐	x☐	x☐
49	☐	x☐	☐	x☐	x☐
104	☐	x☐	☐	☐	x☐
105	☐	x☐	☐	☐	x☐
137	☐	x☐	☐	☐	x☐
138	☐	x☐	☐	☐	x☐
141	☐	x☐	☐	☐	x☐
179	☐	x☐	☐	x☐	x☐
192	☐	x☐	☐	x☐	x☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

MAC 41. The reduction in reliance on windfall sites is welcomed but it is considered that there is still an over reliance on windfall sites given the period looked at for evidence purposes. On this basis the plan continues to under provide housing allocations and will fail to deliver. The removal of the 10% flexibility allowance is queried given the evidenced concerns over deliverability of strategic sites.

MAC 42. Whilst the plan continues to recognise Barry as the only Key Settlement in the Vale and a settlement with the highest housing need, in addressing the changes required as a result of MAC 41, it only allocates an additional 34 units in the settlement compared to an additional 85 units in Cowbridge, 91 in Llantwit Major and 480 in Penarth (Lavernock). This is despite evidence presented and not disputed at the hearing that Barry Waterside was ahead of schedule and the completion of a number of schemes within the settlement. The revised policy has failed to address these matters by not allocating further land in Barry for housing and will fail to provide for the needs of the Key Settlement during the plan period.

MAC 49. Clarification in respect of proposals in edge of settlement locations is welcomed as is the confirmation that viability evidence is to be a justification of alternative provision. The reliance of the 2014 viability assessment is questioned given the serious concerns expressed at the hearing.

The additional allocations and expansion of sites listed in MAC 42 and in particular expanded upon in MAC 179 and 192 appear unreliable. In particular Land west of Pencoedtre Lane (MAC 179) acknowledges significant planning hurdles to be addressed in particular comments from NRW, the council's own drainage engineers and GGAT.

Land at Upper Cosmeston Farm, Lavernock provides a significant proportion of additional housing allocations – an increase from 235 to 576 residential units on an expanded site (7.8 Ha – 22.2 Ha). The comments from consultees demonstrate that there are significant planning hurdles to be overcome in respect of transport and highways impact, ecology, surface water drainage and archaeology such that there can be no certainty of the proposals coming forward in the plan period. The deliverability of the site is therefore questioned.

MAC 104,105,137,138 and 141 all provide trigger points (when action would be taken to address a plan that is failing) of 10% or more reduction in targets over 2 consecutive years. This has considerable implications for the plan. Intervention will only take place when (in the case of housing) the council is 20% behind its target. These are significant housing numbers to make up. An amended trigger of 5% over a 2 year period and 10% over 1 year is therefore required.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	x☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	
All of the above. Overall, the changes will fail to address housing needs in the Vale in line with the adopted strategy and sustainability objectives. The additional sites allocated as part of this process have fundamental planning hurdles to overcome and the review mechanisms proposed will cause deliverability problems going forward.	

Signed:	[redacted]	**Dated:**	28/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

At ddefnydd y Swyddfa yn unig	
Rhif y Cynrychiolydd	7384
Dyddiad derbyn	28.9.16
Dyddiad Cydnabod	28.9.2016

Cynllun Datblygu Lleol Bro Morgannwg 2011-2026

Ffurflen Sylwadau ar gyfer yr Ymgynghoriad ar Newidiadau yn Sgil Materion a Godwyd

Diogelu data

Sut y caiff eich sylw a'r wybodaeth a roddwch i ni eu defnyddio

Caiff yr holl wybodaeth a gyflwynir ei gweld yn llawn gan staff Cyngor Bro Morgannwg sy'n ymwneud â'r Cynllun Datblygu Lleol (CDLl). Caiff eich enw a'ch sylwadau fel y'u rhoddir yn eich ffurflen sylwadau eu cyhoeddi maes o law. Mae hyn yn helpu i ddangos yr ymgymerwyd â'r ymgynghoriad yn briodol. Sylwer, caiff y ffurflen hon ac unrhyw wybodaeth ategol eu hanfon at yr Arolygydd i'w hystyried.

Fel rhan o'r Archwiliad ar CDLl Bro Morgannwg, cafodd nifer o Newidiadau yn Sgil Materion a Godwyd eu cynnig i'r datganiad ysgrifenedig a'r map cynigion. Rhestrir y newidiadau hyn yn yr **Atodlen Newidiadau yn Sgil Materion a Godwyd (MAC).** Yn ogystal, mae'r Cyngor wedi diweddaru'r Arfarniad Cynaliadwyedd (SA) (gan gynnwys yr Asesiad Amgylcheddol Strategol) a'r Asesiad Rheoliadau Cynefinoedd (HRA) (Adroddiad Asesiad Priodol) i adlewyrchu'r newidiadau arfaethedig. Gellir edrych ar yr holl ddogfennau ymgynghori MAC ar wefan y Cyngor www.valeofglamorgan.gov.uk/ldp, yn swyddfeydd y Dociau a swyddfeydd dinesig y Cyngor yn y Barri ac yn Nepo'r Alpau yng Ngwenfô ac ym mhob llyfrgell leol yn ystod oriau agor arferol.

Bydd yr ymgynghoriad ar yr atodlen MAC, MAC SA a MAC HRA yn dechrau ddydd Gwener 16 Medi 2016 ac yn dod i ben am hanner nos, nos Wener 28 Hydref 2016. Mae'n bwysig nodi bod yr holl sylwadau a wnaed mewn ymgynghoriadau CDLL blaenor eisoes wedi'u hystyried gan yr Arolygydd fel rhan o'r Archwiliad. **Felly, mae'n rhaid i sylwadau ar y cam hwn fod yn perthyn i'r MAC yn unig** ac nid yw'n gyfle i ychwanegu at y sylwadau neu i wneud sylwadau newydd i'r CDLl Ar Adnau.

Mae'r ddogfen hon ar gael mewn fformatau eraill drwy holi

Rhan 1: Manylion Cyswllt	**Eich Manylion/Manylion eich Cleient**	**Manylion yr Asiant** *(os yw'n berthnasol)*
Enw: EIFION PRITCHARD		
Cyfeiriad [redacted]		RECEIVED
Cod Post [redacted]		28 SEP 2016
Rhif ffôn.		Regeneration and Planning
Cyfeiriad E-bost		
Rhif Adnabod* *(os yw'n berthnasol)*		

*Bydd gennych Rif Adnabod os ydych wedi gwneud sylwadau ar gamau blaenorol y broses CDLl neu os ydych wedi gwneud cais i gael eich cynnwys yng nghronfa ddata CDLl y Cyngor. **Bydd y Rhif Adnabod wedi'i ddangos yn glir ar ohebiaeth flaenorol gan y Cyngor. DYFYNNWCH Y RHIF HWN I HELPU'R CYNGOR EICH ADNABOD.**

Nodiadau Cyfarwyddyd.

Dylid defnyddio'r ffurflen hon i wneud sylwadau am **Atodlen MAC** yn unig. Mae ffurflen ar wahân ar gael os ydych yn dymuno gwneud sylw ar y MAC SA/HRA. Dylech gynnwys eich holl sylwadau ar y ffurflen hon. Os oes angen dalennau ychwanegol, rhowch rif yn glir ar bob dalen ychwanegol a'u hatodi'n gadarn at y ffurflen hon.

Gellir lawrlwytho ffurflenni sylwadau ychwanegol o wefan y Cyngor ar www.valeofglamorgan.gov.uk/ldp neu eu cael o'r tîm CDLl ar 01446 704665 / 704663. Hefyd, gallwch lungopïo'r ffurflen hon os dymunwch.

Pan fydd grŵp yn rhannu barn gyffredin am MAC, bydd y Cyngor yn derbyn deiseb wedi'i llofnodi. Wrth gyflwyno sylw ar ran grŵp, dylai'r ffurflen sylwadau gynnwys manylion cyswllt y person blaen yn Rhan 1 a dylid rhestru'r sylwadau'n glir ar y ffurflen sylwadau. Dylai'r ddeiseb wedi'i llofnodi ddatgan yn glir faint o bobl sy'n cael eu cynrychioli a sut cafodd y sylw ei awdurdodi. Nid yw llofnodi deiseb yn golygu na ellir cyflwyno ffurflenni unigol.

Rhan 2: Eich Sylwadau ar Atodlen Newidiadau yn sgil Materion a Godwyd.

2a. Ar ba Newid(iadau) yn Sgil Materion a Godwyd rydych yn gwneud sylw? (Cyfeiriwch at Atodlen MAC)

Cyfeirnod Newid yn Sgil Materion a Godwyd (e.e. MAC1)	Cymorth	Gwrthrych	Os ydych yn gwrthwynebu MAC, dywedwch pa Brawf Cadernid rydych yn credu ei fod yn ei fethu.		
			Prawf 1	Prawf 2	Prawf 3
MAPMAC 03.	☐	☑	☐	☑	☐
MAC42(M62(28)	☐	☑	☐	☑	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

Profion Cadernid	
Prawf 1	Ydy'r cynllun yn gweddu? (h.y. a yw'n glir bod y CDLl yn gyson â chynlluniau eraill?)
Prawf 2	Ydy'r cynllun yn briodol? (h.y. ydy'r cynllun yn briodol ar gyfer yr ardal yng ngoleuni'r dystiolaeth?)
Prawf 3	Fydd y cynllun yn cyflawni? (h.y. ydy'n debygol o fod yn effeithiol?)

2b. Rhestrwch eich sylwadau yn y gofod isod, gan ddefnyddio dalennau ychwanegol os bydd angen. Os ydych yn ystyried na fydd y Newidiadau yn Sgil Materion a Godwyd yn peri i'r Cynllun yn gadarn, rhestrwch eich rhesymau pam, a dywedwch pa newidiadau pellach rydych yn credu sydd eu hangen. Dangoswch yn y gofod a ddarperir os ydych yn cyflwyno deunydd ychwanegol i gefnogi eich sylwadau. Os ydych yn gwneud sylwadau ar fwy nag un MAC, sicrhewch eich bod yn dangos yn glir i ba MAC mae eich sylwadau yn perthyn.

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YR WYF YN GWRTHWYNEBU AM DDAU RESUM PRIODOL – FEL A GANLYN.

A) TRAFNIDIAETH A DIOGELWCH AR Y FFYRDD

MAE Y CYNGOR (A DRAN FFYRDD) YN YMWYBODOL BOD NIFER O DDAMWYNIAU WEDI DIGWYDD AR FFORDD LAVERNOCK RHWNG AUGUSTA RD A BROCKHILL RISE.

YN OGYSTAL MAE TRAFNIDIAETH WEDI CYNYDDU YN SYLWEDDOL ERS PETH AMSER AC YN DEBYGOL O GYNYDD UCHEL GAN FOD NIFER FAWR O DAI IN ADEILADU YN SILL NID YW Y FFORDD, FEL AC Y MAE, YN GALLU DELIO A HYN YN EFFEITHIOL.

B) LLWYBR YR ARFORDIR

MAE Y LLWYBR YMA O "CLIFF PARADE" I LARNOG YN CAEL EI DDEFNYDDIO A'I WERTHFAWROGI GAN NIFER HEMETHIAWN O DRIGOLION PENARTH AR CYFFINIAU. MAE YR ARDAL YN BRYDFERTH AC YN ASET GYHOEDDUS IR GYMDEITHAS I GD. MAE Y CYNLLUN HWN, OS DDO LWYNDDO, YN SICR O AMHARU AR YR ASET GWERTHFAWR YMA.

Defnyddiwch ddalen ychwanegol os oes angen.

Nodwch sawl dalen ychwanegol a ddefnyddiwyd.....

Rhan 3: Beth sy'n digwydd nesaf?

Ar y cam hwn yn y broses CDLl, gallwch wneud sylwadau ysgrifenedig yn unig (gelwir y rhain yn 'sylwadau ysgrifenedig'). Fodd bynnag, mae'n bosibl y bydd yr Arolygydd yn penderfynu bod rhagor o Sesiynau Gwrandawiadau yn angenrheidiol o ganlyniad i'r ymgynghoriad Newidiadau yn Sgil Materion a Godwyd er mwyn ystyried unrhyw faterion a godir yn fwy llawn. Os caiff Sesiynau Gwrandawiad ychwanegol eu trefnu, dylech chi nodi ar y ffurflen a hoffech chi gyfranogi a siarad mewn unrhyw Sesiwn/Sesiynau Gwrandawiad yn y dyfodol. Dylech gadw mewn cof y rhoddir yr un pwysau i'ch sylwadau ysgrifenedig ar y ffurflen hon gan yr Arolygydd â'r rhai a wneir ar lafar mewn unrhyw Sesiwn/Sesiynau Gwrandawiad yn y dyfodol.

Anfonir pob sylw sy'n dod i law erbyn y dyddiad cau yn uniongyrchol at yr Arolygydd i'w hystyried. Sylwer na fydd y Cyngor yn ymateb i sylwadau a wnaed yn briodol.

3a. Ydych chi eisiau i'ch sylwadau gael eu hystyried gan 'sylwadau ysgrifenedig' neu ydych chi eisiau siarad mewn unrhyw sesiynau gwrandawiad ychwanegol? (Os gofynnir am hyn gan yr Arolygydd) *(Ticiwch un o'r canlynol)*	
Nid wyf eisiau siarad mewn sesiwn gwrandawiad ac rwy'n fodlon i'm sylwadau ysgrifenedig gael eu hystyried gan yr Arolygydd.	☑
Rwyf eisiau siarad mewn sesiwn gwrandawiad	☐
3b. Os ydych chi eisiau siarad, cadarnhewch pa ran o'ch sylw rydych chi eisiau siarad â'r Arolygydd yn ei chylch a pham rydych yn ei ystyried yn angenrheidiol i siarad mewn Sesiwn Gwrandawiad.	

Llofnod: [redacted]	**Dyddiedig:** 22/09/2016.
Os yw'r ffurflen hon yn ffurfio deiseb, nodwch faint o bobl mae'n eu cynrychioli.	

DIOLCH AM EICH SYLWADAU AR ATODLEN NEWIDIADAU YN SGIL MATERION A GODWYD.

Peidiwch ag anghofio amgáu unrhyw ddogfennaeth berthnasol ychwanegol gyda'r ffurflen hon.

Dylid dychwelyd ffurflenni sylwadau wedi'u cwblhau at y Tîm CDLl naill ai:

TRWY E-BOST – At: ldp@valeofglamorgan.gov.uk OR
Y Tîm CDLl, Cyngor Bro Morgannwg, Swyddfa'r Dociau, Dociau'r Barri, Y Barri, CF63 4RT

MAE'N RHAID DYCHWELYD FFURFLENNI SYLWADAU ERBYN
Hanner nos, nos Wener 28 Hydref 2016

NI YSTYRIR UNRHYW SYLWADAU SY'N DOD I LAW AR ÔL YR ADEG HON FEL RHAI A WNAED YN BRIODOL

Bydd y Cyngor yn cydnabod yr holl sylwadau sy'n dod i law ac yn sicrhau eu bod ar gael i'r Arolygydd fel rhan o'r broses Archwilio.

Os oes unrhyw ymholiadau gennych ynghylch yr ymgynghoriad neu os ydych chi angen unrhyw gymorth o ran llenwi'r ffurflen, cysylltwch â'r tîm CDLl ar 01446 705665/704663 neu e-bostiwch ldp@valeofglamorgan.gov.uk

ID No. 7385
Date Received: 26/09/2016
Date Acknowledged: 27/09/2016

Dear Sir/Madam

I wish to express my objection to the proposed expansion of this site. Please note the following issues.

1. Access to the site is unacceptable. From the road on which the Primary School stands, it is a single lane road for the mile or so until the turn off to the site. I regularly walk the dog along this lane, and I have to physically place myself and the dog in the hedge for vehicles to pass. During the morning rush hour and school run, it is impossible to walk along the lane.

2. I understand that the Emergency Services have major concerns about access to the site.

3. The road is liable to flooding during wet weather, further affecting access.

4. Llangan County Primary School is unable to accept further children, now that several families from Timbers Green have sent their children there.

5. Local facilities are totally absent. Apart from a public house in Penllyn, and a restaurant in Treoes, the nearest shops, doctors' surgeries etc are in Pencoed and Cowbridge.

Thank you for your attention and I look forward to hearing from you in due course.

Yours sincerely

Dr Huw Davies
[redacted]

ID No. 7386
Date Received: 26/09/2016
Date Acknowledged: 27/09/2016

To whom it may concern

I have just been informed that you are in discussions about putting another gypsy family on this site.

We, as a new family that have moved into the new housing site, strongly object to this, one of my reasons why is

The Llangan school can only house a number of children (it's a small school) and I who will be a mother of three am concerned of the number of children this site will house, That maybe the school will not have places for my children (first child will be starting next September)

We moved into this area (and paid a lot of money to do this) for the best schooling for our children, I have recently visited the school, and this has been confirmed that the school is very full as it is

So please understand and take on board my concern

Thank you for your time

Mrs Michelle Williams

[redacted]
The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any computer. Copyright in documents created by or on behalf of this firm remains vested in the firm. Please rely on your own virus check. No responsibility is taken by the sender for any damage arising out of any bug or virus infection.

ID No. 7387
Date Received: 26/09/2016
Date Acknowledged: 27/09/2016

I am writing to register my objection to the proposed extension of the Gypsy/traveller site in LLangan for the following reasons:

- The lane on which the existing site exists is very narrow and cannot support more traffic

- The existing site in Llangan is unauthorised and the land is agricultural and should be returned to such. It already has caravans and three buildings, more than two pitches, so the site is already already over populated. The proposal is that this site will be increased as dictated by future requirements making it an open ended development with no limit to its size, what other developments are allowed to develop with no limit?

- There are far more pressing matters for the council to be investing in than the further development of this site, indeed it will place an increased burden on existing facilities such as the local primary school, which is already full.

- Within the Vale of Glamorgan Local Development Plan 2011 – 2026 under sections 6.123 to 6.124 it says " The urban fringe ……. is vulnerable to speculative development that can blur the boundaries between settlement edges and the open countryside. Unchecked this development would result in the incremental loss of open land and ultimately lead to the coalescence of settlements with a resultant detrimental impact upon agriculture, the landscape and the amenity value of land…. "

- Expansion of the site will adversely impact the visual appearance of the area and reduce the enjoyment of the countryside by the local community

Colin Masterson
[redacted]

VALE of GLAMORGAN

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For Office use only
Representor No. 7388
Date Received 27/09/2016
Date of Acknowledgement 29/09/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	THOMAS HANNAH	
Address	[redacted]	RECEIVED 27 Regeneration and Planning
Postcode	[redacted]	
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
Extension of traveller site at Llangan	☐	☑	☐	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

We feel that the proposed extension of the Gypsy / Traveller site at Llangan should be declined due to the following reasons;

- Longstanding issue, arisen once again so there are clearly reasons why the proposed extension has been declined before so why should it go through now?
- The site has inadequate access through narrow lanes
- The road leading to the site is liable to flooding so does not provide the best location
- Llangan CP school is full - there will be no spaces for any additional children meaning they will then need to travel to other schools in the Vale anyway
- Lack of local amenities - no village shop etc. which does not make it an ideal location
- Concern by the emergency services

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Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

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Signed:	[redacted]	**Dated:**	26/09/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN

BRO MORGANNWG

For Office use only
Representor No. 7389
Date Received 27/09/2016
Date of Acknowledgement 29/09/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	FRANCESCA VERNASCHI	
Address	[redacted]	RECEIVED 27 SEP 2016 Regeneration and Planning
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
MAC50.	☐	☑	☐	☑	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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I feel that the proposed extension of the Traveller site at Llangan should be declined for the following reasons;

- Llangan CP school is full - there are no spaces in the local school meaning children would need to travel to alternative schools anyway

- Lack of local amenities

- Site has inadequate access, especially for caravans etc. as the site can only be accessed down country lanes, this has also lead to concern by the emergency services

This is a long standing issue that has been bought up various times and has been declined in the past. There are clearly reasons why it has been declined before and should be again.

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27 SEP 2016
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Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

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I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
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Signed:	[redacted]	**Dated:**	26.09.16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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ID NO. 7390
Date Received: 27/09/2016
Date Acknowledged: 28/09/2016

Dear Sir/Madam,

I am writing to you with regards to the proposed Lavernock and Sully housing developments that I have just been made aware of by my local independent councillor

Firstly I would like to say that I was born and raised in the area and am a current homeowner on Cosmeston Drive, having purchased my first home here with my wife just a few years ago.

I would like to use this opportunity to go on record to complain and object to these proposed housing developments. This complaint/objection is not only directed towards the proposed development, but also towards the Vale Of Glamorgan council for their handling of this affair. To help me get my point across, I'm hoping that you can perhaps alleviate my fears by answering few questions:

- Currently there is only one main road through Lavernock and Sully. A single lane road that covers all of the existing developments. The road is currently stretched on capacity. There are frequent instances of traffic backing up on this road and it can take up to ten minutes to pull out onto this road from existing housing developments. This is already an inconvenience, but it can also be a safety concern pulling out onto a main road. Can you please tell me how you plan to improve this situation and not compromise existing safety and or quality of life by adding a further 1000 homes? (Approximately 1000-2000 additional cars)

- All roads leading from Lavernock and Sully will common up on existing bottlenecks, namely the lights at the end of Redlands road, Baron's Court lights, and the Sully Moores Road roundabout. Currently it takes 40 minutes to get from Lavernock to Cardiff (5 miles) during morning commuting hours. Can you please tell me how the existing development plan will not make this worse, or better still, how it will improve this problem?

- Schools within the area are already over capacity and being stretched. Can you please tell me how you plan to potentially add a potential 1000+ additional children to the community without impacting this, or changing existing catchment areas? These are a major reason for why existing residents have moved here

- Healthcare in the area is also over subscribed, with surgeries and dental practices turning people away. Can you please explain how you intend to avoid this problem becoming worse, considering 1000 homes will add in the region of 2000-4000 additional residents?

- On the note of healthcare, the Heath Hospital is our local A&E and already cannot achieve required ambulance response times. Can you please explain to me how these additional homes will not increase hospital loading further, or better still, how it will avoid negatively impacting the road structure and increasing these ambulance response times further.

- Can you please confirm how the proposed development on Sully Sports fields is not in breach of our community's visions and values? This area is crucial to local sports development and the social scene this brings. In addition, it brings an entertainment aspect to the area.

To summarise, I am absolutely appalled by the Vale Of Glamorgan's proposal for this area. It is evident from the scale of the plan that the welfare of existing residents is a tertiary concern versus

housing targets imposed by the Welsh Government. Infrastructure will be stretched, causing delays and inconvenience, as well as a safety issue with the traffic issues. Healthcare and Education will also be stretched, lowering standard of living and even introducing another potential safety issue.

As a resident of the area this is completely unacceptable. There is a close community of residents who pay a premium council tax to live in this area. This council tax should be used to maintain key services around our homes and maintain a standard of living. Instead, the very residents are being given a back seat against a target for hypothetical residents who do not even live here. How is this fair? How is it democratic?

I would like to go on record and say that I am not a "NIMBY", but I am an individual with common sense. A small number of additional homes could be built here, say 100-200 split between Penarth and Sully with minimal impact, but 1000 is simply impractical. There is an abundance of land around Wales and in the westerly regions of the Vale of Glamorgan, where homes can not only be built, but new infrastructure can be built to accommodate them and improve life for everyone. These homes can also be built in an area with greater space and fewer existing residents to accommodate, so this would mean a lower construction cost. This is impossible to do in the Vale Of Glamorgan.

Council targets could be met in a cheaper way, with a lower Carbon footprint, and without compromising on existing resident quality of life. This proposal illustrates a laziness to develop and evaluate other options, but also a flippant and blatant disregard for the existing residents within your catchment.

I look forward to your reply.

Regards,

Neil Davies

[redacted]

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7391
Date Received 28/09/2016
Date of Acknowledgement 28/09/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Catherine Burrows	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
Mac42	☐	☐	X☐	☐X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

I am a resident at Lavernock Park. We moved here from the South East of England. We moved here to escape traffic, to breathe fresh air, for more space and for better schools.

Your LDP will rob us of all those things:

- *Increased traffic on Lavernock Road and at the Merrie Harriers junction with the addition of over a 1000 cars from the new development at Upper Cosmeston Farm.*
- *The loss of quiet and peaceful enjoyment*
- *Overcrowding of local schools. Stanwell is at capacity.*
- *Loss of fresh air and peace from a coastal area.*
- *No infrastructure*

The provision of housing at Upper Cosmeston Farm FAR EXCEEDS all reasonable estimation of requirements by naturally growing population.

The infrastructure is already stretched, we have seen a sharp decline in the quality of living largely because of traffic since our move here in 2013.

YOU ARE PUTTING QUANTITY AND TARGETS ABOVE QUALITY. YOUR ILL CONSIDERED PLANS WILL RUIN LIVES. PLEASE, PLEASE, PLEASE RECONSIDER- THE V OF G IS FILLED WITH EMPTY SPACE SERVED BY BETTER INFRASTSRUCTURES THAN THIS PLOT OF LAND.

Part 3: What Happens Next?

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All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐X
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28.09.16

If this form represents a petition please indicate how many people it represents.	4

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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ID No. 7392
Date Received: 29/09/2016
Date Acknowledged: 29/09/2016

From: Vicky Macey [redacted]
Sent: 29 September 2016 11:38
To: LDP
Subject: amended ldp consultation

To whom it may concern,

I feel that Rhoose is already over developed without the amenities and infrastructure being provided to meet such needs !

There are far more areas within the Vale of Glamorgan where housing could be utilised !!

Also Rhoose is a reputable "village" which for my children's future I'd appreciate it staying that way - not encouraging affordable housing and for them to have no play or outdoor activities available. My son enjoyed fishing in local areas and that's now been put to a stop - where will it end ?!

[redacted]

ID No. 7393
Date Received: 03/10/2016
Date Acknowledged: 03/10/2016

Ref the review of the soundness of the LDP I would like to make the following comments:

How is it projected figures for housing are reduced yet the number of houses to be built in Rhoose goes up? Does this not show just how poorly prepared this LDP is?

Projected figures have been reduced but the housing planned within the LDP has not fairly and proportionally been shared around the Vale of Glamorgan with Rhoose unfairly bearing the brunt.

How can the LDP be taken seriously when it has no plans for infrastructure or amenities?

Regards,

Paul Humphry.

ID No. 7394
Date Received: 03/10/2016
Date Acknowledged: 03/10/2016

I see from the revised LDP that there are now even more houses planned for Rhoose. The justification for this is lacking in my opinion and I thus want to register my complete opposition to this element of the plan.

This is a community which has seen extensive housing development in recent years without any parallel improvements in infrastructure. Seventeen years ago when I moved to Rhoose the Rhoose point development was only just beginning - we were told that there were plans for a small golf course, a pub and nature walks plus a school. Have we seen any of these - not a thing. No pub, no commercial premises of any kind, no school despite the fact the current primary school is bursting at the seams. All that has happened is that the site has expanded - and is continuing to expand with the latest phase - with the only facilities a few mail boxes.

The development has put a strain on the local services, in particular the school yet there is no sign whatsoever that a start will be made on developing a replacement.

It has also put a strain on the road network. There is one road in and out of Rhoose if you exclude the route through Fonmon which is a hazard. In the last 17 years I have seen the volume of traffic grow significantly as residents commute primarily to the east. Port Road now gets congested and any accident causes the traffic to come to a half for a significant period of time. When the last phase of Rhoose point came up for consultation the developers assured me that they had done a traffic impact assessment and concluded that the extra houses would not cause an issue. I challenged them then and continue to challenge them on the basis of evidence for that statement when my own experience is completely to the contrary. Adding 700 additional homes will make the situation untenable particularly when you consider we have two high hazard sites close to the community (air port and the power station). If there was a major emergency at either site how effective would the evacuation be? Not effective at all with the current road system.

There are large parcels of land in Barry which are brownfield sites that could be developed. Why are they not being prioritised given the investment in road infrastructure already instead of putting a burden on already strained community.

Karen Heenan-Davies
[redacted]

ID No. 7395
Date Received: 03/10/2016
Date Acknowledged: 03/10/2016

To Whom it may concern.
I wish to object to the proposed extension to the gypsy/traveller site in LLangan, Vale of Glamorgan for several reasons.
The first reason being that Llangan is considered a conservation area. Appendix 10 of the LDP suggests that Development proposals must preserve and where appropriate enhance the rich and diverse built and natural environment and heritage of the Vale of Glamorgan including the architectural and/or historic qualities of individual buildings or conservation areas. I do not believe in any stretch of the imagination that a Gypsy/Traveller site can ''Enrich the rich and diverse built and natural environment and heritage of the Vale of Glamorgan''.
If the current gypsy/traveller site is unauthorised then my argument is that the site should revert back to agricultural use. I also note that there is a risk of flooding to the site and that the proposed site does not meet the requirements of gypsy sites as set out in the LDP, policy MD18.
The access to and from the village is by way of country lanes. Whilst they were fit for purpose when the village was originally established, they are now struggling to cope with the ever increasing volume of traffic to and from the village.
Llangan school is already struggling to accommodate the number of children that it now caters for. In fact, I found it difficult to get places for my children in the school when we first moved here last year.
Llangan is not a suitable place for a gypsy/traveller's site. There are access issues, amenity issues and a lack of public transport. I believe that the lack of public transport will cause a huge problem as the nearest town is approximately three miles away and difficult to get to by foot. There could also be an adverse effect on local wildlife as I have noticed that there are bats and birds of prey in the area.
And finally, a gypsy/travellers site is not very eye pleasing in what could be considered to be an area of natural beauty.
Regards,
Ian Tarr
[redacted]

ID No. 7396
Date Received: 03.10.2016
Date Acknowledged: 02.10.2016

> From: Paul Sims-Williams [redacted]
> Sent: 02 October 2016 14:35
> To: programmeofficer
> Subject: Over build of housing in Rhoose
>
>
> Hello there,
>
> I do hope that this email address is the correct one to voice my genuine concerns over the horrendous amount of new housing going on in Rhoose.
>
> I have lived in Rhoose for 18yrs and I honestly do not know anyone who isnt amazed and horrified by the scale of the overdevelopment in the village - yes it is a village! It seems to me as its being treated as a dumping ground or 'easy' option for more and more housing.
>
> Please start listening to our genuine concerns. Enough is enough!
>
> Could you also please confirm this will get to the correct persons/department.
>
> Yours
>
> Mrs Gill Sims-Williams
> [redacted]
> (A very annoyed Rhoose resident)
> [redacted]

ID No. 7397
Date Received: 11/10/2016
Date Acknowledged: 12/10/2016

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

[redacted]

RECEIVED
11 OCT 2016
Regeneration and Planning

LDP Team
Vale of Glamorgan Council
Docks Office
Barry
CF63 4RT

8th October 2016

Dear Sirs

Vale of Glamorgan (LDP)
" and is to be Allocated at Llangan for the Provision of a 2 Pitch Gypsy and Traveller Site"

Having recentl returned to live in my home village of Llangan I was amazed and disappointed to learn that the Vale of Glamorgan Council is once again applying for planning permission to extend the unauthorised Gypsy site on the fringes of what is one of the remaining conservation villages in the Vale of Glamorgan

When I left the village 12 years ago the Gypsy site was subject to significant surface flooding, the access was restricted and unsafe then and from what I have seen there has been no improvement

The site was the subject to a historical Judicial review where the judge concluded that it amounted to unsuitable development in the countryside the family in Wenvoe live on their own land with planning permission – it doesn't make sense to move them to a site where local schools are full to capacity and there is no public transport

The Council provided a legal undertaking to return the site to Agricultural use and also once again has failed to consult with the local community causing fear and anxiety amongst with the residents.

In light of the points I have set out above I strongly object to the proposal.

Regards
[redacted]

Hannah Towler

VALE of GLAMORGAN
BRO MORGANNWG

D.E.E.R
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ACTION BY:
NO:
ACK:

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Representor No. 7398
Date Received 11/10/2016
Date of Acknowledgement 12/10/2016

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Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Mr S J Rayner	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address		
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC 30 and subsequent changes	☐	X	X	X	X
MAC 42	☐	X	X	X	X
MAC 81	☐	X	X	X	X
MAC 85	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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MAC 30 is objected to on basis of settlement boundaries being applied to Minor Rural Settlements. Llysworney is defined as a MRS where , per paragraph 5.19, such settlements play an important role in 'underpinning sustainable rural communities' The proposed boundary is now to be drawn tightly around the village and reflects the previous UDP boundary. Contrary to Paragraph 5.21 there is no longer scope for limited expansion of the village and opportunities for growth are confined to development within existing cartilages.

The proposed new settlement boundaries are so restrictive in those MRS defined as being sustainable but with no allocations. This effectively means that they now have no growth options within them, thus making them unsustainable.

MAC 42 In respect of policy MG2 housing allocations. In order for the plan to meet the required Soundness Tests, there is a need for some low growth provision in villages such as Llysworney, not only to make them sustainable and to also allow a degree of certainty as to what actual growth will be allowed. This will also provide a better balance and spread of proportional development in view of the disproportional allocations in some of the other MRS

MAC 81 In respect of policy MD1 location of development fails for Llysworney as development which would otherwise reinforce the role of the settlement is now proposed to be severely restricted.

MAC 85 It is acknowledged that the previous policy allowed for additional growth in MRS which already had large allocations, the imposition of tightly drawn boundaries in other MRS will restrict any flexibility which would otherwise allow for sustainable forms of development on sites.

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Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	x
I want to speak at a hearing session.	☐

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11 OCT 2016
Regeneration and Planning

Signed:	[redacted]	**Dated:**	10/9/16

If this form represents a petition please indicate how many people it represents.	

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. .....7399.....
Date Received.....14/10/2016.....
Date of Acknowledgement ....14/10/2016..

Vale of Glamorgan Local Development Plan 2011-2026

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Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Edward Hunt	
Address	[redacted]	
Postcode	[redacted]	

Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC50	☐	X	☐	X	☐
MAC139	☐	X	☐	X	☐
MAC217	☐	X	☐	X	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Please see comments at the end of this document.

Please use additional sheets if require

Please state how many additional sheets have been used …

Part 3: What Happens Next?

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All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	X
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	
If required I would be happy to continue to be involved.	

Signed:	E E Hunt	**Dated:**	12/10/16

If this form represents a petition please indicate how many people it represents.	2

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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Dear Sir/Madam,

I am writing with reference to the proposition that Llangan be allocated as a Gypsy/Traveller site.

I understand the need to ensure there is appropriate accommodation, but I strongly believe that Llangan is not suitable, the wrong reasons have been put forward and is the wrong location for reasons I present below. I am not a planner and not able to refer to planning law, but have attempted to evidence my objections where possible. My objections surround:

-Enforcement Required At An Unauthorised Site
-Negative environmental impacts
-Negative Impact On Existing Population
-Negative Impact On Road Safety
-Lack of Other Sites Considered.
-High costs
-Deviations from LDP
-Legal issues

Enforcement Required At Unauthorised Site

The proposal is for, "LAND IS TO BE ALLOCATED AT LLANGAN FOR THE PROVISION OF A 2 PITCH GYPSY AND TRAVELLER SITE". The existing unauthorised site already contains many living units that cannot be described as a single pitch in itself. On 25/9/16, it was noted that three permanent house-like structures existed already as well as caravans. On 3/10/16, seven vehicles were parked on the site. In my opinion this already breaches the notion of one pitch. The proposed increase in capacity to two pitches has therefore already been exceeded.

The proposed "expansion as needs arise" is asking the local community to write a blank cheque. A proposed housing development would not be allowed without exactly specifying the number of units to be built and this is not the case here. The allocation of the whole field is also excessive. There also has been no consultation with the local community which is totally unfair.

The current site is unauthorised and overused so proper enforcement should be put in place for the site to be vacated. The local area is agricultural, in open countryside and so the site should in reality be returned to agricultural use.

It seems that it is more expedient to not enforce the eviction of the current unauthorised site and expand than find another location. The land being owned by council is not a good reason to expand the site. There must be more suitable locations in more urban brown field settings such as Llandow, Sully, Barry, etc.

I am of the understanding that the provision of social housing in the rural parts of the Vale requires there to be a connection to the area. Moving families from Wenvoe does not indicate a local connection to Llangan.

Settlement policies in the rural Vale are very restrictive and quite rightly so. If you were applying for permission for housing and suggesting building on green-field agricultural land, it wouldn't be allowed. Llangan is an inappropriate location and such a gypsy site should be better focussed on larger conurbations in the Vale where there are brown field locations.

I am on a new housing estate, but was brown field and the site of an old garden centre. Planning was only granted because it was brown field, not because there was an unauthorised settlement that was going to be trouble to move.

UK Government guidelines do not enshrine the rights of gypsies over the current population, namely:

Public bodies should not gold-plate human rights and equalities legislation. Councils and the police have been given strong powers to deal with unauthorised encampments and when deciding whether to take action, they may want to consider for example:

(a) the harm that such developments can cause to local amenities and the local environment,

(b) the potential interference with the peaceful enjoyment of neighbouring property,

(c) the need to maintain public order and safety and protect health – for example, by deterring fly-tipping and criminal damage,

(d) any harm to good community relations,

(e) that the state may enforce laws to control the use of an individual's property where that is in accordance with the general public interest.

All of the above hold true when considering the current Llangan community.

Negative Environmental Impacts.

The road from Fferm Goch to the proposed site has been impassable during heavy rain due to flooding. Gypsy sites cannot be located in areas at risk to flooding. The risk of flooding is highlighted when looking at Environment Agency maps.

The current site in Sully houses many pitches, although at a small risk of flooding, is in a wider community that is also at risk of flooding. It seems absurd to suggest that movement of the gypsy site on these grounds be considered when most of Sully is unable to move from a small flood risk. Flood defences in Sully can surely be improved to protect the whole of Sully.

The area in question in Llangan is home to wildlife including birds of prey, bats and amphibians. Any development will be detrimental to natural fauna and flora. Indeed, in Appendix 9 of the LDP, land to the north and west of Llangan is designated a site of importance for nature conservation (SINCs).

In Appendix 10 of the LDP, Llangan is considered a conservation area and with reference to Policy SP10, "DEVELOPMENT PROPOSALS MUST PRESERVE AND WHERE APPROPRIATE ENHANCE THE RICH AND DIVERSE BUILT AND NATURAL ENVIRONMENT AND HERITAGE OF THE VALE OF GLAMORGAN INCLUDING: 1. THE ARCHITECTURAL AND / OR HISTORIC QUALITIES OF INDIVIDUAL BUILDINGS OR **CONSERVATION AREAS"**. Llangan is not a suitable location therefore.

Negative Impact On Existing Population.

The proposed site is not suitable as it will have an adverse effect on the visual character and appearance of the surrounding area.

Going ahead with the proposal will impact the living conditions of the of nearby residents.

The population of Llangan will significantly increase overnight without the infrastructure to support a large population increase, e.g. roads. Roads in this part of the Vale are narrow and dangerous, without the pressure of increased volumes.

There are no benefits to the local, existing population of Llangan described by way of proposed Section 106 improvements for example. What would the community get out of such a development?

Negative Impact On Road Safety.

The road from the proposed site to Fferm Goch is in a poor state, narrow and dangerous. It is not suitable for traffic at the best of times. The road from the proposed site to the main road near Llangan Primary School and in the opposite direction through the village of Llangan, is also narrow and dangerous and not suitable to handle a marked increase in traffic. Therefore the impact of the development on highway safety is negative and will make dangerous country roads even more so.

There are no pedestrian facilities in the Llangan area.

Lack Of Other Sites Considered.

Aside from the site in Sully, no other site in the whole of the Vale of Glamorgan seems to have been considered at all. With such a large area under VoG control, this seems absurd. This proposal does not demonstrate that a reasonable level of investigation was carried out into alternatives.

High Costs.

The development of a site in Llangan would require large amounts of funding at times of capital constraint and higher priorities such as provision of good school facilities for the whole of the Vale. There is no indication of the costs required and those costs therefore have not been presented to VOG council tax payers for scrutiny.

Deviations from LDP

The Vale of Glamorgan LDP sets out that, "LAND IS ALLOCATED AT HAYES ROAD, SULLY FOR THE PROVISION OF A GYPSY AND TRAVELLER SITE." Although this allocation in Sully seems to have been removed, Llangan is not set out as the alternative allocation.

The LDP states in policy MD18 states:

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

0. “IT IS DEMONSTRATED THAT THE ACCOMMODATION REQUIREMENTS OF THE APPLICANT CANNOT BE MET ON THE SITE ALLOCATED BY POLICY MG 5;” Sully provides the stated need.

0. “THE SITE IS WELL LOCATED FOR SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;” Llangan provides none of these. There are no health centres nearby. There is no public transport. There is no local employment. There are no local shops. It is unsustainable to move numbers into an area with no facilities encouraging car use.

0. “THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION AND ACCOMMODATION NEEDS OF THE APPLICANT;” The site is already over populated, is unauthorised and on agricultural land so unsuitable.

0. “ADEQUATE ON SITE SERVICES FOR WATER SUPPLY, DRAINAGE, SEWAGE, POWER AND WASTE DISPOSAL ARE AVAILABLE OR CAN BE PROVIDED WITHOUT CAUSING ANY UNACCEPTABLE ENVIRONMENTAL IMPACT AND” There are a limited number of these services.

0. “THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES. “ The site is accessed from small agricultural roads and so doesn’t provide these services.

Furthermore, in the Council’s Response to Latest GTAA (2016), section entitled Llangan Site, paragraph 9, it says that the Llangan site is a potential site without undue constraints. This is not the case when considering all of the above.

Disagreements With Document “**SA Assessment: Llangan Gypsy and Traveller Allocation** ”

In **3. To maintain and improve access for all**, it reports a neither positive or negative impact. Considering the point of the question is to assess whether maintaining or improving access for all, the answer given is surely the answer to a different question as it only addresses the proximity of bus services. Putting the site in Llangan will not improve access for all.

In section **5. To maintain, protect and enhance community spirit** also provided an answer a different question. The subject of community spirit has not been addressed. The community spirit of Llangan would be very negatively impacted by putting a gypsy site in a rural village, in a conservation area.

In **8. To use land effectively and efficiently.** The answer reflects the fact that the land is agricultural. It should therefore be put back to that use. The grade of the land nearby seems to be of no issue to the sheep farmers.

In **. To protect and enhance the built environment and natural environment**, the answer contradicts the Vale of Glamorgan’s own LDP which states that Llangan is in a conservation area. How does a gypsy site enhance the natural environment?

There are other questions posed that do not get answered. The summary is just a copy and text of text found in two sections of the report and isn’t a summary at all. I conclude therefore that the

report has been written with an answer already in mind and is not objective and should be dismissed. Llangan is not suitable for a gypsy site.

Legal Reasons

I understand that the site in question has in the past been subject to a judicial review where the judge concluded that it amounted to unsuitable development in the open countryside. The council then had provided a legal undertaking to return the land back to agricultural use.

Should The Plan Go Forward

At worst, the existing position should remain as is. If it has to be expanded:

-Is purely for living
-habitable premises should be kept at the statutory distance apart
-No employment or the running of businesses should take place on site
-People must have connection to local area

And these rules must be enforced.

Summary.

The harm to the existing community and environment would not be outweighed by the other considerations which support the proposed site. An alternative should be sought.

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. .....7400.....

Date Received.....13/10/2016.....

Date of Acknowledgement ...14/10/2016...

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Anne Williams	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.		
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 50	☐	X	X	X	
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

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It is recognised that the latest Vale of Glamorgan Gypsy and Traveller Accommodation Assessment (GTAA) correctly identified an unmet need for 2 residential pitches

However, the proposal within the MAC: that such pitches should be located in Llangan.are objected to for the following reasons.

Test 1: Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?).

The proposed site in Llangan does not fit with wider planning policy that states that any development plan must provide for homes, infrastructure, investment and jobs in a consistent way that meets sustainability and ecological principles (Paragraph 4.16 of PPW).

Test 2: Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)

Llangan is not a sustainable location for a Gypsy and Traveller site because Llangan is a small hamlet, situated 3.5. miles from the nearest service hub (Cowbridge) with no regular public transport that links the two.

Llangan suffers from:

- Limited local facilities : Llangan village not Fferm Goch is the nearest habitation
- Lack of the ancillary facilities required to support a sustainable development (as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide)
- No sustainable access to employment, shopping, education, health, community, leisure facilities;
- Little opportunity for community development and social welfare
- The settlement does not foster social inclusion due to the isolated location of the settlement; and

It should also be noted that the site allocation does not appear to take into account the “SCALE “ of the resident community. Llangan has a population of less than 100 with 35 homes, this proposal would nearly double the size of the Hamlet, a recent application of the Sustainability issue was applied by the Planning inspector in Pembroke where an appeal was refused solely on this basis. In addition, the sites is too small (east of Llangan) to meet the traveller needs identified in the LDP. Other safety issues include the poor access to the site particularly the restricted ability of emergency vehicles to the site, and concerns about imposing co-residence on residents who would live at the site permanently with those in transit.

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**x**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	Anne Williams	**Dated:**	12/10/2016

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ID No. 7401
Date Received: 14/10/2016
Date Acknowledged: 17/10/2016

Dear Sirs,

Please note that I object to proposals for amendment to the LDP, in particular the proposed development of land bounded by Lavernock Road, Penarth, the existing Lavernock Park Estate and Fort Road.

I understand that the previously proposed figure for new housing on this site was for 235 dwelling, As if this was not already excessive the amended proposal increases that figure to 576 dwellings. Lavernock Road is already extremely busy and it can take some time to exit from the existing Lavernock Park Estate. Traffic then reaches bottlenecks at The Merrie Harries junction or goes via Penarth Town Centre only to be held up at the Beefeater Roundabout. The existing road system simply is insufficient to deal with further traffic. Even at the lower number of dwellings this is likely to result in around 400 new cars, which will increase to 8-900 if the upper figure is considered.

These proposals will further increase pressure on already overstretched schools and doctors surgeries. It is possible that the proposals will include a new school and surgery but these will not be built until well after any residential development, and then possibly not at all.

The are no public car parks in Penarth, all parking being street parking much of which if of limited duration. Such proposals will further add to pressures on the town and ultimately drive shoppers into using out-of-town shopping. I understand that proposals include a new Park-and-Ride scheme to be sited adjacent to Cosmeston Country Park. This may take some of the commuters but in the absence of any bus lanes there is unlikely to be any time saving it is unlikely to be popular.

Please bring these concerns to the attention of the Planning Inspector and I look forward to attending the Public Inquiry and expressing my concerns in person.

Your faithfully

David Rapley FRICS
[redacted]

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7402
Date Received 16/10/2016
Date of Acknowledgement 17/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

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Name		
Address		
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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MAC50	☐	☐X	☐	☐X	☐X
MAC 112	☐	☐ X	☐ X	☐X	☐X
MAC 217 (appendix 5 MG5)	☐	☐ X	☐X	☐X	☐X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness

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MAC 50 – I object to the plans for expansion and size of the site and not the current situation. Whilst the settlement of the current family has been objected to in the past by residents, and our objections sustained, it is the new plans that are likely to have a dramatic impact on the village and its community, as well as setting an alarming precedent (especially as the council reserve the right to expand the site further to accommodate more sites). My concerns with regard to the proposed development include, but are not limited to, the expected increase in traffic through the village, the additional pressure on the already at capacity local school and the impact that it will have on the conservation area of Llangan.

MAC 112 – whilst the proposal to reduce traffic is laudable – the proposed Gypsy site in Llangan would be counterproductive to this aim. There are no local amenities that are within walking distance from the proposed site. The village school, whilst within Llangan, is down a narrow single track lane with no lighting and would pose a safety risk to children walking / cycling this route – especially in darker winter months. There are no local shops – the closest being Cowbridge – but there are no direct / safe cycle routes (save cycling on the busy A48) and it is not walkable. There are extremely limited employment opportunities within a reasonable walking/ cycling distance. The local bus service is only accessible by walking along unlit single track lane with no pavement.

MAC 217 (Appendix 5,MG5)

I strongly object to the proposal for 2 pitches in Llangan. One of the major objections is the council's statement that size of the site would allow further accommodation to be provided in the future – with no numbers set and given the size of the site this could represent a dramatic alteration in the current community and landscape of Llangan.

I note the highways agency are requiring evidence of safe access. I would raise serious concerns about the increase traffic through narrow country lanes that the proposal would result in. The community council are already looking into road safety, due a number of vehicles speding through the village. We have a number of young children living within the village and with no pavements are walking on the road itself. An increase in traffic that will undoubtedly result from this proposal will have an effect on the safety of our children. As previously explored, an increase in numbers from the current one family would have a dramatic increase in the traffic experienced by the village. There are no amenities (shops / employment / education) that are easily accessed on foot or bicycle, as the way in and out of the village is via single track, unlit routes. Those living in the village are heavily relaint on the cars, and I can see no reason why this would be different for the travelling families identified. These routes already have number of large farm vehicles, in keeping with its rural location.

The local village school is already at capacity, no doubt as a result of the new development in Llangan as well as the influx of young families to the village itself. Further expansion to the village, in the form of this proposed action, would place increased pressures on the school, which without an appropriate increase in funding would have a detrimental effect on students and staff.

Llangan village is within a conservation area. It is a small village with strong community ties. Expansion of a gypsy site, especially if there is likely to be further increases to number of pitches in the future would

cause irreparable damage to the Village landscape and community.

Please use additional sheets if required.

Please state how many additional sheets have been used ……

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐ X
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	15/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. 7403
Date Received 17.10.2016
Date of Acknowledgement 18.10.2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	S Vaughan	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.		
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC 30	☐	X	X	X	X
MAC 187	☐	X	X	X	X
MAC 187	☐	X	X	X	X
MAC 40	☐	X	X	X	X
MAC76	☐	X		X	
MAC 82	☐	X	x	x	x
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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MAC 76 I object to the deletion of the area designated for limestone minerals in order to allow residential development on the Aberthin boundary. Development should be on brownfield sites not agricultural Greenfield sites.

MAC 82 I object similar reasons as above . Brownfield development rather than residential on Greenfield sites.

MAC 30 I object to The redrawing of the settlement boundary for Cowbridge in order to accommodate 475 houses on a Greenfield site . there has been no consideration in the LDP for the impact on the town centre in relation to increased traffic, traffic congestion, parking, public transport links, school spaces. There is a high risk of flooding as the development is on a Greenfield site that floods any development would take away natural flood plain opportunities.

MAC 187 I object Increase in housing here is unsustainable similar reasons as above flood plain issues, traffic and poor public transport. Local archaeological sites. Congestion at traffic lights / St Athan road already exists due to school and commuter traffic.

MAC 188 I object to the development of 475 houses on agricultural Greenfield land which has protected species on it. The development is outside the town council boundary. There will be huge impact on the town centre due to traffic congestion , lack of parking poor public transport. This area floods. The high street is narrow and can't be altered so will be overwhelmed .

MAC 40 I object to a change in Aberthin's boundary to allow development in Court close. Traffic safety issues , flood risk and overdevelopment of the village.

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I want to speak at a hearing session.	☐
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Signed:	[redacted]	**Dated:**	17 Oct 16

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Midnight on Friday 28th October 2016

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D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

RECEIVED

18 OCT 2016

Regeneration and Planning

For Office use only

Representor No. 7404

Date Received 18/10/2016

Date of Acknowledgement 18/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Gwen Thomas	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	[redacted]	

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I am most concerned at the number of houses being proposed on this site. As an ex-resident of Cosmeston Drive I am only too aware of the traffic problems on Lavernock Road.

To build over 500 houses in this area is over saturation. The roads just cannot cope with today's traffic let alone this new proposal.

I understand a new primary school may be built – but there is no mention of increased secondary education provision and both schools in Penarth are at capacity. There are no NHS dentists available in the area, the doctors' surgeries are full and I do not believe due consideration has been given to infrastructure.

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18 OCT 2016

Regeneration and Planning

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			Test 1	Test 2	Test 3
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	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Regeneration and Planning

The Tests of Soundness	
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I want to speak at a hearing session.	☐

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RECEIVED
18 OCT 2016
Regeneration and Planning

Signed:	[redacted]	**Dated:**	16 October 2016

If this form represents a petition please indicate how many people it represents.	

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7405
Date Received	19/10/2016
Date of Acknowledgement	19/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Ian Richards	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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MAC 112	☐	X	X	X	X
MAC 217	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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The comments below apply jointly to MAC50, MAC112, MAC217 and within those HS16/AP2, HS16/AP3, HS16/AP4, HS16/AP5 ref Policy MG5.

- The Llangan site is in an unsustainable location in open countryside with no public transport links and poor and dangerous road access.
- The site itself and minor access roadway suffers from significant flooding with the roadway frequently impassable on foot.
- The site does not meet the requirements of gypsy sites set out in the LDP, policy MD18.
- The site is in open countryside and a Conservation area as per Appendix 10 of the LDP, development of this site would be unsightly and contravene Policy SP10 which states " DEVELOPMENT PROPOSALS MUST PRESERVE AND WHERE APPROPRIATE ENHANCE THE RICH AND DIVERSE BUILT AND NATURAL ENVIRONMENT AND HERITAGE OF THE VALE OF GLAMORGAN INCLUDING: 1. THE ARCHITECTURAL AND / OR HISTORIC QUALITIES OF INDIVIDUAL BUILDINGS OR **CONSERVATION AREAS"**.
- Appendix 9 of the LDP designates land to the north and west of Llangan as a Site of Importance for Nature Conservation (SINC), as evidenced by the presence of birds of prey and bats. This proposed development would adversely affect the SINC and local wildlife.
- MAC 217 states the site is "located closed to the settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. In reality the site is adjacent to Llangan and not Fferm Goch and therefore the Sustainability Appraisal of Llangan is appropriate.
- The existing site in Llangan of "2 pitches" is unauthorised and the subject of an historical Judicial Review where the judge concluded it amounted to unsuitable development in open countryside. The council has provided a legal undertaking to return the existing site to agricultural use yet now proposes to expand the site instead.
- The existing site of "2 pitches" in fact has multiple caravans plus 3 buildings, therefore already overpopulated. VOG council has ignored the unauthorised expansion of the site to date and instead now proposes an open book solution in contravention of not only it's existing LDP but also TAN 2 of Welsh Planning Policy. As this proposal replaces the Sully site of 21 pitches it is not unrealistic to believe VOG Council will expand, authorised or not, the Llangan site beyond this MAC.
- Both Llangan Primary and Cowbridge Comprehensive are full and have no future capacity according to the VOG report so any families relocated in Llangan would have to travel further. There are more appropriate sites located close to schools with capacity.
- Guidance on design of Gypsy sites from 2007 states that mixing travelling families is to be avoided as it causes tension, this would happen if the current site is expanded.
- The council has failed to consult with the community of Llangan and it's surrounding settlements and this is creating a sense of fear resulting in many families looking to sell their homes. Others such as myself have purchased recently based on the existing LDP outlines and are aghast that this can be ripped up and rewritten halfway through it's lifespan without consultation with the community.
- I believe VOG has chosen to expand the Llangan site based on the lower surrounding population than the existing Sully site which will lead to a lower number of objections. This sets a dangerous planning precedent in rural areas, especially as there are many more suitable brownfield sites across the VOG, some of which are in private ownership.

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Signed:	[redacted]	**Dated:**	18/10/2016

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VALE of GLAMORGAN

BRO MORGANNWG

RECEIVED

19 OCT 2016

Regeneration and Planning

For Office use only

Representor No. 7406

Date Received 19/10/2016

Date of Acknowledgement 19/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	AMANDA SHAPLAND	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MG2 (23)	☐	☑	☐	☑	☑
Upper Cosmeston Farm	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

1) There are only 2 roads in and out of Penarth. All traffic (commuter) goes towards Cardiff

– Gridlock now along Lavernock Road / Redlands Road

– With hundreds more houses situation will deteriorate

2) 25 minute walk to station

– feasible in good weather but not used so much by commuters in wet so argument for commuters to use rail not sound

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3) Knock on effect on GP surgeries / dentists / school

– access to GPs is variable but with many more families trying to join already busy practices – likely to cause long delay for a GP appt.

Please use additional sheets if required.
Please state how many additional sheets have been used ...1...

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

I am happy to speak if the Inspector wishes at a later date

Signed:	[redacted]	**Dated:**	18-10-16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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Midnight on Friday 28th October 2016

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3) (con'td)

- ditto access to schools

4) Lack of parking in Penarth

- more houses will put even more pressure on the few spaces that there are

5) Degradation of the natural environment

- Penarth used to be a green & lovely town - it is now a suburb of Cardiff & all the wild / farmland / trees being ripped up. Once valuable habitat is destroyed & with it flora & fauna - it will never be recovered

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Representor No. 7407
Date Received 19/10/2016
Date of Acknowledgement 19/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	CHRISTINE PIMLOTT	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
MAC 42	☐	☑	☐	☐	☐
SITE (NG2) 23	☐	☑	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
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2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

I do not think the matters arising changes will make the plan sound BECAUSE:

(1) THE FLOW OF TRAFFIC IN AND OUT OF PENARTH IS VERY VERY SLOW AT PEAK TIMES. THERE ARE ONLY TWO ROADS WHICH ARE ALREADY CONGESTED WITH TAILBACKS TO PENARTH (HICKMAN RD JUNCTION) AND TO CORNERSWELL ROAD IN THE MORNINGS

(2) THERE ARE NO AVAILABLE SPACES FOR DR'S APPOINTS - WAITING FOR NON URGENT APT IS 2 TO 3 WEEKS AT ANY SURGERY IN PENARTH

(3) NO DENTIST IN PENARTH CAN TAKE NEW N.H.S. PATIENTS.

(4) THERE IS FLOODING ON LAVERNOCK ROAD (BETWEEN GOLF CLUB & COSMESTON LAKE) WHICH WILL ONLY BECOME WORSE AS MORE HOUSES COVER THE FIELDS.

(5) NO MATERNITY UNIT UNTIL NEATH HOSPITAL — THE ROAD OUT OF PENARTH SO CONGESTED AT PEAK TIMES MORE BABIES ARE BEING BORN BEFORE REACHING HOSPITAL.

(6) EVERY SCHOOL (INFANTS & JUNIOR) IN PENARTH IS FULL EXCEPT FAIRFIELD WHICH CAN ONLY TAKE 10 MORE PUPILS. WHERE WILL NEW CHILDREN GO TO SCHOOL?

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	17th October 2016.

If this form represents a petition please indicate how many people it represents.	ONE.

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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Midnight on Friday 28th October 2016

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MAC 50

.E.E.R
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TION BY: LDP Tech
2

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19 [illegible]
Regeneration and Planning

Objection and alternative proposal from Mr William Carroll

Ref: 3695 ID NUMBER

I am writing in connection with my earlier objection to offer an alternative proposal to the allocation of MG5.

I want to set out a brief history of my time in Llangan. I purchased a small piece of land in Llangan about 20 years ago with the intention of getting planning permission to house myself and my family.

I applied for planning consent on my land and was refused. I appealed the decision and this was also refused. It was refused on the grounds of traffic; development in the countryside and it was close to a working quarry.

The then South Glamorgan County Council offered me some space on land that is owned by the council closer to the village and they granted themselves planning permission. This permission was subsequently rescinded in the High Court as it did not meet the planning requirements. I have however remained on the site as the council has not been able to find an alternative site close to Llangan that has been suitable for me and my family (my grandchildren now attend the school in Colwinston and Pencoed as there are no spaces in the Llangan), it is important to me to remain in this community and Llangan is conveniently located for my family (between both schools) and we enjoy living in this rural location.

I must also point out that there are differing types of Travellers, and often they don't mix. Indeed, I believe that it is advised by the Welsh Government not to mix different denominations of Travellers Our family (we now have three pitches on the site) could not live on the same site with other familiès. It is for this reason that we sought to live in Llangan in the 1st place, where we had our own space. To develop and grow the site where we live would only serve to force us to move which would defeat the point of allocating the site for us.

Travellers would not want to live here, it is far too difficult to get a van down the lane (I have had in the past had to get permission from farmers and my neighbours to cut back hedges and trees to get my vans onto the site), we are exceptional as due to our personal circumstances we like to keep to ourselves, the site is far away from shops and bus services (we have to drive everywhere).

Since the 1st LDP paper we have lived with the threat (despite assurance from the council to the contrary) of the site being developed. It has caused untold stress on our family and our neighbours I have spoken to officers in the council and have set out the details of my family which includes the support we offer to our son who has mental health issues. It is critical that we maintain our family unit as it is and it not changed. My family is in fear of the proposed change and my wife is currently taking anti-depressants to deal with this. If this site is proposed we will have no option but to leave

It remains our goal to live on our own site where I will have the security of having a home for life, to pass onto my children and grandchildren, without the threat of the council expanding it and forcing us to move. We recently received planning permission for our own land to build a stable. This suggests to me that at least one of the original objections to getting consent on my own land has fallen away and is therefore now not considered an issue.

I also understand that the quarry has ceased trading removing a second reason for refusal.

My family have lived in this community for over 20 years, I meet and talk with my neighbours and am raising my grandchildren here. I believe that this would mean that I could also get permission in

[redacted]

the this rural location by way of a rural exception policy, removing the 3rd and final reason for refusal.

I am going to suggest therefore that the site MG5 (shown BLUE on the plan) is removed and substituted with my own land in Mary Hill (shown RED on the plan).

This would have a neutral effect on the Council as 1 pitch would be replaced with another.

If this for whatever reason is not possible, then I would suggest that the allocation MG5 is restricted for my family alone based on the fact that I have lived here for over 20 years and would meet the criteria of rural exception and would mean that we would not have to move as the site would not be

allowed to expand. On this basis I would ask that the allocation is restricted to the red line area

[redacted]

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around the hardstanding and does NOT include the wider field. There is no reason to include this area and it would give my family assurance that the site will not be expanded.

Lucy Buckley – Vale of Glamorgan

[redacted]

I would formally request that Mr Richard Marsh is allowed to speak on my behalf at the public examination in January 2017.

[redacted]

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To the L.D.P. Team
Vale of Glamorgan Council
Dock Office Barry Docks, Barry
CF63 4RT.

From
Lifeboats
[redacted]

As a resident of 25 years on the Cosmeston Estate I am horrified to learn that the Vale of Glamorgan Council intend to create a 500 car park and ride scheme for Cosmeston Park. What are they thinking? The Park is used extensively all year round as a valuable sports and leisure facility attracting many visitors and film makers. There is already an overspill in the car park in the really busy periods and the volume of traffic on the Lavernock Road has increased considerably and not all drivers maintain a safe speed limit.

For local transport users such as myself crossing the road to access the bus stop is frequently a hazardous experience and more so for young mums with small children in pushchairs as we can be trapped in the middle of the road between two way lanes of traffic with only a plastic bollard for protection.

As for the new housing proposals I am sure you will receive many protests about that as this area simply does not have the infrastructure to cope.

Yours faithfully
[redacted]

Dated 18th Oct. 2016

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D.L.E.R
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ACTION BY: LDP Team
NO:
ACK:

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7410
Date Received	21/10/2016
Date of Acknowledgement	21/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	MR & MRS P. JOHN	JOHN MATTHEWS
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
MAC47	☐	☑	☐	☑	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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PLEASE REFER TO THE ACCOMPANYING STATEMENT.

Please use additional sheets if required.

Please state how many additional sheets have been used .....

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I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

Signed:	[redacted]	**Dated:**	21st OCTOBER 2016

If this form represents a petition please indicate how many people it represents.	

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VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011 – 2026, MATTERS ARISING CHANGES

OBJECTION TO MAP MAC47 by MR & MRS P JOHN

The Objection

1. The objection relates to the exclusion of the land edged blue on the attached plan from the proposed new minor rural settlement boundary for Fferm Goch as shown on Map MAC47.

Reasoning

2. The identification of specifically defined settlement boundaries for the minor rural settlements arises from the amended paragraph 5.20 as proposed by MAC30. The objectors have no objection to the principle of defining settlement boundaries for the minor rural settlements.

3. It is however noted that paragraph 5.20 states:

   a. The Strategy acknowledges the need for some moderate growth in the minor rural settlements to help meet local housing need and to support existing local services; and,

   b. In the minor rural settlements, the emphasis will be on development that assists rural diversification such as new rural enterprises and sustainable tourism.

4. It is accordingly entirely reasonable to expect that all the defined minor rural settlement boundaries are drawn to recognisable and logical physical features that provide adequate opportunity for some moderate growth and development to take place over the Plan period. This, however, is not the case for Fferm Goch as the proposed settlement boundary has been drawn very tightly around its existing built form including the recently constructed relatively substantial new housing development on the site of a former Garden Centre. It is accordingly impossible to comprehend how the settlement can continue to perform its role as identified in paragraph 3 above during the remainder of the Plan period.

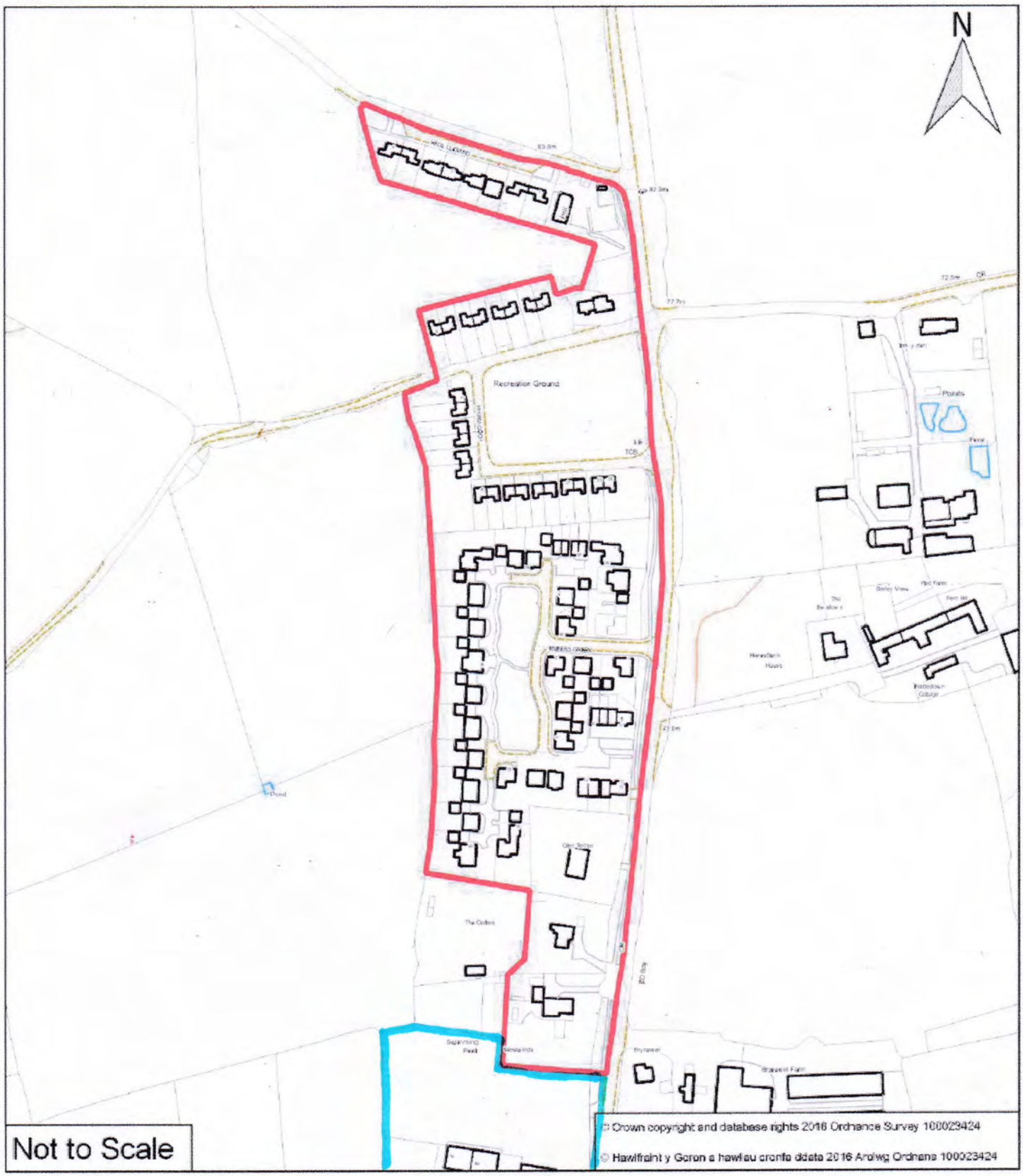
Proposed Further Change To Make The Plan Appropriate For The Area

5. It is accordingly submitted that the proposed Fferm Goch settlement boundary should be extended to include all or part the area of land edged blue on the attached plans. In this respect, it is considered that the proposed additional area represents the most logical and suitable option for Fferm Goch's further moderate growth during the Plan period in a manner that appropriately reflects (see attached aerial views):

   a. The settlement's existing overall physical form; and,

   b. The proposed additional area's well-defined boundaries, character, and clear physical distinction from the surrounding countryside.

Vale of Glamorgan LDP 2011-2026 Matters Arising Changes
Map MAC47 (HS12/AP03) Proposed Minor Rural Settlement Boundary - Fferm Goch Settlement Boundary - Policy MD5



Key:

New Minor Rural Settlement Boundary

Cherry Acre

N

0 5 10 15 20 25 30 35 40 45 50

OS MasterMap 1250/2500/10000 scale
ID: BLJT-00419054
E www.planningapplicationmaps.co.uk

1:1250 scale print at A4, Centre: 296963 E, 177587 N

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Mapping sourced from Ordnance Survey

blue mapping

Google earth

feet 2000
meters 600

Google earth

feet 500
meters 100

VALE of GLAMORGAN

BRO MORGANNWG

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21 OCT 2016

Regeneration and Planning

For Office use only

Representor No. 7411

Date Received 21/10/2016

Date of Acknowledgement 24/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	RICHARD BEVINGTON	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC1	☐	☑	☐	☑	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

RECEIVED
Regeneration and Planning

In respect of the proposed 145 homes opposite Cogan Hall farm development I have serious reservations for access via Dinas Road, Heol y Brenin and Rhos Dolau. The access road to our estate currently is narrow, frequently blocked by cars only allowing one car to pass, it has blind ~~corns~~ corners when vans + cars are parked. I do not think this road as access to 145 properties alone is suitable. If the access point could be split into three different roads this should be considered. Access for over 200 cars, lorries, bin lorries would be dangerous. Overall this is also going to cause additional traffic issues in Penarth.

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

Signed:	[redacted]	**Dated:**	19.10.2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7412
Date Received 24/10/2016
Date of Acknowledgement 24/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Francesca Dixon	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC50	☐	X☐	X☐	X☐	X☐
MAC 217	☐	X☐	X☐	X☐	X☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Three pages of comments are attached to this form. The comments relate to MAC 50 and MAC 217.

Please use additional sheets if required.

Please state how many additional sheets have been used ….3…

Additional Pages

The following comments are on MAC 50 and MAC 217.

The amended policy increases the single unauthorised pitch at Llangan to two, though it is unclear why. There is another family at Hawthorn Cottage, Twyn-yr-Odyn, a temporary pitch, but in the GTAA May 2016 the family living there clearly state that they ' were satisfied with their current accommodation, have lived there between 2 and 5 years, and whilst the site only has temporary planning permission they stated that they do not intend to move '. This site has temporary planning permission to December 2017 and there is no reason to assume that the family currently residing there will not apply for further permission to stay.

Previously after exhaustive investigation the unauthorised site at Llangan was not considered to be part of the solution to provide additional pitches (GTAA September 2013). This is as much to do with the cultural differences between Gypsies/Travellers and New Travellers/ Travelling Show People as it is to do with the unsustainability of any extension of the site at Llangan. The unauthorised site at Llangan was dismissed as unsuitable for expansion and continues to be so as it fails to meet the Vale of Glamorgan Councils own suitability and sustainability criteria.

The continual reappraisal of the site at Llangan by VOG (Vale of Glamorgan Council) and implication that it is suitable for expansion is unfair and prejudicial to the residents of Llangan, the residents of Fferm Goch including the St Canna's development, and to the residents at the unauthorised Llangan site itself. It impacts the well-being of the village and the surrounding area by encouraging persistent uncertainty. This in turn may have adverse effects on the conservation area of Llangan village through the reluctance of residents and potential residents to commit resources to the continued maintenance and repair of its historic properties.

<u>The suitability of expansion of the site at Llangan</u>

The site at Llangan does not meet all the requirements for expansion set in the various policies pertaining to Gypsies and Travellers sites.

- It would have an unacceptable effect on the amenity or character of nearby areas by virtue of noise, traffic congestion, and exacerbation of traffic congestion or parking problems. The existing highway network is adequate to serve the site and a satisfactory means of access can be provided, including provision for parking, turning, servicing and emergency vehicles

  The lanes leading to both the site and Llangan village are generally narrow with high hedges obscuring sightlines and visibility. There are passing places, but these often have poor visibility so extreme care is needed at all times to ensure the safety of all road users - cars, horses, pedestrians, cyclists. There are no pedestrian footpaths within the village of Llangan nor by the unauthorised site. There is a limited stretch of footpath from Fferm Goch to the primary school otherwise there are no footpaths providing access for pedestrians along the minor road from Felindre to Pentre Meyrick. While this is a minor road it has become a rat run for traffic, including large articulated lorries exiting the M4 from junction 35 and wishing to gain access to the B4268 and industrial zones south of the A48.

- The proposal does not have an unacceptable effect on the interests of agriculture, conservation areas or ecological, geological, geomorphological and wildlife importance or landscape protection

  The proposal will have (and already does have) an impact on the conservation area of Llangan village through the reluctance of residents and potential residents to commit resources to the continued maintenance and repair of its historic properties, or other properties in the greater area of Llangan.

- The proposal has a safe vehicular access

  There is not safe vehicular access. As already stated the lanes in and around the unauthorised site are generally narrow with high hedges obscuring sightlines and visibility. There are passing places, but these often have poor visibility so extreme care is needed at all times to ensure the safety of all road users - cars, horses, pedestrians, cyclists.

- Satisfactory landscaping is provided

  No comment. However, it should e pointed out that the additional 18 pitches that VOG are attempting to accommodate would be unsuitable for this site. The Travellers at the Hayes Road, Sully site have

- Adequate community and utility services exist and are reasonably accessible or can be readily and economically provided. The site is well located for schools, medical facilities, shops and other Local services and community facilities

  There is a small primary school in Llangan which is at capacity. There are schools in Cowbridge, but attendance would require vehicular travel to reach them that would directly conflict with the Council's objectives for sustainability. It would be totally unsuitable to promote that young children could walk to these establishment or indeed walk to the bus stops on either the minor road between Felindre and Pentre Meyrick or the A48 as this would necessitate them walking on busy roads where there are no pathways.

  There are no medical services in the area. Such services may only be accessed by travelling to Cowbridge or one of the other larger population centres Pencoed, Bridgend. Likewise there are no shops in Llangan or the immediate surrounding area. Access to shops necessitates the use of vehicular transport.

  <u>Would the Site at Llangan be acceptable additional Gypsies and Travellers?</u>

  It should be noted that the limited interviews taken with both the residents at the temporary pitch at Twyn-yr-Odyn and those undertaken by Tai Pawb the residents at Hayes Road, Sully indicate that they either do not wish to move or want provision which is outside the Council's remit to provide.

The residents at Sully confirmed to Tai Pawb that they want a piece of land that they could self-manage and self-design. Something with an area for growing vegetables, with some hard standing but not all hard standing, a play area for children, a covered communal area for eating and social activities and a covered area for a workshop area. They said that some might like conventional toilets and bathrooms but some preferred compost toilets. They wanted something that was more Eco friendly so solar power etc. Basically not anything like the Welsh Government site design guidelines suggest although they do need to be close to transport links as some work and do not drive. They suggested a community land trust and are keen to self-manage any site. This would preclude the unauthorised site at Llangan.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐X
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	23 October 2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

ID No. 7413
Date Received: 21/10/2016
Date Acknowledged: 25/10/2016

RECEIVED
21 OCT 2016
Regeneration and Planning

[redacted]

16. 10. 16.

The Planning Officer
Vale of Glamorgan.
Vale of Glam Office.
Barry.
CF63

Dear Sir,

I wish to object to the Planning Application for the development at Cosmeston Farm, Lavernock Road, Lavernock

I object to the size of this development, which has been enlarged from the original local plan.

There appears to be no development of any new road system to/from this development into either Cogan or Penarth. The road - Lavernock Road is grid locked already. Allowing for one car per home this will increase the traffic

There is only one local School - Primary - that has space for any new pupils - also which Secondary School will be available to these children

There are no proposed new Health facilities - already the local G.P's & Dentists are overcrowded

The Park & Ride System proposed for Somerton will overwhelm the Park - which is for the enjoyment of people. Where will the buses take people? Penrith Station is already difficult to access due to local traffic. What hours will this scheme operate - local buses are few & far between in the evening when people are returning from work.

Will the Sewage System be able to cope? New Sewage Systems will be needed to cope with this development - plus the developments in Sully.

This proposal should be rejected.

Yours faithfully

[redacted]

D.E.E.R
RECEIVED
ACTION BY: IR
NO: 1
ACK:

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7414
Date Received	24/10/2016
Date of Acknowledgement	25/10/2016

Vale of Glamorgan Deposit Local Development Plan 2011-2026

Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published together with the Council's response. This helps to show that the consultation was carried out properly. Please note that this form may also be made available to any Public Examination on the LDP.

To assist you in making representations, an electronic version of this form can be completed online at www.valeofglamorgan.gov.uk/ldp.

It would be helpful but it is not essential if separate forms were completed for each comment that you wish to make. Alternatively a separate Part 2 could be completed for each comment and attached securely to the main form.

Additional representation forms can be obtained from the LDP Team on 01446 700111 or may be downloaded from the Council's web site at: **www.valeofglamorgan.gov.uk/ldp** or you may photocopy this form.

When making comments please use additional sheets as required clearly numbering each consecutive sheet.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details

	Your Details / Your Client's Details	**Agent's Details** *(if relevant)*
Name	Chris Williamson	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

Please set out your comments in Part 2 of this form. Use additional sheets of paper where necessary.

It would be helpful but it is not essential if separate forms were completed for each comment that you wish to make. Alternatively a separate Part 2 could be completed for each comment and attached securely to the main form.

Question 2e seeks your views on the soundness of the Deposit LDP. ***Please note that completing this question is optional and failing to identify a test will not mean that your comments on the Plan will not be considered.*** The tests of soundness and additional information on how they are applied are detailed on the last page of this form.

If you want changes made to the Deposit Plan, please be as specific as you can. For example, if you want new text added, please set out the new text and explain where you would like it to go in the Deposit Plan and why. Similarly, if you want to add a new or amend a policy or a paragraph, please set out clearly the new text and explain where you think it should go in the Deposit Plan and why.

If you wish to suggest amendments to a site that is allocated in the Deposit LDP or you wish to propose a new site, please attach a 1:1250 or 1:2500 scale plan that clearly identifies the proposed site boundaries.

If you are proposing a new site (one that is not included within the Deposit LDP) the comment form must be accompanied by a detailed site assessment in accordance with the Council's Candidate Site assessment methodology which includes a Sustainability Appraisal. The Candidate Site assessment methodology can be found on the Council's website at: **www.valeofglamorgan.gov.uk/ldp**

Where proposed changes to a development plan have significant sustainability effects, you will need to provide the relevant Sustainability Appraisal information. This information must be consistent with the scope and level of detail of the Sustainability Appraisal conducted by the Authority. It should also refer to the same baseline information in identifying the likely significant effects of the revised policy or new site. Further information on this issue can be obtained from the LDP Team on **01446 700111** or on the Council's web site at: **www.valeofglamorgan.gov.uk/ldp**

You should include all your comments on the Deposit Plan and set out your full case on the form, using accompanying documents where necessary. If you seek more than one change and consider that the Deposit Plan fails to meet more than one test of soundness **it would be helpful if separate forms were completed for each representation.** Similarly, if your representation is in support of the Deposit Plan or individual elements of the Deposit Plan it would be helpful if separate representations were made.

Please indicate if you are submitting other material to support your comments.

You will only be able to submit further information to the Examination if the Inspector invites you to address matters that he or she may raise. Please note that the Inspector will not have access to comments you have made in response to previous consultations. If you do not consider the Deposit Plan to be sound and that it should be changed, please explain clearly why you think the changes are needed. If you think a change is needed for the Deposit Plan to meet one or more of the tests of soundness, please tell us which one(s).

Where a group shares a common view on how it wishes the Deposit LDP to be changed, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of a lead individual at Section1 and the comments should be clearly set out on the representation form. The signed petition should state clearly how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments and Suggested Changes. *(Please use one Part 2 section for each comment that you wish to make)*

2a. Which part of the Deposit Plan are you commenting on?	
Policy number *(please specify)*	MAC 42
Paragraph number *(please specify)*	Policy MG 2. 23, 24, 25 & XX
Proposals Map *(Ref No. if relevant)*	MAC 03 (HS2&3/AP05)
Constraints Map	
Appendices *(please specify)*	

2b. Do you wish to see any changes to the Deposit Plan as a result of your representation?	
Yes ☒	No ☐ (Please go to 2d.)

2c. What changes would you like to see made to the Deposit Plan? *(Please tick those that apply).*	
A new policy	☐
An amended policy	☐
A new paragraph	☐
An amended paragraph	☐
A new site	☐
A deleted site	☒
An amended site	☒
Other	☐

2d. If your representation relates to a new, deleted or amended site, was the site submitted as a Candidate Site?		
Yes ☒	No ☐	Don't Know ☐
If "Yes", please give the Candidate Site name and reference if known.		
Site name	Upper Cosmeston Farm	
Site reference		

2e. If you think that the Plan is unsound which test of soundness do you think that it fails? (Please tick). *More details are provided at the back of this form.*									
Procedural		**Consistency**				**Coherence & Effectiveness**			
P1 ☒	**P2** ☐	**C1** ☒	**C2** ☐	**C3** ☐	**C4** ☐	**CE1** ☐	**CE2** ☒	**CE3** ☐	**CE4** ☐

2f. Please provide details of your representation on the Deposit Plan.

As attached document

Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

2g. Please detail the changes you wish to see made to the deposit Plan.

Reduction in number of dwellings from 576 to the proposed 235 dwellings.

Please use additional sheet if necessary

Please state how many additional sheets have been used .....

Part 2: Your Comments and Suggested Changes. *(Please use one Part 2 section for each comment that you wish to make)*

2a. Which part of the Deposit Plan are you commenting on?	
Policy number *(please specify)*	MAC 42
Paragraph number *(please specify)*	Policy MG2. 23, 24, 25 & XX
Proposals Map *(Ref No. if relevant)*	MAC 03 (HS2&3/AP05)
Constraints Map	
Appendices *(please specify)*	

2b. Do you wish to see any changes to the Deposit Plan as a result of your representation?	
Yes ☒	No ☐ (Please go to 2d.)

2c. What changes would you like to see made to the Deposit Plan? *(Please tick those that apply).*	
A new policy	☐
An amended policy	☐
A new paragraph	☐
An amended paragraph	☐
A new site	☐
A deleted site	☒
An amended site	☒
Other	☐

2d. If your representation relates to a new, deleted or amended site, was the site submitted as a Candidate Site?		
Yes ☒	No ☐	Don't Know ☐
If "Yes", please give the Candidate Site name and reference if known.		
Site name		
Site reference		

2e. If you think that the Plan is unsound which test of soundness do you think that it fails? (Please tick). *More details are provided at the back of this form.*

Procedural		**Consistency**				**Coherence & Effectiveness**			
P1 ☒	**P2** ☐	**C1** ☒	**C2** ☐	**C3** ☐	**C4** ☐	**CE1** ☐	**CE2** ☒	**CE3** ☐	**CE4** ☐

2f. Please provide details of your representation on the Deposit Plan.

As attached document.

Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

2g. Please detail the changes you wish to see made to the deposit Plan.

Reduction in number of dwellings from 576 to the proposed 235 dwellings.

Please use additional sheet if necessary

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations').

However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the Public Examination. You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at a hearing session of the Public Examination? *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	☒

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing.

Transport/Infrastructure & Environment.

If additional documents have been provided to support your representations, please list below:

Signed: [redacted]	**Dated:** 24.10.16

THANK YOU FOR YOUR COMMENTS ON THE DEPOSIT PLAN

Please do not forget to enclose any relevant documentation (e.g. a Sustainability Appraisal) with this form and securely attach any additional completed Part 2 sections.

Completed representation forms should be returned to the LDP Team at:

ONLINE – By completing the electronic form at www.valeofglamorgan.gov.uk/ldp
BY EMAIL – To ldp@valeofglamorgan.gov.uk
BY POST – By sending to: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT

REPRESENTATION FORMS SHOULD BE RETURNED BY NO LATER THAN 5.00pm on the 20th December 2013

REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED

Tests of Soundness

Test	Procedural Tests
P1	It has not been prepared in accordance with the Delivery Agreement including the Community Involvement Scheme.
P2	The plan and its policies have not been subjected to Sustainability Appraisal including Strategic Environmental Assessment.
	Consistency Tests
C1	It is a land use plan which does not have regard to other relevant plans, policies and strategies relating to the area or to adjoining areas.
C2	It does not have regard to national policy.
C3	It does not have regard to the Wales Spatial Plan.
C4	It does not have regard to the relevant community strategy.
	Coherence and Effectiveness Tests
CE1	The plan does not set out a coherent strategy from which its policies and allocations logically flow and/or, where cross boundary issues are relevant, it is not compatible with the development plans prepared by neighbouring authorities.
CE2	The strategy, policies and allocations are not realistic and appropriate having considered the relevant alternatives and/or are not founded on a robust and credible evidence base.
CE3	There are no clear mechanisms for implementation and monitoring.
CE4	It is not reasonably flexible to enable it to deal with changing circumstances.

The Planning and Compulsory Purchase Act 2004 states that the purpose of the examination of a Local Development Plan (the Plan) is to consider whether it is "sound". This means that anyone who wants to comment on or object to the Deposit Plan should seek to say how it is unsound and what is needed to make it sound. Sound may be considered in this context within its ordinary meaning of "*showing good judgement*" and *"able to be trusted*". To assess the Deposit Plan we use 10 tests as set out above. The Deposit LDP will be examined by an independent Inspector appointed by the Welsh Government and it will be the Inspector's job to consider whether the Plan is sound.

Where you propose a change to the Deposit Plan ***it would be helpful but it is not essential***, if you could make clear which test(s) of soundness you believe the Deposit Plan fails. The tests are in 3 groups - 'Procedural' (2 tests); 'Conformity' (4 tests); and 'Coherence and Effectiveness' (4 tests). If you wish to comment on the way in which the Vale of Glamorgan Council has prepared the Deposit Plan, it is likely that your comments or objections would fall under one of the procedural tests. If you wish to comment on or object to the content of the Deposit Plan, it may help to look at the 'consistency' and the 'coherence and effectiveness' tests.

Failing to identify a test will not mean that your comments will not be considered. Providing your comment(s) is/are clear and relate to the Deposit Plan (or any part of the Plan) and it is clear what change(s) you are seeking your comments will be considered.

Whilst I don't object per se to new housing, I have the following observations and comments related to planning, and I urge you to give them your careful consideration.

The figures for required new housing proposed in the LDP are wildly incorrect. They are over estimated by 44% according to the Welsh Assembly Government. It has been mentioned that you identified a need for 500 hundred more houses within the LDP and the VOG council just dumped this figure in Penarth without proper consideration of the consequences**. The proposed development of 576 houses will increase the area of "Cosmeston" by 145%. This is in addition to the 500 houses in Sully, 74 at Sully Road Penarth, 65 at St. Augustine's Road Penarth and 145 houses in Oak Court Penarth. (1360 total) within the boundary of Penarth and Sully.**

The 576 and 500 house proposal for Upper Cosmeston Farm and Sully will have a devastating impact on the local infrastructure, namely:

<u>Schools</u>

There is only one junior school which is currently "under subscribed", this is Fairfield which is farthest away from the proposed development than any other school in the area**. Whilst I understand that section 106 money will be given to the VOG council by any developer, this does not guarantee that a new school will be built.**

<u>Health Care</u>

All the local NHS dentists are full and the local doctors' surgeries **are at full capacity.**

<u>Transport/Infrastructure</u>

It is beyond comprehension that according to a Taylor Wimpey transport consultation, the proposed site in Sully (500 houses) will only generate 13 extra car journeys per day. The proposed Cosmeston development along with the site released in Sully (500 houses) will generate approximately 2000+ new car journeys per day in the area. Penarth and the Vale of Glamorgan are recognised as the largest commuter population in Wales, **indeed, it is 20% over the mean average**. The proposed development will only exacerbate an already dire situation where traffic is concerned. The VOG council have proposed a "Park & Ride" station at Cosmeston Lakes. The current parking at Cosmeston Lakes is not big enough to cope with existing park visitor demand at peak periods; it will not cope with a park and ride facility based there. In any event, if people have to drive to the park and ride facility, **they are more likely to continue their journey to their intended destination; by-passing the park and ride.** The local council have not considered these points. The extra daily car journeys will have a devastating impact on the whole of Penarth, Sully & Dinas Powys; not just in the Cosmeston area. It has recently been reported that the **pollution levels in Cogan** are high, and that this area is subject to an **AQMA designation**. The extra car journeys mentioned above (2000 per day) with make this even worse.

Environment

The proposed development is close to **Cosmeston Lake SSI** and will have a detrimental effect on this area.

The proposed development will go right up to the cliff tops, abutting **the Wales Coastal Path, an area stated as "undeveloped coast". There should only be "appropriate coastal developments"** in this area; not a normal housing development.

On Pg. 105 of the new LDP it states: **DEVELOPMENT THAT UNACCEPTABLY AFFECTS THE SPECIAL ENVIRONMENTAL QUALITIES OF THE GLAMORGAN HERITAGE COAST WILL NOT BE PERMITTED.**

The local waste treatment facility at Cog Moors is already at capacity and the reduction in land soaking away rain water will **increase surface water run-off**, this will lead to **more flooding** of Lavernock Road. **The B4267 road floods on a regular basis** now during heavy rain. According to **environmental models**, climate change is going to give wetter seasons; this will lead to more flooding**. See photos below of previous flooding at Cosmeston.**

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7416
Date Received	22/10/2016
Date of Acknowledgement	25/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	MR M EDWARDS	JOHN MATTHEWS
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 50	☐	☑	☐	☑	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

PLEASE REFER TO THE ACCOMPANYING STATEMENT.

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

Signed:	[redacted]	**Dated:**	22ND OCTOBER 2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011 – 2026, MATTERS ARISING CHANGES

OBJECTION TO MAP MAC50 by MR M EDWARDS

The Objection

1. The objection relates to the exclusion of the land edged blue on the attached plans from the proposed new minor rural settlement boundary for Llandow as shown on Map MAC50.

Reasoning

2. The identification of specifically defined settlement boundaries for the minor rural settlements arises from the amended paragraph 5.20 as proposed by MAC30. The objector has no objection to the principle of defining settlement boundaries for the minor rural settlements.

3. It is however noted that paragraph 5.20 states:

   a. The Strategy acknowledges the need for some moderate growth in the minor rural settlements to help meet local housing need and to support existing local services; and,

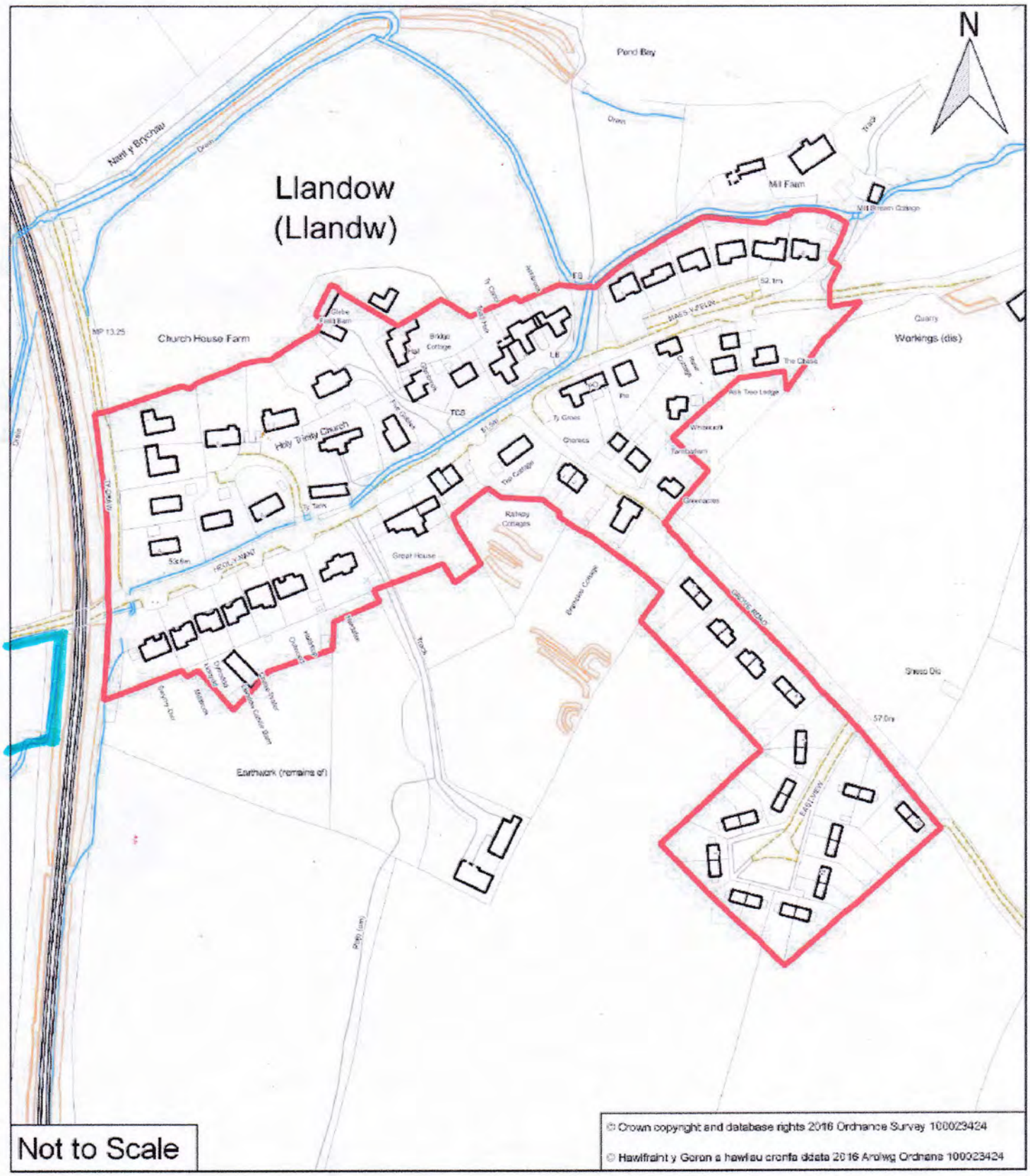
   b. In the minor rural settlements, the emphasis will be on development that assists rural diversification such as new rural enterprises and sustainable tourism.

4. It is accordingly entirely reasonable to expect that all the defined minor rural settlement boundaries are drawn to recognisable and logical physical features that provide adequate opportunity for some moderate growth and development to take place over the Plan period. This, however, is not the case for Llandow as the proposed settlement boundary has been drawn very tightly around its existing built form. It is accordingly impossible to comprehend how the settlement can continue to perform its role as identified in paragraph 3 above during the remainder of the Plan period.

Proposed Further Change To Make The Plan Appropriate For The Area

5. It is accordingly submitted that the proposed Llandow settlement boundary should be extended to include the area of land edged blue on the attached plans and aerial view. In this respect, it is considered that the proposed additional area represents a logical and suitable option for a modest housing development situated between existing village properties and the railway line immediately to the east and an existing residential property immediately to the west, and, would fund and incorporate the provision of a flood defence barrier / flood water holding area on immediately adjoining farmland to the south which is also in the objector's ownership. The latter would protect existing nearby Llandow residential properties which have been subject to various degrees of flooding (including severe) in the past and which currently remain vulnerable to further flooding events in the future (see attached copy extract from the TAN15 Development & Flood Risk Advice Map). Whilst an initial approach has been made in the recent past by National Resources Wales regarding the potential provision of such flood protection measures on the objector's land, no further contact has been made and it is accordingly assumed that the required funding is not available.

Vale of Glamorgan LDP 2011-2026 Matters Arising Changes
Map MAC50 (HS12/AP03) Proposed Minor Rural Settlement Boundary - Llandow Settlement Boundary - Policy MD5



Key:

New Minor Rural Settlement Boundary

294000

SS9473
0528

SS9473
0626

SS9373
8704

SS9372
5595

SS9472
0194

SS9372
8383

SS9372
6172

SS9372
9374

SS9372
8365

SS9372
8967

SS9372
8461

SS9372
8861

SS9372
9459

SS9372
8854

SS9472
0560

SS9372
6353

SS9372
8450

SS9372
6635

294000

Google earth

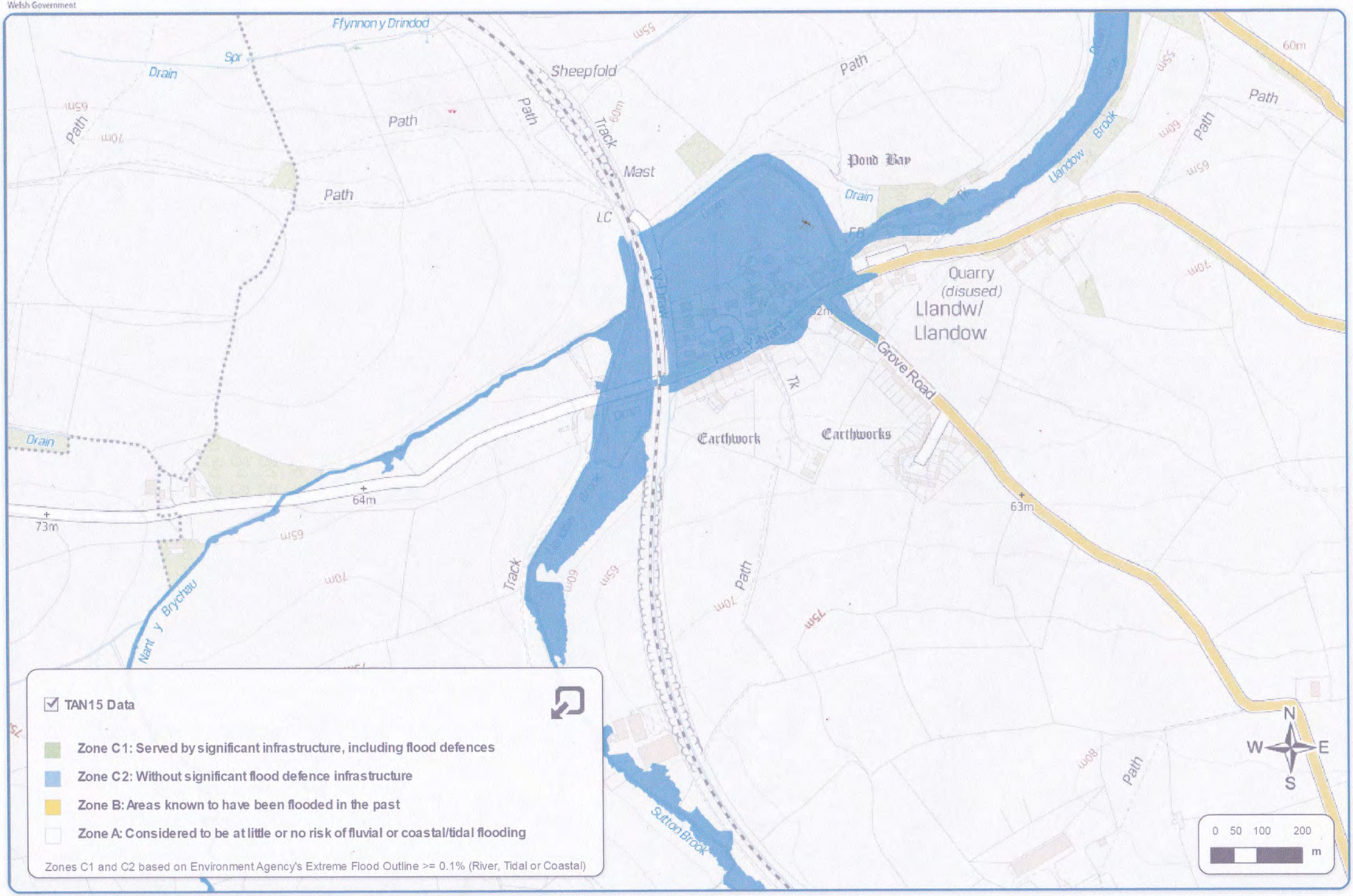
feet 900

meters 200

Llywodraeth Cymru
Welsh Government

TAN 15 Development and Flood Risk

Development Advice Map



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Developed by Cartographics, Welsh Government

VALE of GLAMORGAN
BRO MORGANNWG

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Representor No. .....7417.....
Date Received….25/10/2016……
Date of Acknowledgement….26/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

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The consultation on the MAC Schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MAC Schedule, MAC SA or MAC HRA** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Anna Everitt	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(see over)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

2a. Which document do your comments relate to?	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☐
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☐

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	
Page No. (Please specify)	

2c. Please clearly set out your comments below.

With regards to the removal of Eagleswell Primary and the building of 72 houses on the site I'd like to take this opportunity to express my concerns (although it is probably a waste of time as this is the 1st chance I've had to express my concerns when you have known what you've decided for years)

1. How will you ensure my property won't flood with the lack of green space if replaced by so many houses and roads leading to the houses?
2. When I bought my property I deliberately bought it as I was not overlooked and being a teacher evening, weekends and holidays there was no disturbance. How will my privacy be protected if new houses are placed on the site?
3. What will happen with extra sewage/drainage in the area?
4. What will you do to ensure limited disruption with noise/dust etc I have a 2yr old child who plays outside in the garden and on the adjacent field to the house. I don't want a building site in my back garden for however many years a site like this takes to develop

You have already prevented a sale to go through as people won't buy a property not knowing what will happen to the space and now I will have to wait longer for whatever to be built before I can attempt to move again.

What sort of property is being built on the site? Can you guarantee it won't devalue my property if it is for social housing etc?

Please use additional sheet if necessary.

Please state how many additional sheets have been used……

Signed:		**Dated:**	

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

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BY EMAIL – To ldp@valeofglamorgan.gov.uk or **BY POST** – To the LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RECEIVED BY MIDNIGHT ON FRIDAY 28th OCTOBER 2016. ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge all duly made representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 704665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

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Representor No. .....7418.....

Date Received.....25/10/2016.....

Date of Acknowledgement ...26/10/2016.....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Oliver Williams	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
17	☐	☑	☑	☐	☐
50	☐	☑	☐	☑	☐
62	☐	☑	☑	☐	☐
97	☐	☑	☐	☑	☐
217	☐	☑	☐	☑	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Mac 17 / 62 – There is currently no footpath/cycle path on the access road to proposed site; it is a poor surface, and it's limited width would struggle with any significant body of traffic, particularly if there were to be increased use by pedestrians/cyclists etc. The nearest site of any real amenities is Cowbridge which is 7.5km away according to the notes provided. This would be beyond access by foot for most people (especially families) meaning increased traffic, with knock-on effect of increased congestion / pollution etc. Some of the traveller traffic would involve large vehicles / trailers etc, which would clearly struggle on this road, as would emergency service vehicles etc. In fact, it seems the content of the Welsh government document "Designing gypsy and traveller sites" sections 3.23 to 3.29 would not favour this location at all, considering the requirements listed in relation to access/roads in particular. Even if the access road was in better condition/wider etc, it would still come out within Fferm Goch which is a residential area, which has a lot of children who often play outside, and so large trailers coming and going would not seem appropriate within what is essentially a family recreation area.

Also, I am unaware of any quality/regular public transport services linking the site to Cowbridge/Bridgend/Pencoed etc. The following link clearly indicates the limitations when services are described as being 'on demand', need booking in advance, and a time is then allocated to the passenger, this is unlikely to be of much use to most potential users:
https://www.valeofglamorgan.gov.uk/Documents/Living/Transport/Public-Transport-Timetables/Local-Bus-Service-G1-Timetable-version-201508.pdf

Mac 50 – The current site which 'houses a single family unit' seems to be significantly more than just one pitch, and so to convert it to an 'authorised 2 pitch site', with potential to increase this further (as need demands) appears to give open access to converting current greenbelt/agricultural/countryside land into more 'urban' appearance, with the obvious detrimental issues linked with local resources, pollution, local wildlife, congestion, drainage, flood risk etc etc, when the Llangan/Fferm Goch conurbation has only just experienced a significant increase in size/population through the recent 40 home development.

Mac 97 – It appears that authorising a 2 pitch traveller site, with potential for further increases is only likely to further increase demands on local services such as the over-subscribed primary school and busy local medical services. Most local facilities are based in Cowbridge again necessitating increased traffic/congestion to get there. There are to my knowledge, minimal new employment opportunities within the Llangan area currently, meaning commutes are likely to be required for any work. It is difficult to see how increasing the local population further, would not add additional pressures on all the aforementioned public services, when they have only recently had an increased burden from the new David Wilson development which they are yet to fully adapt to.

Mac 217 – The site is clearly not ideal for any further development to what it currently provides based on all of the above points, but in addition - it is clearly not appropriate considering Llangan is classed as a conservation area in the LDP. In particular, careful consideration would be required in order to ensure that any further development remained aesthetically agreeable in what is typically a rural area.

Please use additional sheets if required.

Please state how many additional sheets have been used ……

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	25/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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Midnight on Friday 28th October 2016

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ID No. 7419
Date Received: 24/10/2016
Date Acknowledged: 26/10/2016

From: [redacted]
To: LDP
Subject: Eagleswell site
Date: 24 October 2016 19:59:11

I have discussed this with many people and like me they oppose the idea of putting 72 houses on the site. Especially as there is a beautiful field there, forest garden with a pond containing newts. It should be up to the people of llantwit major what happens, give them a vote.

Regards,
Rachel Latham

[redacted]

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. 7420
Date Received 24/10/2016
Date of Acknowledgement 26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Mrs Melinda Dymmock	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
MAC 192	☐	X	☐	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
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2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

I do not feel that the changes to the infrastructure in the area will be effective. I note that a suitable and safe access will be required that conforms to current design criteria. However it seems that often new junctions cause more problems than they solve, and another junction would be detrimental to the residents of existing housing who use Cosmeston Drive and those from Lower Cosmeston Farm. I note that the new junction would incorporate safe pedestrian/cycle friendly facilities, but the existing cycle paths are underused with cyclists consistently using the main carriageway, putting themselves and other road users in danger. There appears to be no room to install a bus lane into Penarth, and the combination of extra buses, cyclists and motorists will lead to further congestion, extra pollution and increased travel times. I note on the MAC the deletion of the developer contribution towards road improvements. How will this now be funded?

If the provision of increased public transport in to include and Park and Ride at Cosmeston then the car park would need to be considerably enlarged. Cosmeston Country Park is already well used by many including dog walkers and cyclists. Many people drive to the Park to enjoy the environment and wildlife including large numbers of endangered species. I have seen many unusual species of butterflies and rare birds and a huge diversity of plants. There are also bats in the area and I noticed that when the old railway track was converted to a cycle path the number of bats in the area vastly reduced. It would stand to reason that this vast range of wildlife and plants would extend from Cosmeston Country Park up to the Cliff top (the cliffs themselves being home to another range of wildlife such as Sand Martins). Development of the whole area including the Park and Ride would be to the detriment of these habitats.

The plan allows possible provision for primary and nursery schools, but not for a secondary school. The nearest secondary school is Stanwell, which is already well oversubscribed. St.Cyres has recently been rebuilt and may have the capability to expand, but this is on the other side of Penarth, not within walking distance. This again will result in an increase in the number of car journeys being made and further congestion on our already crowded roads through Penarth. Alternatively school places may be available in Barry, but will then involve having to travel through Sully even if a bus service was provided. Pupils would not feel part of their community and will struggle with taking part in after school activities if they do not have transport home, and may fail to make friends at the school if they are out of the area.

GP surgeries and Dentists within the area are also full, with patients unable to make appointments without sitting on the phone for hours or driving to the surgery to make an appointment in person. There is a new surgery in Dinas Powys that may be able to take on more patients, but the proposed development is likely to fall outside its registration area.

The infrastructure does not allow for any new shops. Again this will mean more journeys into Penarth where there is no parking, or out towards Dinas Powys and LLandough with the same issues as travelling to St. Cyres School.

Whilst there are amendments to the provision of disposal of surface water, Lavernock Rd is already liable to flooding. There was considerable standing water on the junction of Cosmeston Drive and Lavernock Rd today (24/10/2016) after less than 24 hours of average rain. Should the road into Penarth become flooded then there is no real alternative route and both Sully Moors Rd and Dinas Common are also liable to flood. Climate change predictions for increased rainfall would appear to make this an increasing problem.

The boundary of the site falls within 10m of the cliff edge. If this development goes ahead, the recession of the shoreline would not just appear to be likely, but almost guaranteed. Again, climate change and increased rainfall may make the cliff edge unstable; the physical building of a development with such a

large number of dwellings may weaken the ground through the digging of foundations and vibration. The Wales Coastal Path runs along this cliff edge and with the expected increase of 146% to the size of Cosmeston, the increased footfall is likely to weaken the path further. We have already seen several occasions of unexpected and sudden landslides in recent years and there is a distinct possibility that should this happen again it could result in the death of someone using the cliff top path or on the beach below.

In conclusion I strongly feel that the plan for 576 homes is not appropriate for the area, and is likely to be ineffective due to increase in traffic congestion, lack of secondary school, infrastructure investment from the developer, health and retail provision, flood and landslide risk, and the destruction of habitats for the diverse flora and fauna found in the area, the green belt/wedge that should remain to separate Sully and Lavernock/Penarth and the “undeveloped coast” area that should not be used for development of this nature.

Please use additional sheets if required.

Please state how many additional sheets have been used ……

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I want to speak at a hearing session.	☐
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Signed:		**Dated:**	

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. 7421

Date Received 24/10/2016

Date of Acknowledgement 26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Nerys Simpson	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 1	☐	X	☐	☐	X
MAC 2	☐	X	☐	☐	X
MAC 13	☐	X	☐	☐	X
MAC 17	☐	X	☐	☐	X
	☐	☐	☐	☐	☐
MAC 50	☐	X	☐	X	☐
MAC 62	☐	X	X	☐	☐
MAC 97	☐	X	☐	X	☐
MAC 217	☐	**X**	☐	X	☐
	☐	☐	☐	☐	☐

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MAC 1 and 2: Disagree that the settlement will allow any economic growth: travellers are typically self-sufficient and expansion of the development is likely to have a detrimental impact on house prices in the area which could lead to houses being repossessed as home owners are unable to re-mortgage.

MAC 13 : – the settlement will only increase traffic congestion in the area

MAC 17: - the area is unsafe for pedestrians and cyclists as the access roads are single track and will not allow for pavements due to existing brooks that facilitate adequate drainage (even with current drainage systems in place, the area frequently floods). Furthermore, if it were decided to widen the road this would not only destroy existing brooks but also necessitate disruption of hedges thus endangering wildlife.

MAC 50: - 6.40 and 6.41 - site is unsuitable and inappropriate. The site is currently occupied by 3 buildings and caravans and therefore is already more than 2 pitches.

MAC 62: - 6.92 – no high quality dedicated routes linking communities or providing access to local retail, employment or recreation opportunities. No safe provision for walking and cycling as per point objecting to MAC 17 above

MAC 97: - no reasonable access to day to day services, medical facilities or shops, plus all local schools including Llangan Primary, which is in the immediate vicinity, are oversubscribed.

MAC 217: - inappropriate site for many reasons, several of which discussed above, but additional points include:

- Access roads are not only inappropriate for pedestrians and cyclists, but also being less than 5.5m wide they are inadequate for vehicles towing caravans of up to 10m long as well as for emergency vehicles
- No safety calming measures on current roads in the locality, including the immediate access road
- Local amenities are NOT within a reasonable distance
- Inevitable increased noise and air particulate pollution that will result from the settlement
- The site has been quoted as being a brownfield site, when in fact it is predominantly greenfield land
- The land is NOT the best and most versatile agricultural land for harvesting crops – the land is classed as grade 3.b and 4.
- Appendix 10 of the LDP states that Llangan is a conservation area and hence such development would be inappropriate; harmful to the natural environment.
- Aesthetically inappropriate; not in keeping with surrounding natural environment

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**X**
I want to speak at a hearing session.	☐
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Signed:	[redacted]	**Dated:**	24/10/16

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7422
Date Received	25/10/2016
Date of Acknowledgement	26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Lee and Morwenna Clarke	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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RECEIVED
Regeneration and Planning

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			Test 1	Test 2	Test 3
MAC 42 Page 21	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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RECEIVED
25 OCT 2016
Regeneration and Planning

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Signed: [redacted]	**Dated:**	22nd October 2016
If this form represents a petition please indicate how many people it represents.		

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BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

RECEIVED
25 OCT 2016
Regeneration
Planning

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7423
Date Received	26/10/2016
Date of Acknowledgement	26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name Jamie Morgans		
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(see over)*		

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Part 2: Your Comments.

2a. Which document do your comments relate to?	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	YES
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	YES

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	
Page No. (Please specify)	

2c. Please clearly set out your comments below.

I have lived in Penarth and Dinas Powys for over 50 years. I remember a small town which was serviced by good transport / communications systems in respect of roads / trains. The supporting services of schools / doctors / emergency services / was proportional to the residents. The area (as the Vale portrayed was *"Coast and Country living at its best"* was in the main correct

Over the last few decades, the Vale Council has pushed ahead with the development of many new housing projects in Penarth alone – Lower Cosmeston Farm / Brockhill Way / Upper Cosmeston Farm / Caversham Park / The Marina / and latterly Penarth Heights. I am unsure of how many dwellings have been provided but I do realise that the transport / communication systems have not been improved.

To add more homes on Penarth (Lower Cosmeston) and also through the village of Sully will lead to pure gridlock.

The planners and Highway officers will appreciate that the roads in and around Penarth (Cornerswell Road / Plymouth Road / Westbourne Road for example) are virtually impossible to navigate without stopping for on coming vehicles

A quick calculation of planned additional homes (800) with each home having 2 cars (1600 cars)

If 15% of the new dwellings leave at peak hours this could potentially increase the already busy roads by 2.07 miles

Source – Wikipedia (average length of car 4.8m / safe distance between cars – 23m)
15% of cars – 240 cars at 4.8m plus 23m safe distance – 6672m – if traffic is flowing each way 2.07miles

In my experience (Living on Redlands Road / Brockhill Way and now Lavernock Road), I have witnessed frustration with drivers trying to join the main route through Penarth (Redlands road and then Lavernock Road) where there have been several near misses. To add more vehicles without improving / increasing the transport routes would lead Penarthians sleepwalking into a traffic nightmare. Is there an argument that the Vale are failing in their duty for safe transport routes

I write with knowledge of the Penarth / Dinas Powys / Sully / Barry areas. The so called 'Green Wedge' that separates very distinct communities of Sully and Penarth / Barry and Wenvoe is being eroded while there is provision on brown field sites to the west of the Vale (Llandow area)

I would have thought that strategically the opportunity to regenerate the west of the vale with the new and exciting Aston Martin projects would be prudent. Welsh Government promote collaborative partnerships and development in the west of the vale would also assist Bridgend.

I would be interested how the Vale Council will proportionally increase support services – I had the misfortune of having to call an ambulance for one of my clients who fell from a horse – a 70 year old

lady had to wait for three hours and then to be told no ambulance would call. More residents will have a bearing on an already stretched service.

Finally, I close by advising that the proposed planning will put my business out action – I live and work at Lower Cosmeston Farm where I manage a horse livery.

The Livery is a British Horse Society 'Approved Yard' – the business sees a healthy waiting list for clients to come to our Livery which demonstrates the quality grazing / hacking of the area.

The proposed housing will see 34 horses and other livestock (including bees) having to be rehomed and there isn't the capacity of good quality livery yards in the area. We have groups of birdwatchers / archaeologist / photographers who enjoy the area.

(We have a range of birds from Kestrels/ Sparrow Hawks / Buzzards / Peregrine Falcon / Barn and Tawny Owls / Various peckers / Animals – Badgers and small deer as well as bats)

The clients at our Livery have a wide age range from 8 years of age to 72 – all have horses ride – this gives ownership and for the older users a social aspect (social services saving??).

We have over a dozen teenage users who show and demonstrate great responsibility to their horses giving them life skills. Indeed many represent Wales in eventing and dressage disciplines

I appreciate that the Vale has a statutory responsibility with the LDP but I would urge the Members and Officers to carefully consider the impact that new dwellings would have on the Penarth, its current residents and not to see a "sprawl" where communities can maintain their individuality and character.

If the Vale has no other options, I would understand the position but the Vale does have other options and these should be seriously considered.

Naturally should you wish to speak to me or visit the Livery, I would be more than happy to assist

Signed:	[redacted]	**Dated:**	26th October 2016

[redacted]MENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

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REPRESENTATION FORMS MUST BE RECEIVED BY MIDNIGHT ON FRIDAY 28th OCTOBER 2016. ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. ……7424……

Date Received…….26/10/2016……

Date of Acknowledgement …26/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	James Simpson	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 1	☐	X	☐	☐	X
MAC 2	☐	X	☐	☐	X
MAC 13	☐	X	☐	☐	X
MAC 17	☐	X	☐	☐	X
	☐	☐	☐	☐	☐
MAC 50	☐	X	☐	X	☐
MAC 62	☐	X	X	☐	☐
MAC 97	☐	X	☐	X	☐
MAC 217	☐	**X**	☐	X	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

MAC 1 and 2: Disagree that the settlement will allow any economic growth: travellers are typically self-sufficient and expansion of the development is likely to have a detrimental impact on house prices in the area which could lead to houses being repossessed as home owners are unable to re-mortgage.

MAC 13 : – the settlement will only increase traffic congestion in the area

MAC 17: - the area is unsafe for pedestrians and cyclists as the access roads are single track and will not allow for pavements due to existing brooks that facilitate adequate drainage (even with current drainage systems in place, the area frequently floods). Furthermore, if it were decided to widen the road this would not only destroy existing brooks but also necessitate disruption of hedges thus endangering wildlife.

MAC 50: - 6.40 and 6.41 - site is unsuitable and inappropriate. The site is currently occupied by 3 buildings and caravans and therefore is already more than 2 pitches.

MAC 62: - 6.92 – no high quality dedicated routes linking communities or providing access to local retail, employment or recreation opportunities. No safe provision for walking and cycling as per point objecting to MAC 17 above

MAC 97: - no reasonable access to day to day services, medical facilities or shops, plus all local schools including Llangan Primary, which is in the immediate vicinity, are oversubscribed.

MAC 217: - inappropriate site for many reasons, several of which discussed above, but additional points include:

- Access roads are not only inappropriate for pedestrians and cyclists, but also being less than 5.5m wide they are inadequate for vehicles towing caravans of up to 10m long as well as for emergency vehicles
- No safety calming measures on current roads in the locality, including the immediate access road
- Local amenities are NOT within a reasonable distance
- Inevitable increased noise and air particulate pollution that will result from the settlement
- The site has been quoted as being a brownfield site, when in fact it is predominantly greenfield land
- The land is NOT the best and most versatile agricultural land for harvesting crops – the land is classed as grade 3.b and 4.
- Appendix 10 of the LDP states that Llangan is a conservation area and hence such development would be inappropriate; harmful to the natural environment.
- Aesthetically inappropriate; not in keeping with surrounding natural environment

Part 3: What Happens Next?

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**X**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	26/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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VALE of GLAMORGAN

BRO MORGANNWG

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

For Office use only

Representor No. 7425

Date Received 26/10/2016

Date of Acknowledgement 26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Maureen S Dorken	
Address	[redacted]	RECEIVED 26 OCT 2016 Regeneration and Planning
Postcode		
Telephone No.		
Email Address		

I.D.No.* *(if relevant)*		

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1.

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Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC03 (HS2&3/ AP05) Policy MG2(23)	☐	X	☐	X	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
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Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

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26 OCT 2016
Regeneration and Planning

MAC03 AdditionalHousing Allocation - Land at Upper Cosmeston farm, Lavernock. Policy MG2 (23)

The proposed increase in housing allocation from 235 to 576 properties is very excessive and unacceptable and will provide an unacceptable impact on the immediate local area as well as in Penarth, Sully and further afield.

The road between Sully and Penarth is already congested, particularly at peak times. Any additional housing would exacerbate this and would have a detrimental effect on an already overburdened and in some cases inadequate highway system. This would have detrimental effects on the local population with additional safety, noise and air quality problems and in some cases would make it very difficult and worrying for people to actually get to work/school. A Park and Ride facility at Cosmeston Country Park would not be a viable solution in terms of ongoing costs, security issues and usability. Encouraging people to look at alternative ways of going about their everyday life by 'walking and/or cycling' is derisory and shows a complete lack of respect for how people live their lives.

The proposed housing would also impact on local services. Penarth and Sully schools, surgeries, dentists are all working to capacity. Any promised new service, for example a new school, would need to be developed in tandem with any new housing development, to show that it is indeed taking place. Too many promised 'new schools' have not happened for one reason or another, after a contentious development has taken place. The proposals would also impact on the nature of Cosmeston Country Park, reducing its quiet rural aspect .

The high ground of this proposed housing area would be very visible from many areas in Penarth and also from the approaches to Penarth from Sully. It would impact on the rural quality of the Wales Coastal Footpath, as it leaves Whitcliffe Drive towards Lavernock Point. Cliff stability is also in question along this section on the coast. There are regular rock falls and so there would be inevitable long term risks, for any new housing, associated with this.

For these reason I feel that the allocation of land at Upper Cosmeston farm for residential development is completely unacceptable and the proposed Matters Arising Change (MAC03) should be deleted and not included in the Adopted Local Development Plan.

Surely if so much additional housing is needed throughout the eastern Vale area, the time has come to look at providing a new town development, where services and jobs can be provided and with links to an existing rail network for travel.

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I want to speak at a hearing session.	☐

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RECEIVED
26 OCT 2016
Regeneration and Planning

Signed:	[redacted]	**Dated:**	24th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7426
Date Received	26/10/2016
Date of Acknowledgement	26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	DAVID RAWLIN	RECEIVED
Address	[redacted]	2016 ation nning
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC 1	☐	☒	☒	☒	☐
MAC 9	☐	☒	☒	☒	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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The Tests of Soundness	
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Item 1. MAC 1 paragraph 3 states wherever possible the plan emphasis is on re using previously developed land and minimise the need to develop green fields.
MG2 (23) is all green field (in fact a farm). which conflicts with this statement.

Item 2. National policy seeks to control the development of new dwellings in open countryside. MG2(23) does not appear appropriate in respect of this policy.

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Please use additional sheets if required.

Please state how many additional sheets have been used .....

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Signed: [redacted]	**Dated:** 20/10/16.
If this form represents a petition please indicate how many people it represents.	

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7627
Date Received	26/10/2016
Date of Acknowledgement	26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	BRENDA RAWLIN	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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2a 1 Paragraph 3 speaks of minimising development of green fields, the green wedge is precious costal land and should be saved future generations (as should be the land around Cosmeston County Park)

From the last LDP, 235 dwellings were considered "excessive" so how on Earth will the area support 576? Lavernock Rd is already dangerous and since the new houses built at Barry, it has become even busier, more houses to be built at Cog will increase the volume further.

Flooding is an issue now, 576 dwellings, schools shops and car parking spaces would create more drainage problems and impact onto the enviroment, and all across the road from a country park!

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Please use additional sheets if required.

Please state how many additional sheets have been used .....

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Signed:	[redacted]	**Dated:**	20 10 16

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VALE of GLAMORGAN
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Representor No. 7429

Date Received 25/10/2016

Date of Acknowledgement 26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Graham Bishop	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

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	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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I object to the planning of a Gypsy site on the ground of the following:

- The site is in open countryside and is in an unsustainable location, which has restricted access and suffers from significant surface flooding.
- The Council recently published a report stating that both Llangan and Cowbridge Comprehensive Schools are at capacity. This will result in pupils having to travel to other schools where more suitable sites are located.
- The Council has failed to consult with the local community resulting in considerably fear to residents.

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Signed:	[redacted]	**Dated:**	25.10.16

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The LDP Team
Vale of Glamorgan Council
The Docks Office
Barry Docks
Barry
CF63 4TY

[redacted]

26/10/16

RE: Vale of Glamorgan Local Development plan LDP site number MG2(46) and MG2(23)

Dear LDP team

We are writing to strongly object to the proposed housing developments for cog housing and upper cosmeston farm. We believe these developments will significantly impact on Penarth and sully which are currently semi rural locations and enjoy the benefits of such locations.

The main issues for us include:

1. In your plans there is no provision for the additional traffic that will be generated from the in excess of 600 houses proposed. Lavernock road leading into redlands road already suffers significant congestion at rush hour with the current traffic volumes. We have seen a massive increase in the number of cars using this road in the last two years, not just in number but increasing speed. There have been several accidents on this road in recent times and adding further volumes of traffic to this will only increase this likely hood. We note in the comments reported from the recent Penarth town planning council meeting that it is your belief that commuter traffic mainly travels to Cardiff through the Port Road at Barry. This is simply not true and if you took the time to assess traffic flow on Lavernock road properly you would be aware of this.
2. We are concerned with the worsening air quality that will occur with such an increase in traffic. Windsor road is already an air quality management area and is the alternative route out ofPenarth. The volume of traffic is likely to increase on this route also as people try and find other ways out of lower Penarth to avoid the traffic build ups. How it can be thought to be sensible to add further developments in housing when there is already an AQMA in place is beyond our understanding.
3. If the proposed housing goes ahead with at least 600 properties that equates to around 1,200 adults not counting any children. Where is the infrastructure support for the health care needs and dentistry needs of that additional population.
4. Schools are already oversubscribed in Penarth and sully where are the additional children from the development going to be schooled. If the class sizes increase this will effect the quality of the current education being offered and impact negatively on the children already being schooled. We see no provision for schooling in your LDP.
5. Penarth is already a very busy place with limited parking and shopping. The increase in housing will generate a need for more shopping and cause further congestion in the town centre.
6. There are only two buses an hour which serve lower Penarth and sully. This will be inadequate for the expansion proposed.
7. The areas proposed for building are green field sites and should be protected from development. We moved to Penarth to enjoy the semi rural location, to live surrounded by green field areas not to live in an enlarging town.
8. With the removal of the police station from Penarth we have seen a significant rise in crime locally , this is likely to increase with even more population in the area.

We feel that details of these developments have been very carefully guarded and not easily available in the public domain. You will ruin the lovely seaside resort of Penarth and the leafy green

rural Sully if the housing proposal goes ahead. We note that further housing developments are being considered in the notes of the last Penarth town council meeting in October for land west of swanbridge. This was apparently not discussed even though it would clearly have a massive impact on the town of Penarth. When council members sit on both Penarth town planning council and the vale of Glamorgan town planning they can hardly be considered impartial and representing the views of residents of Penarth.

Please acknowledge receipt of this objection.

Your sincerely

Sarah Hale BM FRCOphth.

Paul Rudd

VALE of GLAMORGAN
BRO MORGANNWG

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Representor No. 7431
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

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Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	MR JULIAN EDWARDS	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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- The site was the subject of a previous Judicial Review which has already decided the site is unsuitable.
- The council has an undertaking to return the land to its former agricultural state.
- Why is the whole field being allocated for just 2 pitches?
- The site lacks public services and schools in the area, primarily Llangan ~~pr~~ primary and Cowbridge comprehensive are full.
- The site is misaligned as "Fferm Goch". It is aligned to Llangan village and the sustainability appraisal of Llangan is entirely appropriate.
- This site is in the open countryside, has poor access, has height restrictions and the area is prone to surface flooding. The site is also covered by the village conservation area.

Please use additional sheets if required.

Please state how many additional sheets have been used ...–...

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Signed:	[redacted]	**Dated:**	23/10/16

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Robyn Isabelle Edwards	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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I cannot understand why this proposal has gone around full-circle and is being proposed again. The site has already been considered under a judicial review and has already been ruled to be an inappropriate development in an area of open countryside. Does the view of judges simply get ignored by our council?

It is very obvious to me why this area was already deemed inappropriate. It is:

1. In the open countryside
2. does not conform with TAN 2 of the Welsh Planning Policy
3. Has poor access to the site via a narrow single track lane
4. Llangan and area are prone to lots of surface flooding
5. In an area where the schools are already full.
6. In an area which has no public transport provisions

Furthermore, I am deeply concerned with the ability of the council to allocate two pitches with an option, without recourse or consultation to a further allocation. I was under the impression that the council had promised, via a legal undertaking to return the site to Agricultural use.

Please use additional sheets if required.

Please state how many additional sheets have been used ...0...

Part 3: What Happens Next?

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Signed:	[redacted]	**Dated:**	24-10-16

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Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7433
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	MrS Samanthe Louise Edwards	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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I believe this site is unsuitable, predominantly because it is in the OPEN COUNTRYSIDE, has POOR ACCESS and is an area which suffers from FLOODING. The site is also under the Llangan Conservation area.

I have serious concerns around the fact that the local primary school (Llangan) and the comprehensive it feeds (Cowbridge) are both full.

Turning to policy matters, I believe the council are intending to ~~invoke~~ ignore their own guidance (Guidance on designing Gypsy sites (2007). The mixing of travelling families is to be avoided, and the proposal is at odds with the wider recommendations of the 2007 Guidance.

More importantly, the site has already been the subject of a previous judicial review which opined that it was an unsuitable development in the open country-side. I am also aware that the Council has already provided an undertaking to return the site to Agricultural use.

Please use additional sheets if required.

Please state how many additional sheets have been used ....–....

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I want to speak at a hearing session.	☐

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Signed:	[redacted]	**Dated:**	25/10/16

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7434
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Miss Nancie May Edwards	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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I DO NOT BELIEVE THE PROPOSED SITE IS ~~IS~~ IN A SUITABLE LOCATION AS IT IS

1. IN THE COUNTRYSIDE
2. IN A CONSERVATION AREA
3. HAS POOR ACCESS
4. PRONE TO FLOODING
5. HAS NO PUBLIC TRANSPORT IN THE VILLAGE
6. THE PRIMARY SCHOOL IS FULL

YOU ARE ALSO SUGGESTING THAT YOU MIX TRAVELLING FAMILIES IN THE SITE WHICH IS AGAINST THE DESIGN GUIDANCE (2007)

YOU HAVE CREATED A PERIOD OF REAL PLANNING FEAR FOR THE RESIDENTS OF LLANGAN VILLAGE

Please use additional sheets if required.

Please state how many additional sheets have been used ....0....

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I want to speak at a hearing session.	☐
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Signed:	[redacted]	**Dated:**	24-OCT-2016

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ID No. 7435
Received: 27/10/2016
Acknowleged: 27/10/2016

Darren & Juliana Wines

26 October 2016

Dear Sir

Re: Vale of Glamorgan Local Development Plan 2011 – 2026

Matters Arising Changes Consultation exercise

We are writing further to opening of the Consultation exercise on the above. We have set out our response in letter format due to the small space available on the feedback form on the VoG web site. We have however attempted to set out our thoughts in a manner consistent with the intent of the MAC Feedback Form for ease of use by your officers when reviewing consultation responses.

The main subject of this consultation response is the Vale of Glamorgan's proposal to include a parcel of land at Llangan for development as a Gypsy and Traveller site.

The respective MAC items are:-

MAC50 Proposal to amend Policy MG5 to designate the site for a 2 pitch Gypsy and Traveller site.

MAC 217 Appendix 5 MG5 revisions.

Our position is that we have no objection to the existing family who are resident on the site remaining. However we object to the site being formalised as a dedicated Gypsy and Traveller site. As a result, we object to the proposals contained in MAC50, which is to increase the number of pitches on the site to 2. The reason for our objection is that we are concerned that in an effort to meet your obligations to locate a site for the Gypsy and Traveller community given the issues you have faced at the Sully Road site, the Council are using MAC50 to incrementally increase the amount of pitches present at Llangan, with a view to establishing a more permanent and much larger scale Gypsy and Traveller site there. My fundamental issue with this is that I do not believe that the location of the site will truly meet the needs of the Gypsy and Traveller Community. I have set the reasons for my concerns out in more detail on my observations on MAC 217, as they are equally relevant there.

Our main issue is with MAC 217. The text of MAC 217 states that 'Due to the size of the site it would be able to accommodate some future increase Gypsy and Traveller accommodation need in the Vale of Glamorgan.' We note from the Gypsy and Traveller Needs Assessment report that this could include a total of 20 additional pitches in the period covered by the UDP – until 2026.

We object to MAC217 on the basis it gives the Authority future scope to expand the site, and are of the opinion that if expanded, the site will have a detrimental effect on the area. In our opinion, this proposal fails to meet Test 1, Test 2, or Test 3 as defined on the feedback form. The justification for this is set out beneath. We note that the Council has also prepared a Sustainability Appraisal Report

to substantiate changes to the UDP. In the context of the site at Llangan, we contend that the matters presented to substantiate the sustainability of the site at Llangan do not stand scrutiny as they are based on assessment of the site to provide 2 pitches only. In order to properly consider the sustainability of the site for a larger Gypsy and Traveller site, this assessment should be based on provision of the numbers of pitches the Vale of Glamorgan aspire to house on site.

Test 1 – Does the plan fit? Is it consistent with other plans?

The village of Llangan is designated as a Conservation Area as designated under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Vale of Glamorgan Policies ENV1 and HOUS3 restrict new housing development in the countryside to those which are justified in the interests of agriculture and forestry only. Clearly, the use of this land for Gypsy and Traveller use is inconsistent with this.

In March 2009, the Vale of Glamorgan published 'Conservation Area – Llangan – Appraisal and Management Plan'. Page 8 identifies that 'it is important that new development in or adjacent to the Conservation Area enhances the quality of the area.'. The document also identifies that 'Given the policy background and character of Llangan, it is unlikely that an intensification of development in the village would be appropriate.

We contend that as a result of the above, the proposal to modify Policy MG5 is inconsistent with the advice contained in the Appraisal and Management Plan authored by the Council in 2009.

Whilst policies ENV1 and HOUSE3 have now been superseded, I believe the intent of these policies has been preserved by the following current policies:-

SP10 Built and Natural Environment

MD1 Location of new development

MD3 Design of new development

Test 2 – Is the plan appropriate? (ie is the plan appropriate in light of the evidence?)

The only evidence we have seen to justify the selection of the site at Llangan is the Sustainability Assessment Report – Appendix B. We believe that the Sustainability Appraisal Report is flawed, as it only considers the increase of the existing site to 2 pitches. To truly reflect the sustainability (or otherwise) of the proposals, it needs to consider the effects of the enlarged site if that is the future aspiration of the Vale of Glamorgan Council.

It is also curious that the Sustainability Assessment deals with sustainability in qualitative terms, rather than qualitative terms. There has been an assessment (which is subjective) against the 15 identified criteria. The 'pros and cons' of each site are summed, and then used to draw a conclusion on the overall 'sustainability' of the site. That is logical where the summaries are used as a measure to identify one site in preference to another. However, it seems that the assessment has only considered the site at Llangan for this use without comparing it with others to determine if the Llangan site is most favourable.

Turning now to the Sustainability Assessment itself. We offer the following comments on it –

Measure	VoG justification	Comments
1 To provide the opportunity for people to meet their housing needs.	The provision of a Gypsy and Traveller site would support the objectives of the Council's Housing Strategy and GTAA May 2016	Contrary to advice in the Conservation Area Appraisal and Management Plan.
3 To maintain and improve access for all.	600m from village of Llangan. Service centre Cowbridge 7.5km away. Limited local bus services.	The matters raised by VoG demonstrate that the location of the site is not appropriate for members of the Gypsy and Traveller Community to access essential services.
4 Reduce the causes of depravation	Provision of a permanent site could assist future residents accessing services that contribute to measurement of multiple depravation.	See above. The site is not located conveniently to access these services.
5 To maintain, protect and enhance community spirit.	Development of the site would not lead to coalescence and would not result in loss of recreational land or community facilities.	The VoG justification seems unconnected to the measure, which is to maintain community spirit. I would suggest that development on this site on a larger scale would be divisive, and harm community spirit.
6 To minimise the causes and manage the effects of climate change.	600m from village of Llangan. Service centre Cowbridge 7.5km away. Limited local bus services.	The location of the site is remote from the services the community need to access. This will require journeys to be made by car, which will contribute to global warming and climate change when compared to a more favourably located site. The sustainability report is silent on the effects of carbon from construction activities, which will be large given the infrastructure improvements which will be required to provide adequate access to the site, consistent with the needs identified by the Council's Highways team, and to facilitate construction of the offsite enabling works to ensure a water supply and sewerage provision.

9 To protect and enhance the built environment and natural environment	Development as proposed would not affect a conservation area or building or garden of historic interest.	This is factually incorrect – it would affect the Llangan Conservation Area.
10 To provide a high quality environment within all new developments	Design guidance provided by WAG will be followed.	This will also require improvement of access to the site for vehicles, which considers access provision and access for fire service etc. Work needed to accommodate these improvements is likely to be significant given the geometry of the local highway network.
12 To reduce the need for travel and enable the use of more sustainable modes of transport.	600m from village of Llangan. Service centre Cowbridge 7.5km away. Limited local bus services.	The matters raised by VoG serve to demonstrate why the location of the site is not suitable.
13 To provide for a diverse and wide range of local job opportunities	A permanent site is likely to prove beneficial for future residents allowing improved access to employment...and a permanent base from which to develop self-employment initiatives and opportunities.	If the site is 'industrialised' it will have a larger detrimental effect on the Conservation Area, and will generate more waste (and differing waste streams) than if used for residential purposes.

In our view, the above matters would result in a negative assessment for each item, which would render the site an unattractive proposition from a sustainability perspective. As this is the only evidence presented to justify the use of the site, this questions the validity of its selection for this purpose.

We note that the Needs Assessment identifies that there is unlikely to be a need for accommodation for travelling showpeople in the period in question. However, the Needs Assessment is only an educated best guess. In our view, it is likely that if this site were enlarged, travelling show people who did require accommodation would be drawn to the site. Given the scale of the vehicles which would then need to be accommodated on the site, this would require infrastructure improvements on a scale which would detract from the rural nature of the village.

Test 3 – will the plan deliver?

The design guidance for development of Gypsy and Traveller sites suggests that site selection is the key to successful development of a facility. Poorly located sites with limited access to major roads and public transport, will have a detrimental effect on the Gypsy and Traveller community and will affect their ability to seek employment, attend school, further education, or training, and obtain access to health services and shopping facilities.

In our view, the site location is fundamentally not suitable for this use because it is poorly located. Whilst access to major roads is catered for (which means the site will be readily accessible by car)

the links to public transport are poor. The frequency of services of public transport are sporadic. With infrastructure improvements, primary school access will be good (presuming Llangan Primary School can accommodate the increase in pupil numbers which might result with large scale development of the site) however secondary school attendance would be inconvenient for residents, and difficult and costly to attend. The nearest health services and shopping facilities are also not readily accessible from the site.

In conclusion, we feel the proposed revisions to Policy MG5 are flawed because they do not stand scrutiny of tests 1,2, and 3.

I trust these comments will be considered when considering the ongoing development of the UDP, however if you require any clarification on the contents of this letter please do not hesitate to call me on 07979 240392.

Yours Faithfully

[redacted]

Darren and Juliana Wines

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7436
Date Received 26/10/2016
Date of Acknowledgement 27/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Mr & Mrs M Jenkins	
Address	[redacted]	
Postcode		
Telephone No.		

Email Address	[redacted]	
I.D.No.* *(if relevant)*		

***You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

1.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)					
Matters Arising Change reference number (e.g. MAC1)	**Support**	**Object**	**If you are objecting to a MAC, please state which Test of Soundness you think that it fails.**		
			Test 1	**Test 2**	**Test 3**
MAC 50 Proposal to amend policy MG5 to designate the site for 2 pitch gypsy and traveller site	☐	X	X	X	X
MAC 112. MAP MAC112 (HS16/AP02) Proposed Gypsy and Traveller site - Land East of Llangan - Policy MG5	☐	**X**	X	X	X
MAC 217. Appendix 5 MG5 revisions.	☐	**X**	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

My wife and I would like to register our opposition to the proposal to expand a site in Llangan for Gypsy and Traveller accommodation. As residents of the village we have important insight into the limitations of the village to cope with the proposed development. We fear the development will totally dominate our small community and place undue pressure on the fragile local infrastructure. The proposals are entirely disproportionate for a small rural village of 35 homes. They also increase the already high risk of flooding in the village and the impact of traffic, and seem totally at odds with the duty of the LPA to protect the local amenity and environment and ensure sustainable development.

We moved into the village of Llangan last year and we love living in this rural location. Upon moving into the village we were delighted to be informed that it was a conservation area. The village is very small and is surrounded by farm land. The community provides a safe environment for our young family. However, we have already experienced challenges as a result of the rural location of the village and feel these difficulties undermine the suitability of the proposed development site. We feel strongly that the proposed site is not one that can provide for the specific needs of Traveller families and certainly does not respect the interests of our settled community.

Firstly, the distance of the proposed site from access to education, health welfare and employment infrastructure, facilities and services is a major concern. There is a local primary school, but that is already at capacity. We understand that residents of the village are not automatically guaranteed a place for their children, meaning children from the village will need to be transported farther afield to be educated. In our view this is deeply detrimental to a village community. The situation is the same in relation to the closest secondary school. Health facilities are also a long distance away. There are extremely limited employment opportunities in the locality.

Secondly, Llangan has no public services or amenities and is not on a bus route. As with other residents, we rely on our private vehicles for transport. There is already enormous traffic pressure on the road that runs through the village, especially in the narrow lane between the village and the main Llangan to St Mary Hill road which requires single file traffic. At rush hour there are difficulties with people using the village as a short cut, as well as farming vehicles, often creating a bottle neck within the country lanes. We are incredibly concerned about the extra traffic that moving a Traveller community to the highlighted sight would create. As the proposed site suggested has very poor access it would surely be more sensible to find a more suitable location, similar to Wenvoe to meet the needs of these families, not a small rural community.

Thirdly, Llangan is on a flood Plain. We have personally experienced the devastating effects of flooding, and already the village brooks are full to capacity during rain. Creating a hard standing at the proposed site will result in more run off into the near brooks which are liable to flooding. The streams at the bottom of the village in Twchwyn Garth are not adequate to take more water. It seems shocking to move Traveller families from one flood risk site to another in the same situation.

Fourthly, the existing site has been found to be illegal. We are aware of the local site where Traveller families are currently staying illegally. This is despite a high court ruling that the council must return the illegal site to agricultural use. The proposal to extend the site is surely in conflict with our understanding of the Local Authority's duty to reduce the number of unauthorised developments and encampments and make enforcement more effective. And expansion of the site cannot be justified on the basis of current residents or have an existing family or employment connection. Furthermore, we are even more alarmed to learn that the families highlighted to move to Llangan from Wenvoe already have their own land with planning permission. The proposal therefore seems outside of guidance that LPAs promote more private Traveller site provision. The proposal also seems unfair on these families who will be moved on from place to place, rather than settle in Wenvoe.

Fifthly, the lack of consultation risks undermining peaceful village relations. We are concerned at the lack of genuine consultation and engagement with Traveller families who are residing on the site. They have expressed their concerns regarding the proposals to village residents. We fear that the planned expansions risks increasing tensions between the community, the Traveller families who are already here and the proposed new Traveller families. We understand this proposal contradicts good practice advice from the Planning Officers Society (2014) that extending existing sites often proves impractical when it involves different families on the same site.

Indeed, the lack of consultation from the Local Authority around the proposals to date have certainly contributed to a devastating sense of fear in the village. Our concern is this has undermined the prospect of a peaceful and integrated co-existence between the site and the local community. We are also concerned by the potential for noise pollution. During the summer we were alarmed by the noise that carried from the existing site, to add to it would be horrific for the young families of the village.

In conclusion we would like to emphasise the rural beauty of Llangan village, including the rare attribute of a conservation area. The illegal existing site is not in keeping with the village and is ugly and unsightly on the landscape. To consider adding to this site would be to irrevocably devastate the character of the village.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**x**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	26.10.16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

ID: 7437

RECEIVED

26 OCT 2016

Regeneration and Planning

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

Received: 26.10.2016
Acknowledged: 27.10.2016

Linda Fohlin

[redacted]

To the Planning Inspector Mr Richard Jenkins

As a resident of Penarth I read with great alarm at the proposed development of 576 homes on land at Upper Cosmeston Farm as included within the Matters Arising Changes (MAC03) to the LDP, MG2 (23).

I am very concerned about the lack of foresight the Vale of Glamorgan Council have shown in this instance as I feel that any new development within the Cosmeston area would have a negative impact on the immediate environs.

The Vale of Glamorgan Council themselves by their own admission admit that "*due to the increase in the size and allocation the appraisal indicates an increased negative score in respect of the loss of greenfield land*", a contradiction of the 2012 Planning Policy for Wales Chapter 5-5.1.2, which clearly states it aims "*to promote the conservation of a landscape and biodiversity, in particular the conservation of native wildlife and habitats*". This contradiction suggests to me that the idea behind this development was not thought through carefully with any consideration given to anything other than fulfilling the Vale of Glamorgan Council's obstinate insistence on building ten thousand new homes in the Vale of Glamorgan. Surely the selection of brownfield sites should be a priority when considering any new housing developments?

Indeed, the net gain of this development if allowed to proceed would not be enough to mitigate the destruction of precious greenfield land, especially as this land is adjacent to an area of Special Scientific Interest (SSSI) and is very close to Cosmeston medieval village. In addition, a great deal of the land included within this amendment is currently in use by Cosmeston Livery who provide a riding school, stables, and grazing land for a multitude of horses and donkeys. This facility is very popular and boasts a large clientele who would in effect be turfed out and made homeless, and the gentleman that runs the business, who has spent a great deal of time making Cosmeston Livery the success that it is, made redundant. Is this the price we pay for "progress"?

I also urge the Planning Inspector to consider the impact that this development would have on traffic and amenities within the vicinity. Anyone who has to commute to Cardiff in the mornings and return in the evenings at peak time will attest to just how busy this road, and indeed every other road in Penarth and Cogan, is. If the Upper Cosmeston Farm development were allowed to go ahead the huge increase in traffic would indeed be terrible for the local population who can expect traffic misery every day.

Linda Fohlin

Flat 18 20 Victoria Square

Penarth

CF64 3FL

lindafohlin@hotmail.co.uk

To the Planning Inspector Mr Richard Jenkins

As a resident of Penarth I read with great alarm at this proposed development of 175 homes on land at Upper Cosmeston Farm as included within the Matters Arising Changes (MAC02) to the LDP (MGA 023).

I am very concerned about the lack of foresight the Vale of Glamorgan Council has shown in this instance as I feel that any new development within the Cosmeston area would have a negative impact on the immediate environs.

The Vale of Glamorgan Council themselves by their own admission admit that "*due to the increase in the size and allocation the appraisal indicates an increased negative score in respect of the loss of greenfield land*", a contradiction of the 2012 Planning Policy for Wales Chapter 5.5.1.2, which clearly states it aims "*to promote the conservation of a landscape and biodiversity, in particular the conservation of native wildlife and habitats*". This contradiction suggests to me that the idea behind this development was not thought through carefully with any consideration given to anything other than fulfilling the Vale of Glamorgan Council's obstinate insistence on building ten thousand new homes in the Vale of Glamorgan. Surely the selection of brownfield sites should be a priority when considering any new housing developments?

Indeed, the net gain of this development if allowed to proceed would not be enough to mitigate the destruction of precious greenfield land, especially as this land is adjacent to an area of Special Scientific Interest (SSSI) and is very close to Cosmeston medieval village. In addition, a great deal of the land included within this amendment is currently in use by Cosmeston Livery who provide a riding school, stables, and grazing land for a multitude of horses and donkeys. This facility is very popular and boasts a large clientele who would in effect be turfed out and made homeless, and the gentleman that runs the business, who has spent a great deal of time making Cosmeston Livery the success that it is, made redundant. Is this the price we pay for "progress"?

I also urge the Planning Inspector to consider the impact that this development would have on traffic and amenities within the vicinity. Anyone who has to commute to Cardiff in the mornings and return in the evenings at peak time will attest to just how busy this road, and indeed every other road in Penarth and Cogan, is. If the Upper Cosmeston Farm development were allowed to go ahead the huge increase in traffic would indeed be terrible for the local population who can expect traffic misery every day.

I therefore urge you to please take into consideration these issues when assessing the viability of Upper Cosmeston Farm as a suitable place for a new housing development.

Yours Sincerely

[redacted]

Linda Fohlin

RECEIVED

26 OCT 2016

Regeneration and Planning

ID: 7438

Received: 26.10.2016

Ack: 27.10.2016

Jack Giddings

[redacted]

To the planning inspector Richard Jenkins

I am writing to formally object to the Vale of Glamorgan Council's plan to allow the development of 576 homes on land at Upper Cosmeston Farm as a part of the *Matters Arising Changes* to the LDP - MAC 42 land at upper Cosmeston farm.

This development will impact on many aspects of the lives of the existing residents and also on the commuters who use this route. The most tangible of these will be the exponential increase in traffic, not just at peak times but also in general. The main commuter routes into Cardiff from Penarth and Barry are already gridlocked during peak-times on weekdays and also on Saturdays. This is particularly acute around the Cogan area. Also to consider with the increase in traffic will be the increase in noise and pollution, this will lower the quality of life for new and existing residents of this area.

With a planned 576 homes for this area and given each house will have an average of 3 inhabitants, how are the existing facilities and local amenities going to cope with an additional 1728 residents? There has not been any upgrade to the infrastructure or amenities such as dentists or doctors practices in this area. Even if a new school is included this will just further exasperate the traffic congestion and impede the flow of traffic through the Cosmeston area.

I believe the environmental factors should not be marginalised and considered equally along with the most disturbing aspect to this development....the loss of the green belt between Penarth and Sully. This land is outside the urban boundary and is a designated Green Wedge, fauna and flora, natural habitat. Next to a site of SSSI (Site of Special Scientific Interest) Cosmeston Lakes and Parks. The preservation of these areas is incorporated into the 2012 Planning Policy for Wales chapter 5 – 5.1.2 states as one of its aims is to '*promote the conservation of a landscape and biodiversity, in particular the conservation of native wildlife and habitat.* This area is also of outstanding natural beauty and enjoyed by the residents of the Vale of Glamorgan and Cardiff.

It seems that the majority of new developments of significant size are crammed into the Barry and Penarth area of the Vale of Glamorgan. It should be considered by the planning inspector that, if this massive figure of 10,000 new builds for the Vale must go ahead then perhaps a suitable brown field site should be sourced rather than building on a finite and precious natural resource with all the negative ramifications that will accompany it.

I therefore urge the planning inspector to take these considerations into account when assessing the viability of Lower Cosmeston Farm within the *Matters Arising Changes* to the LDP.

[redacted]

Jack Giddings

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

RECEIVED

26 OCT 2016

Regeneration and Planning

Jack Giddings
33 Dunraven Street
Barry
CF62 0PF

To the planning inspector Richard Jenkins

I am writing to formally object to the Vale of Glamorgan Council's plan to allow the development of 376 homes on land at Upper Cosmeston Farm as a part of the Matter Arising Changes to the LDP MAC 42 land at upper Cosmeston farm.

This development will impact on many aspects of the lives of the existing residents and also on the commuters who use this route. The most tangible of these will be the exponential increase in traffic, not just at peak times but also in general. The main commuter routes into Cardiff from Penarth and Barry are already gridlocked during peak times on weekdays and also on Saturdays. This is particularly at the around the Cogan area. Also to consider with the increase in traffic will be the increase in noise and pollution, this will lower the quality of life for new and existing residents of this area.

With a planned 376 homes for this area and given each house will have an average of 3 inhabitants, how are the existing facilities and local amenities going to cope with an additional 1128 residents? There has not been any upgrade to the infrastructure or amenities such as dentists or doctors practices in this area. Even if a new school is included this will just further exasperate the traffic congestion and impede the flow of traffic through the Cosmeston area.

I believe the environmental factors and the not be marginalised and considered equally along with the most discussing aspect to this development, the loss of the green belt between Penarth and Sully. This land is outside the urban boundary and is a designated Green Wedge, fauna and flora, natural habitat. Next to a one of SSSI (Site of Special Scientific Interest) Cosmeston Lakes and Parks, the preservation of these areas is incorporated into the 2012 Planning Policy for Wales chapter 5–5.1.2. states as one of its aims is to promote the conservation of a landscape and biodiversity in particular the conservation of native wildlife and habitat. This area is also of outstanding natural beauty and enjoyed by the residents of the Vale of Glamorgan and Cardiff.

It seems that the majority of new developments of significant size are crammed into the Barry and Penarth area of the Vale of Glamorgan. It should be considered by the planning inspector that, if the massive figure of 10,000 new builds for the Vale must go ahead then perhaps a suitable brown field site should be sourced rather than building on a finite and precious natural resource with all the negative ramifications that will accompany it.

I therefore urge the planning inspector to take these considerations into account when assess of the viability of Lower Cosmeston Farm within the Matter Arising Changes to the LDP.

Yours Sincerely,

Jack Giddings

ID: 7439
Received: 26.10.2016
ACK: 27.10.2016

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26 OCT 2016
Regeneration and Planning

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

Jonathan Anthony Lambert
[redacted]

To the planning inspector Richard Jenkins

Sir....I am writing to formally object to the amended *"Matters Arising Changes"* to the LDP and specifically to the proposed development at Upper Cosmeston - MAC 42 land at upper Cosmeston farm.

There are a number of reasons as to why I and many others regard this development as being unsuitable for the locality.

Firstly, all of the land in consideration is located outside the urban boundary and is a designated Green Wedge-the last remaining green belt/area between Penarth and Sully. Surely we must all strive to protect what is left of the countryside within the Penarth and Sully area? This is certainly a feature of the 2012 Planning Policy for Wales chapter 5 – 5.1.2 as it states as one of its aims is to *'promote the conservation of a landscape and biodiversity, in particular the conservation of native wildlife and habitats'*. Every Greenfield built upon destroys natural wildlife habitats and vital green-lungs. The proposed area of development is also located directly adjacent to a SSSI (Site of Special Scientific Interest) Cosmeston Lakes making it a valuable habitat for fauna and flora.

The area surrounding the stables is active agricultural land. This is not heavy clay soils or low – grade scrub-land but is cultivated regularly and is productive, fertile land with wheat and maize grown here annually - is this very land which grows the food we eat.

A valued and prominent local business will suffer as the proposed development area is directly where a thriving local stables is located, Cosmeston Livery. As well as being a successful business, this is also very much a micro community, I know because I am a part of it. All the proposed fields are used for riding, learning to ride and for grazing horses as well as a pleasant retreat from urban life for horse riders, shooters, metal detectorists, nature walkers, dog walkers, ramblers' et al. Developing the Land at Lower Cosmeston Farm would rip the heart out of this community and destroy a flourishing business.

As an archaeologist with an interest in local history, this last remaining area of ancient farmland still has lost communities not yet re-discovered, hence is an area of scientific interest. There is the rare survival of the original Seventeenth Century farmhouse at Lower Cosmeston, which is included within the 1988 RCAHMV publication *Glamorgan Farmhouses and Cottages* , now a part of the stables, is itself built within the original confines of the medieval village. I have myself found medieval pottery and coins in all the fields proposed for this development so the area still has more aspects to its medieval past still to be discovered. My brother and I have also discovered a hitherto unknown Romano-British settlement contiguous to the proposed development area and also a

Jonathan Anthony Lambert
3 Afan Close,
Barry,
Vale of Glamorgan,
CF62 7PY

To the planning inspector Richard Jenkins

Sir, I am writing to formally object to the amended "Matters Arising Changes" to the LDP and specifically to the proposed development at Upper Cosmeston (MAC 42) and at upper Cosmeston farm.

There are a number of reasons as to why I and many others regard this development as being unsuitable for the locality.

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As an archaeologist with an interest in local history, this last remaining area of ancient farmland still has lost communities not yet re-discovered, hence is an area of scientific interest. There is the rare survival of the original seventeenth Century farmhouse at Lower Cosmeston, which is included within the 1988 RCAHMW publication *Glamorgan Farmhouses and Cottages*, now a part of the stables is itself built within the original confines of the medieval village. I have myself found medieval pottery and coins in all the fields proposed for this development so the area still has more aspects to its medieval past still to be discovered. My brother and I have also discovered a hitherto unknown Romano-British settlement contiguous to the proposed development area and also a

possible medieval farmstead within the development area. None of these archaeological sites have been subject to a scientific examination.

There is also the lack of amenities to consider. Are the existing dentists, doctors and schools likely to cope with the large influx of new residents? The answer I fear will be no. Also with both adults of a working age per household considered, where are the new jobs for an extra 1152 people going to come from? There are no new investments in this area and hence no need for extra housing.

There is the issue of traffic congestion. Traffic standstills occur every day during commuting hours, in particular during the mornings from Barron's Court all the way down Windsor Road through to Penarth town centre and back through nearly every residential street in Penarth leading to the B4267 which runs adjacent to both Upper Cosmeston and Lower Cosmeston. Such a sprawling development would only serve to exacerbate the current congestion

Something else that concerns me is how many of these new houses will be affordable? The pretext for the majority of the new developments included within the LDP is that there is apparently a housing shortage, especially affordable housing? Given the absence of affordable housing at the new developments Wenvoe, Colwinston and Cowbridge not many I suspect.

Given all of the above factors how can this proposal ever be taken seriously? The Vale's own department for planning concedes that there will be 'negative aspects' to this proposal, and from what I can see, the entire proposed development is fraught with negative aspects. It is ill - conceived, in the wrong area, and will cause acute congestion on the roads, burden the local infrastructure, and cause the needless loss of the green belt with all its various attributes and form one of the penultimate pieces to the conurbation of Sully and Penarth if allowed to go ahead.

In short, this is an undesirable Greenfield development that will impact heavily on the local area, the local environment, local services and amenities, as well as the everyday lives of the extant residents and I urge the planning inspector to take into account these considerations when assessing the viability of the proposed development at Upper Cosmeston and consider a brown field alternative site somewhere less over developed.

Yours Sincerely

Jonathan Lambert BA

[redacted]

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26 OCT 2016

Regeneration and Planning

possible medieval farmstead within the development area. None of these archaeological sites have been subject to a scientific examination.

There is also the lack of amenities to consider. Are the existing dentists, doctors and schools likely to cope with the large influx of new residents? The answer I fear will be no. Also with both adults of a working age per household considered, where are the new jobs for an extra 1152 people going to come from? There are no new investments in this area and hence no need for extra housing.

There is the issue of traffic congestion. Traffic standstills occur every day during commuting hours, in particular during the mornings from Barron's Court all the way down Windsor Road through to Penarth town centre and back through nearly every residential street in Penarth leading to the 4267 which runs adjacent to both Upper Cosmeston and Lower Cosmeston. Such a sprawling development would only serve to exacerbate the current congestion.

Something else that concerns me is how many of these new houses will be affordable? The pretext for the majority of the new developments included within the LDP is that there is apparently a housing shortage, especially affordable housing? Given the absence of affordable housing at the new developments Wenvoe, Colwinston and Cowbridge not many I suspect.

Given all of the above factors how can this proposal ever be taken seriously? The Vale's own department for planning concedes that there will be negative aspects to this proposal, and from what I can see, the entire proposed development is fraught with negative aspects. It is ill conceived, in the wrong area, and will cause acute congestion on the roads, burden the local infrastructure, and cause the needless loss of the green belt with all its various attributes, and form one of the penultimate pieces to the conurbation of Sully and Penarth if allowed to go ahead.

In short, this is an undesirable Greenfield development that will impact heavily on the local area, the local environment, local services and amenities, as well as the everyday lives of the extant residents and I urge the planning inspector to take into account these considerations when assessing the viability of the proposed development at Upper Cosmeston and consider a brown field alternative site somewhere less over developed.

Yours sincerely

Jonathan Lambert BA

D.E.E.R
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ACTION BY:
NO:
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26 OCT 2016
Regeneration and Planning

ID: 7440
Received: 26.10.2016
Ack: 27.10.2016

[redacted]

To the planning inspector Richard Jenkins

Please acknowledge my formal objection to the proposed 576 home development on green field land at Upper Cosmeston Farm as a part of the *Matters Arising Changes* to the LDP - MAC 42 land at upper Cosmeston farm.

My concerns are many. The most prominent of these is the loss of our rapidly disappearing green belt land. This is an area of outstanding natural beauty which contains many fauna and flora as well as a host of wildlife - it is a bio-diverse area. This area is a part of the last remaining green belt between Penarth and Sully and its loss will effectively seal the conurbation between the two areas.

The scale of the development is also of great concern. A significant augmentation on the original; the adverse effects of an additional 576 homes in an already over developed area must be considered. The increase in traffic will be the most prominent of these factors. The commuter run to Cardiff from both Barry, Sully and Penarth is already slow with traffic often trailing back from, for example from the Barron's Court restaurant at the end of Winsor Road right back to Penarth town centre.

The existing facilities in the area will be swamped by over one thousand new residents and will be unable to cope; also the current infrastructure will also need to be upgraded. The unique nature of Cosmeston Park will be forever altered with the additional noise and chemical pollution urbanising the rural nature of the area. The increase in traffic will be a danger to visitors to the park as well as the residents. There is also a thriving livery stable within the proposed development area, one which houses scores of horses and an even larger community of people who regularly enjoy using the pleasant fields which surround the area.

A more suitable brown field area should be considered by the planning inspector, one where the new houses, if they must be built wont impact so heavily on the existing area, its inhabitants and on the remaining green fields with all its wild life.

I urge the planning inspector to take these considerations into account when assessing the viability of Lower Cosmeston Farm within the *Matters Arising Changes* to the LDP and refuse the application in favour of a brown field site in an area less congested.

Yours Sincerely

Lesley Lambert

[redacted]

Lesely Lambert
5 Afan Close
Barry
Vale of Glamorgan
CF62 7PY

To the planning inspector Richard Jenkins

Please acknowledge my formal objection to the proposed 576 home development on green field land at upper Cosmeston Farm as a part of the *Matters Arising Changes* to the LDP - MAC 42 land at upper Cosmeston farm.

My concerns are many. The most prominent of these is the loss of our rapidly disappearing green belt land. This is an area of outstanding natural beauty which contains many fauna and flora as well as a hotbed wildlife - it is a bio-diverse area. This area is a part of the last remaining green belt between Penarth and Sully and its loss will effectively seal the conurbation between the two areas.

The scale of the development is also of great concern. A significant augmentation of this original, the actual to effects of an additional 576 homes in an already over developed area must be considered. The increase in traffic will be the most prominent of these factors. The commuter run to Cardiff from both Barry, Sully and Penarth is already slow with traffic often trailing back from, for example from the Barrons Court restaurant at the end of Windsor Road right back to Penarth town centre.

The [illegible] facilities in the area will be swamped by over one thousand new residents and will be unable to cope; also the current infrastructure will also need to be upgraded. The unique nature of Cosmeston Park will be forever altered, with the additional noise and chemical pollution urbanising the rural nature of the area. The increase in traffic will be a danger to visitors to the park as well as the residents. There is also a thriving livery stable within the proposed development area, one which houses scores of horses and an even larger community of people who regularly enjoy using the pleasant fields which surround the area.

A more suitable brown field area should be considered by the planning inspector, one where the new houses, if they must be built won't impact so heavily on the existing area, its inhabitants and on the remaining green fields with all its wild life.

I urge the planning inspector to take these considerations into account when assessing the viability of Lower Cosmeston Farm within the *Matters Arising Changes* to the LDP and refuse the admission in favour of a brown field site in an area less congested.

Yours Sincerely

Lesely Lambert

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ACTION BY:
NO:
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ID: 7441
Received: 26·10·2016
Ack: 27·10·2016

[redacted]

Dear Mr Richard Jenkins

I am writing to object to the Vale of Glamorgan Council's plan to allow the development of 576 homes on land at Upper Cosmeston Farm as a part of the *Matters Arising Changes* (MAC03) to the LDP, MG2 (23).

As a local resident of Penarth this development worries me greatly. Firstly if such a development were to proceed the most obvious impact would be on traffic. Lavernock Road, Redlands Road, Windsor Road and consequently every other road in Penarth is gridlocked during the early hours of the morning and during peak traffic times in the afternoon/evening, leading to traffic standstills, long queues and congestion all the way to the junction at Cogan which accesses both the main routes (A055 and A4160) into Cardiff. Even during off peak traffic times the area is extremely congested leading motorists to try and circumnavigate the heavy traffic through the residential streets of Penarth such as Pill Street, Hickman Road, Grove Place, Stanwell Road and Westbourne Road to name but a few, which have become a rat-run at all times.

Conversely, traffic resulting from this new development heading in the opposite direction towards Barry would add to the already congested road conditions leading through the village of Sully which would also affect Sully Moors Road which meets both the A4055 from Dinas Powys, which is almost completely gridlocked all day and evening, and the A4231 leading into Barry. These roads are also badly congested at peak times.

I feel that if such a development at Cosmeston were to occur it would greatly exacerbate the already congested traffic levels in both Penarth and the wider locality and that there would be very little that could be done to mitigate the huge increase in congestion which would make commuting an even more tedious, time consuming and frustrating experience than it already is for many.

My second concern is the fact that the area of the proposed development is outside the urban boundary and if it were to go ahead would totally destroy a designated green wedge. The 2012 Planning Policy for Wales chapter 5 – 5.1.2 states as one of its aims is to *'promote the conservation of a landscape and biodiversity, in particular the conservation of native wildlife and habitats'*, this development if it were to occur would be a total contradiction of the said planning policy.

Mark Lambert

Flat 18/20 Victoria Square

Penarth

CF64 2EQ

mark.lambert@hotmail.co.uk

Dear Mr Richard Jenkins,

I am writing to voice it to the Vale of Glamorgan Council's plan to allow the development of 576 homes on land at Upper Cosmeston Farm as a part of the Matters Arising Schedule (MACD21) to the LDP. MG2(23).

As a local resident of Penarth this development worries me greatly. Firstly if such a development were approved the most obvious impact would be on traffic. Lavernock Road, Redlands Road, Windsor Road and consequently every other road in Penarth is gridlocked during the early morning and evening peak traffic times in the afternoon/evening, leading to traffic standstills, along queues and congestion all the way to the junction at Cogan which accesses both the main routes (A055 and A4160) into Cardiff. Even during off peak traffic times the area is extremely congested leading motorists to try and circumnavigate the heavy traffic through the residential streets of Penarth such as Hill Street, Hickman Road, Grove Place, Stanwell Road and Westbourne Road to name but a few, which have become rat runs at all times.

Conversely, traffic resulting from the new development heading in the opposite direction towards Sully would add to the already congested road conditions leading through the village of Sully which would also affect Sully Moors Road which meets both the A4055 from Lamby Way, which is almost completely gridlocked at day and evening, and the A4232 leading to Cardiff. These roads are also badly congested at peak times.

I feel that if such a development at Cosmeston were to proceed it would greatly exacerbate the already congested traffic levels in both Penarth and the wider Sully area that there would be very little that could be done to mitigate the huge increase in congestion which would make commuting an even more tedious, time consuming and frustrating experience than it already is for many.

My second concern is the fact that the area of the proposed development is outside the urban boundary and if it were to go ahead it would totally destroy a much loved green wedge. The 2012 Planning Policy for Wales chapter 5 – 5.3.2 states as follows that is to say that the conservation of a landscape and biodiversity, in particular the conservation of native wildlife and habitats, the development if it were to occur would be a total contradiction of the said planning policy.

I therefore urge the planning inspector to take these considerations into account when assessing the viability of Lower Cosmeston Farm within the *Matters Arising Changes* to the LDP.

Yours Sincerely

Mark Lambert BA

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26 OCT 2016
Regeneration and Planning

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ACTION BY:
NO:
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ID: 7442.

Received: 26.10.2016
Ack: 27.10.2016

[redacted]

Dear Mr Richard Jenkins

I write to you to convey my formal objection to the proposed development of 576 houses on land at Upper Cosmeston Farm as included within the Matters Arising Changes (MAC03) to the LDP, MG2 (23).

As a resident of Barry who commutes to work every day I can personally testify to just how bad the traffic situation is along Lavernock Road (B4267), Redlands Road leading all the way to the Merry Harrier (A4055) during peak commuting hours. I fear that the addition of 576 houses will add a significant burden to the already overcrowded roads and make commuting intolerable not only for people such as myself who commute from the neighbouring vicinity, but also for the residents of the locality who will bear the brunt of this scheme if it were to go ahead.

I would also like the raise the issue of amenities, with schools, doctors dentists already being oversubscribed, building 576 houses with an estimated population of at least 1000 would place great stress on the local infrastructure of Penarth and Sully.

I also have grave concerns about the logic of destroying valuable Green Field land seemingly on a whim as there doesn't seem to be any particular need for an extra 576 houses in Cosmeston/Penarth, especially as the land is currently utilized by Cosmeston Livery where it provides space for horses to graze, reside, as well as providing space for riding. The rest of the land in question is in use as arable land.

Indeed, it would appear that the Vale of Glamorgan Council themselves acknowledge this concern as I read that by their own admission they admit that *due to the increase in the size and allocation the appraisal indicates an increased negative score in respect of the loss of greenfield land.* Surely brownfield land would be preferable?

I believe that any development at Upper Cosmeston Farm would impact greatly upon the local environment, and once completed would represent an obtrusive and overbearing mass incongruously imposed on the landscape, the gains of which would not be enough to mitigate the irrevocable destruction to Greenfield land or enough to compensate the residents of the vicinity for its loss.

John Lambert

5 Alun Close

Barry

Vale of Glamorgan

CG62PY

Dear Mr Richard Jephson

I write to you to convey my formal objection to the proposed development of 576 houses on land at Upper Cosmeston Farm as included within the Matters Arising Changes (MAC03) to the LDP, MG2 (23).

As a resident of Barry who commutes to work every day I can personally testify to just how bad the traffic situation is along Lavernock Road (B4267), Redlands Road leading all the way to the Merry Harrier (A4055) during peak commuting hours. I fear that the addition of 576 houses will add a significant burden to the already overcrowded roads and make commuting intolerable not only for people such as myself who commute from the neighbouring vicinity, but also for the residents of the locality who will bear the brunt of this scheme if it were to go ahead.

I would also like the raise the issue of amenities, with schools, doctors dentists already being oversubscribed, building 576 houses with an estimated population of at least 1000 would place great stress on the local infrastructure of Penarth and Sully.

I also have grave concerns about the logic of destroying valuable Green field land seemingly in a whim as there doesn't seem to be any particular need for an extra 576 houses in Cosmeston/Penarth, especially as the land is currently utilized by Cosmeston Livery where it provides space for horses to graze, reside, as well as providing space for riding. The rest of the land in question is in use as arable land.

Indeed, it would appear that the Vale of Glamorgan Council themselves acknowledge this concern as I read that by their own admission they admit that due to the increase in the size and allocation the approval indicates an increased negative score in respect of the loss of greenfield land. Surely brownfield land would be preferable?

I believe that any development at Upper Cosmeston Farm would impact greatly upon the local environment, and once completed would represent an obtrusive and overbearing mass incongruously imposed on the landscape, the gains of which would not be enough to mitigate the irrevocable destruction to Greenfield land or enough to compensate the residents of the vicinity for its loss.

I therefore urge the Planning Inspector to take into consideration my concerns on this matter.

Yours Sincerely

John Lambert

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26 OCT 2016

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26 OCT 2016

Regeneration and Planning

ID: 7443
received: 26.10.2016
Ack: 27.10.2016

Stuart Stone
[redacted]

To the planning inspector Richard Jenkins

Re: Objection to MAC 42 land at upper Cosmeston farm.

I wish to formally object to the Vale of Glamorgan council's scheme to build 576 homes on land at Upper Cosmeston Farm as a part of the *Matters Arising Changes* to the LDP.

The insidious creep of the interminable threat of mass development within the Vale of Glamorgan is something which has been constant since the proposal of the LDP. The LDP's unrealistic and grossly exaggerated stipulation that the Vale of Glamorgan needs some 10,000 new homes is of course the impetus behind this latest threat to our precious green belt. This proposition to build 576 homes at Lower Cosmeston farm seems ill conceived and smacks of desperation to achieve the 10,000 homes required by the Welsh Assembly Government with no real thought or planning beyond hitting the LDP target.

This area has already been grossly over developed over the past fifteen years with virtually all the hinterland on the Penarth side of Cosmeston Park being built upon; this and the 1000 new homes which is earmarked for Sully pushes the conurbation of Sully and Penarth dangerously close to completion.

This area of the Vale of Glamorgan is already over developed and as such there are a number of factors for the planning inspector to consider. The most telling of these factors will be the exponential increase in traffic. The addition of potentially an extra 576 cars (most houses will own double this amount of vehicles) on the road will have profoundly negative effects on the roads with existing residents' and commuters' being the victims of slow moving traffic and additional travelling time. This will increase noise and air pollution. Winsor Road the B4267 (Lavernock Road) are already congested till standstill point during peak commuter times.

The loss of a large chunk of the green belt will be to the detriment of the local wildlife as natural habitats are diminishing at an alarming rate. The green area here is home to foxes, rabbits, birds, horses and donkeys. The proposed development area is enjoyed by many being a vital green and rural retreat from urban life. In fact, there is popular livery stables here directly on the area of land earmarked for destruction. The proposed development will have the unhappy effect of destroying this business as all the fields used for grazing the animals are a part of the proposed development. The fields in the development area also consist of arable agricultural land and are in a constant cycle of crop rotation yielding corn and maize, the very food we grow to eat.

This development it is clearly ill conceived and designated for the wrong area. What the Vale of Glamorgan Council should be doing is looking for a suitable brown field site in a location which is not already overly developed, has more suitable infrastructure and can include new amenities such as doctors, dentists and schools rather than irresponsibly expecting the existing amenities to struggle – this will lead to even longer waiting times for new and old residents alike.

This particular green wedge also happens to be contiguous to a Site of Special Scientific Interest (SSSI) Cosmeston Country Park and Lakes. There is a huge range of biodiversity located at the proposed development area which provides space for fauna and flora; any attempt to develop this area for housing would totally destroy this habitat, a fragile and finite resource which cannot be replaced.

My third concern is that the proposed area of development is currently in use as a stable/riding school for Cosmeston Livery located at Lower Cosmeston Farm. Cosmeston Livery is a successful business which boasts a thriving community with its fields used for grazing, horse riding as well as providing open space for the horses to dwell all year around. People cherish this resource greatly as it is easily accessible and provides them with valuable recreation space. Building over the fields at Lower Cosmeston Farm would not only destroy the business itself which has taken a great deal of time and effort to build up, but also the community that utilize the stables.

My fourth concern is that the proposed development site is very near to Cosmeston medieval village. This archaeological site is one of the most well-known and lauded in the country owing to its reconstructed medieval village built on the foundations of the actual excavated dwellings. The proposed development at Cosmeston would detrimentally alter the setting of Cosmeston medieval village and potentially destroy any remaining archaeology in the vicinity. The development would also have an impact on the buildings located at Lower Cosmeston farm, which contains the original early 17th C Lower Cosmeston farmhouse which is listed in the 1988 RCAHMW publication *Glamorgan Farmhouses and Cottages* as a rare architectural survivor, and its associated 18th and 19th Century outbuildings. Any development in the near vicinity of Lower Cosmeston Farm and Cosmeston Medieval Village would totally destroy the setting and rural character of the area forever.

The rest of the proposed development area is comprised of arable fields which yield at least one harvest a year, and like the pasture fields near Lower Cosmeston Farm, provides space for wildlife habitation. In addition these fields are also popular with ramblers, hunters and metal detector enthusiasts. Once again this is a valuable and finite resource which cannot be replaced; once it's gone its gone forever.

In summary I feel that this particular amendment to the LDP has been hastily and clumsily conceived with little attention given to the impact such a development would have on the communities extant both within the near vicinity and within the wider area.

Any development within this particular Green Wedge would be hugely detrimental to the locality as it would drastically reduce quality of life for the inhabitants of not only Penarth but also Sully and Barry, and would utterly destroy the local environment irrevocably changing the landscape forever.

I feel that the need to safeguard the quality of life for the residents of the locality and protect this particular green wedge for future generations far outweighs any need for housing in the Cosmeston and Penarth area, especially as there are plenty of Brownfield sites available to developers elsewhere, making this particular development both superfluous and wholly inappropriate.

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Our countryside and natural habitats should be preserved. Much like fossil fuels, the constant reliance of green field sites as a cheaper and more convenient place to build new homes must surely come to an end as the resource is finite. The development over all approach is also something which needs to be reconsidered against the human and environmental factors. Building here will destroy wildlife and fauna and flora as well as impact on the lives of existing Penarth residents and commuters and for all of the above objections I urge the planning inspector to reject this reckless development proposal in favour of a brown field alternative in a more suitable area.

Yours sincerely

Stuart Stone

[redacted]

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26 OCT 2019
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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7444
Date Received	27/10/2016
Date of Acknowledgement	28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Mr & Mrs G.J Pezzack	
Address	[redacted]	RECEIVED 27 OCT 2016 Regeneration and Planning
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on**

previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC03 - Site MG2 (23)	☐	☒	☒	☒	☒
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)

Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

We strongly object to the proposal to increase the size of the overall allocation under MG2 (23) from 4ha to 11.8ha and from 120 units to 355 dwellings, and object to the MG2 (23) development as a whole, considering that the development is both unnecessary and unacceptable and should therefore be deleted from the Local Development Plan (LDP/"the Plan")/the proposed Matters Arising Changes (MAC) for the following reasons:

1. The proposed development does not, as the Council asserts, address the objective in the LDP to "reduce the need for Vale of Glamorgan residents to travel to meet their daily needs" or the SA Assessment Criteria's Sustainability Objective #2 'To maintain, promote and enhance the range of local facilities'.

   Residents will still need to travel to their places of work, which are invariably in the larger urban conurbations of Cardiff and Barry, or to schools, shops, leisure facilities etc. There are no complementary proposals to create new places of work or shops in the immediate area. There is the promise of a primary school and some form of leisure facility (probably a small playing field) and community facility within the development, but promises of similar facilities in other developments in the past around the UK have come to nought, with the developers instead making s106 financial contributions towards, for example, school buses to take residents to existing schools (which are mostly already over-subscribed in this area).

   It is claimed the development "would not lead to a loss of a community facility" but this is not true because it will see the closure and demolition of a successful Livery stables which provide a popular leisure facility to the local community.

   This development and others planned nearby will place a huge strain on local community facilities such as GP surgeries and dentists, many of which, including the main Stanwell Road GP Surgery in Penarth, are very close to having to stop taking new patients who are moving into existing housing stock, never mind from any new developments.

2. The proposed development does not meet SA Assessment Criteria's Sustainability Objective #3 'To maintain and improve access for all', and similarly it does not meet Sustainability Objective #12 'To reduce the need to travel and enable the use of more sustainable modes of transport' for two primary reasons.

   Firstly, residents would still need to drive to work, secondary schools/colleges/universities and shops/supermarkets, as it actually conceded by the Council: "It is likely therefore that there would remain a propensity for future residents to utilise private transport over more sustainable means". The Council is incorrect when it asserts that "The site is well served by public transport" because (a) only one bus route currently passes along Lavernock Road adjacent to the proposed development but bus travel for work and certainly for food shopping is repeatedly proven not to be attractive or practical for the vast majority of people in the sociodemographic which this development will attract, such as young families; and (b) the nearest train stations are a 10 minute car journey (longer during peak travel periods)/20 minute bicycle ride/40 minute walk away, so cannot be considered as direct travel options for this development.

   Reference is made to the creation of a 500 space "park & ride" scheme at Cosmeston Lakes Country Park and to a new more direct bus route into Cardiff along the Cardiff Bay Barrage, but this ignores the fact that none of the roads between Sully/Cosmeston and Penarth Marina have sufficient leeway to create a dedicated bus lane, being mostly single two-way carriageways over the majority of their length, so any buses (whether the same number as today, or extra or larger) would simply get caught up in the same peak time traffic queues that exist today along the Lavernock Road/Redlands Road (B4267) and Windsor Road routes. The creation of the "park & ride" will also increase traffic congestion as vehicles queue to pass through either the existing constricted entrance to the Country Park or to any new entrances created.

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Please use additional sheets if required.

*Please state how many additional sheets have been used ...**4**....*

Additional Sheet #1

Secondly, the long traffic queues in the mornings and evenings along the B4267 and elsewhere in and out of the Penarth area will only lengthen and worsen as the extra 1,000 residents from the Plan's various proposed developments in this area endeavour to reach their range of destinations. Currently, it can consistently take 20-30 minutes every day to travel in a car from the B4267's junction with Victoria Road to the Barons Court (A4055/A4160) junction – a distance of less than one mile. With the addition of several hundred extra vehicles all heading in the same direction, this journey is likely to edge closer to one hour, a wholly unacceptable delay for the majority of people trying to take children to school or reach their place of work for a 9am or earlier start.

The Council needs to undertake detailed technical analysis to establish whether traffic congestion also raises the risk of road traffic accidents and danger to pedestrians. As well as vehicles regularly exceeding the current 40mph speed limit along the B4267 immediately adjacent to the proposed development, many vehicles try to find alternative routes around the B4267, most notably down the very narrow and winding Sully Road. Incidents of clipped wing mirrors and side swipes are on the increase as drivers 'run the gauntlet' in both directions at speeds considerably in excess of a safe speed to navigate such a road as they try to avoid the queues elsewhere. This is also having a negative environmental impact on and reducing quality of life for the residents along this route who find their once rural road rapidly becoming as busy as a main urban road – a number of them have put their houses up for sale after living there for many years, and are having to accept substantially lower prices because of the traffic problems and proposed developments; the same issues will arise elsewhere too.

There are also several schools along this road, including St Joseph's RC Primary and the new St Cyres School – vehicles travelling at speed and in a sometimes reckless manner pose a grave danger to the many hundreds of pupils walking along this road, large parts of which still do not have proper pavements, often because the restricted width of the road does allow them. Add in the existence of riding stables, with horses often riding along the road, it becomes a potent mix that will only increase in toxicity as the number of vehicles emanating from the new developments increases.

Whilst details such as the number and type of entrances and exits to/from the proposed development have yet to be decided/published, it is suggested that a new junction from it onto the B4267 will be constructed. Unless this is to be a traffic signal-controlled junction - which would significantly disrupt traffic flow along the main road - it is difficult to comprehend how this junction will operate effectively given that existing exits onto this road, such as from the Lavernock Park estate, regularly become congested as vehicles struggle to find breaks in the heavy traffic flow during the morning and evening peak times heading from Barry/Sully towards Penarth/Cardiff and vice versa.

3. The development fails to meet the SA Assessment Criteria's Sustainability Objective #5 'To maintain, protect and enhance community spirit'. The Council notes that the development would have a negative impact upon the general openness of the surrounding area and further encroaches into the countryside, and this point cannot be over-emphasised or be allowed to be off-set by the exceptionally weak and arguably unrelated argument that the development will not result in the loss of any recreational or community facilities (though this argument does not stand up to scrutiny either as the fields concerned are actually well-used by local people for walking, bird-watching and other recreational pursuits).

   Both the UK and Welsh Governments have a strong preference for brownfield redevelopment and the Plan suggests that brownfield sites across the Vale of Glamorgan should be redeveloped first before any greenfield sites are considered. The Vale of Glamorgan has many long-standing or likely future redundant brownfield sites that should be developed first before destroying invaluable greenfield sites like MG2 (23). In addition to those viable brownfield sites that others have documented in the recent past, including extending the sites proposed for St. Athan and Llandow, a further good example is less than 3 miles away from this site on the edge of Barry, where very large parts of the sprawling chemical works site are clearly long disused and could be put to far better use for housing, employment sites and community facilities, rather than being allowed to decay into an eyesore attracting vandalism and anti-social behaviour and become a drain on the quality of life and value of surrounding properties and land. Just because the Council/Assembly does not own the brownfield land concerned does not mean it should not be considered as a viable option. Market rates for such land, reduced because of the likely remediation costs, would undoubtedly be lower than the overall negative impact of the many drawbacks and challenges of the MG2 (23) site.

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Please use additional sheets if required.

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Additional Sheet #2

The Council's assertion that "The site would not lead to a coalescence of settlements" is not correct, as taken together with other proposed developments in Sully, it would considerably reduce the amount of green space between Cosmeston and Sully, at a time when most residents are already resigned to Cosmeston having been swallowed up by Penarth (indeed, Councillor Anthony Ernest, for Penarth's Plymouth Ward, has proposed that Lavernock Park/Cosmeston be moved from under the stewardship of Sully Community Council to sit under Penarth Town Council – an admission that coalescence has already occurred). Until the MAC was published, the Council had classified the area of farmland into which the enlarged development has now encroached as a vital "green wedge" between Cosmeston and Sully and had repeatedly stressed the importance of this in the Plan.

With the perimeters of Cardiff encroaching upon Penarth given the rate and scale of housing and leisure development in Cardiff Bay and Penarth Marina, and similarly the perimeters of Barry encroaching to the West of Sully, there is a real risk that this entire stretch of South Wales coast is merging into one gigantic, sprawling, seamless urban conurbation where the loss of many once distinct, rich, historical community identities becomes acute and sadly irreversible unless action is taken now to curtail unnecessary developments such as MG2 (23).

4. The proposed development does not address SA Assessment Criteria's Sustainability Objective #6 'To minimise the causes and manage the effects of climate change'. Whilst obligations can be placed upon the developer of the dwellings to use the latest in environmentally-friendly building technology to minimise the carbon footprint of the development, it is completely outside of their control what vehicles the residents drive. The c.1,000 extra residents from the various proposed developments in this area will spend large amounts of time in the mornings and evenings sat in traffic jams as they exit and enter the area through the same bottlenecks, pumping out pollutants and contaminants from their petrol and diesel powered cars, directly contributing to climate change and also adversely affecting the physical health and well-being of local adults and children and wildlife.

   Due to the levels of Nitrogen Dioxide generated by vehicle pollution on a section of one of the two main roads into and out of Penarth - Windsor Road - which along with the B4267 carries the commuter traffic into/from Cardiff, is classified as having an "Air Quality Management Area" (AQMA) which the Council was recently (circa September/October 2016) advised to keep in place so that pollution levels could be monitored. It is probable that the AQMA will worsen with the increasing levels of traffic and that similar levels of pollution will arise along these two main routes as congestion increases. The Council cannot point to increased usage of eco-friendly electric cars as the solution to these problems, as they account for a fraction of a single percent of vehicles on the road today and this will remain the case for many years to come.

5. The development fails to meet the SA Assessment Criteria's Sustainability Objective #8 'To use land effectively and efficiently'. The MAC is blatantly contradictory – under Objective #5, the Council clearly states that the "the site is located on greenfield land" and under Objective #8 that "the development of the land would involve the loss of green field land" and yet it completely contradicts these statements under Objective #8 when it states that "The site is a brownfield site". Until the MAC was published, the Council had classified the area of farmland into which the enlarged development has now encroached as a vital "green wedge". The Council has clearly not assessed this site with any reasonable due diligence and the case for the sustainability of the development is therefore highly questionable.

   The MAC dismisses the land on which this development would be built as "not the best or most versatile agricultural land". Regardless of the land's technical classification/financial valuation, it has been consistently well farmed and looked after by the local farm for many decades and contributes far more positively to the environment than an estate of dwellings and vehicles generating considerable greenhouses gases and other pollutants.

   The development does not take into account the negative impact on existing residents of the Lavernock Park estate which back onto the proposed site. Existing residents will experience an increase in noise and disturbance, not simply during construction but permanently once new residents move into the new properties. The houses which immediately face onto the proposed site are not currently overlooked and therefore they will incur a loss of privacy, loss of light and increased shadowing as a result of the development. These neighbouring properties' enjoyment of their current view across the open farmland are an important part of their residential amenity, and the loss of this view will therefore have an adverse impact on the residential amenity of those properties.

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Please use additional sheets if required.
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Additional Sheet #3

6. The development fails to meet the SA Assessment Criteria's Sustainability Objective #9 'To protect and enhance the built environment and natural environment'. In relation to the existing built environment, compared with existing development in the vicinity, namely Lavernock Park, the proposed development is over-bearing, out-of-scale and out of character in terms of its appearance. As per the contradiction about whether the site is greenfield or brownfield, the Council states that the development "will have a neutral or positive effect on biodiversity, landscape or nature conversation designation", which is patently untrue and points to the absence of a proper, reasonable assessment of the land. The site lies close to several areas of protected designations (Severn Estuary SAC, SPA & RAMSAR).The Council has a duty to protect woodland and wildlife under the Natural Environment & Rural Communities (NERC) Act 2006 and the UK Biodiversity Action Plan (BAP) and the land proposed for this development is actually a haven for wildlife, with foxes, rabbits, numerous birds, small mammals and insects having made it their home, not to mention an abundance of flora. With a busy road on one side and the sea on the other, there is no place for this wildlife to move to, so they face certain death with the destruction of their habitat as no housing development can be designed to sustainably accommodate such a range of wildlife, so the Council's reference to "the potential for the site to have biodiversity value" is not correct.

   Furthermore, the development will cause disruption of local footpaths and bridleways. The most notable example is with regard to the much-used and environmentally and culturally important Wales Coastal Path, which runs along the cliff tops at the top of the proposed site. Aside from any aesthetic or structural damage to the Path that the development will cause, either during and/or after construction, given the current and likely future increased rate of coastal erosion, it is probable that the Path will need to be moved inland at some point in the future. With a dense housing development blocking any move inland, how will this be possible? Bracing, breath-taking walks along a Coastal Path risk becoming confusing, claustrophobic urban meanders.

   The Council is not correct when it states that the development "will have a neutral or positive effect on a conservation area, or buildings or gardens designated as having historic interest". It cannot possibly make this assertion when it notes that Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required; until that evaluation has been undertaken, the Council is not in a position to say whether the development will have positive, neutral or negative impact.

   The Trust has advised that some parts of the site may need to be retained as open space in order to protect archaeological features. Undoubtedly this will lead to delays, special considerations being made and compromises to the number and layout of dwellings. This should be unacceptable on two counts: firstly, any developer would seek to pass those costs on to either the Council or to recoup them through higher house prices, which is at odds with the Council's need to demonstrate value for money across its operations and the LDP's requirement for affordable housing; and secondly, if there can be no guarantees about the number of dwellings, the Council cannot be confident that this development will contribute the allocated number within the Plan, which again impacts upon its viability and sustainability.

7. The development fails to meet the SA Assessment Criteria's Sustainability Objective #10 'To provide a high quality environment within all new developments' on two points. Firstly, the Council acknowledges that the potential for a "high quality public realm" is "likely to be limited", so therefore is not truly sustainable, and "of benefit only to future residents", i.e. not to the existing, surrounding residents and therefore it is not widely sustainable either.

   Secondly, the site is in close proximity to an historic landfill. The risk of contamination has been mooted as low but a Preliminary Risk Assessment has been recommended. Until that Assessment has been undertaken, the risk cannot be classified as low. Older residents of this area recall the types of waste taken into the former quarry and believe the risk to be much higher, particularly if, as is highly likely, earth works during the development disturb the covering layer. It should be noted that health & safety processes and containment technology were not as advanced as they are today when this landfill site was being operated and when it was decommissioned, so there is a potentially higher risk to public safety and to the future well-being of residents than is being recognised, thus bringing into question the ability of the site to provide a high quality environment.

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Please use additional sheets if required.
Please state how many additional sheets have been used ...4....

Additional Sheet #4

8. The development fails to meet the SA Assessment Criteria's Sustainability Objective #13 'To provide for a diverse and wide range of local job opportunities' and the allocation is not consistent with the Plan's Spatial strategy because Penarth as a Service Centre Settlement within the settlement hierarchy does not provide "local employment opportunities" of the type that the vast majority of residents of this type of development would desire. Whilst there are some small size businesses in niche fields such as IT and accountancy and the like, most available jobs would be with various forms of retailer given the plethora of shops, cafes, restaurants in Penarth, and these would not be particularly well remunerated – certainly not to the level required by mortgage lenders for the 60% of houses to be built within this development that will not be 'affordable housing' and therefore marketed at price points likely to be upwards of £200,000 and potentially heading towards £1m if other recent housing developments within a 1 mile radius are used as a benchmark. Certainly these kind of prices would need to be realised by the developer to cover their substantial development costs and return an acceptable profit. This then brings into question whether the Council is seeking to accommodate the 20% of potential residents who can afford such houses or whether the purpose of the Plan is to make more houses available for people in a lower salary bracket – not the 40% who require 'affordable housing' but the other 40% who are somewhere in the middle of the socioeconomic groupings.

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Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☒
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	24 October 2016

If this form represents a petition please indicate how many people it represents.	N/A

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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Midnight on Friday 28th October 2016

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For Office use only	
Representor No.	7445
Date Received	27/10/2016
Date of Acknowledgement	28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Mr Andrew Keslie	
Address	[redacted]	RECEIVED 27 OCT 2016 Regeneration and Planning
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 42	☐	☑	☐	☑	☑
MAC 61	☐	☑	☐	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

1) Traffic flow through Penarth being affected by MAC42 Policy MG 2 (23);
Currently traffic flow through Penarth moving in the direction of Cardiff can take only two routes i) the B4267 Redlands Rd onto the B4055 Cardiff Rd ii) the A4160 Windsor Rd onto the A4055 Cardiff Rd.

i) The junction of B4267 Redlands Rd and B4055 Cardiff Rd has already been highlighted as an area of "heavy" traffic congestion and requires significant funding to reduce congestion as per a Vale of Glamorgan Traffic Management report April 2014!

ii) The A4160 Windsor Rd is currently an air quality blackspot, the only spot in the Vale and has been for several years. Recently the AQMA has been extended as air quality is still not acceptable!

Adding >1000 homes from MAC42 Policy MG2 (23) and the Sully developments will increase traffic throughput in Penarth considerably. The two pinch points in question will have their already critical situations worsened. These two congestion areas require addressing not impacting!

2) Cosmeston Lakes Country Park and Medieval Village being affected by MAC42 Policy MG 2 (23) and MAC 61 point (12). This area has been designated a local area nature reserve and heritage site in 2013. Adding >500 homes opposite the site under MAC 42 Policy MG 2 (23) will impact the site immensly and visitors to the area. The site is extensively used by production companies for film productions which will also be in jeoparly. Also utilising the car park as a park and ride scheme under MAC 61 point (12) will diminish the sites appeal (limit access to the site for visitors and film production crews. Also the limited parking bays fall short of the required park & ride scheme requirements.

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Please use additional sheets if required.

Please state how many additional sheets have been used 1

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I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	25/10/16

If this form represents a petition please indicate how many people it represents.	

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3) GP Surgeries within Penarth being affected by MAC42 - Policy MG 2 (23).
Surgeries in Penarth are already missing their appointment proceedures targets and are steadily getting worse as the increased population within area requires Medical support. Adding nearly 600 extra homes and the residents to the area under MAC42 - Policy MG 2 (23) will only further the extra strain on surgeries which Lavernock is part of the catchment area. The extra patients will only impact on a overun system that is currently failing!

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Please use additional sheets if required.

Please state how many additional sheets have been used 0

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Representor No.	7446
Date Received	27/10/2016
Date of Acknowledgement	28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	ALAN BARKER	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC 12	☐	☑	☑	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
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Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
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27 OCT 2016
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Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

Signed:	[redacted]	**Dated:**	24/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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Regeneration and Planning

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SEE NOTES ATTACHED

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Please ~~use additional sheets~~ if required.

Please state how many additional sheets have been used .....

PROPOSED EXTENSION OF TRAVELLERS SITE – LLANGAN

Test 1

I am not sure that this question has any relevance other that as a tick box exercise to achieve a result. Fit for purpose might have been more appropriate. In which case the answer would be no

Test 2

I stumbled across the report of the cabinet meeting held on 5th November 2012, an explosive affair indeed, masquerading as democracy in action. The travelers at Hays Road should be removed on account of the huge health and safety risks they faced and possible confrontation with a special needs group with learning difficulties occupying a site close by. Bring out the Travelers, some 18 families. No mention of the thousands of hapless residents of Cadoxton and Sully who I am sure the elected members claim to argue strongly they represent together with the disabled group who will remain close by and abandoned to their fate.

The clean fresh air of the council owned site at Llangan was the place to be. An unlawful site since the original planning was rescinded, appeared to be working well. A site occupied by Mr William Carrol and his family since they were relocated there over twenty years ago. The Carrol's have a disabled child, which puts into perspective the perceived threat by travelers declared at the meeting. The Carrol's will feel threatened if other travelers are relocated there.

We are generally advised that the panning inspector has flagged up `Llangan as an official site. The inspector may have picked up on the mood of the meeting or perhaps he had a wider remit with regard to cross border cooperation with Bridgend Council where there are three unlawful sites within 2 miles, of Llangan shown on their website. Then there are also the itinerant travelers, who periodically decent on Cowbridge and Ruthin commons for stays of about 2 weeks. The draft report on travelers published by the Council in May 2016 makes no reference to these types of travelers. Travelers who it seems more as a cultural statement generally bog the place up and move on when the accumulation gets too much even for them.

The draft report mentions up to 18 travelers on the site. That would be a bit of a tall order indeed given the space standards that would be required. There is also the issue of the green wedge, which the council seems to fiercely defend when it suites them, in other parts. Eighteen families could almost double the population of Llangan itself. Residential development in this location would be virtually impossible on environment issues and design and access including transportation, so why should travelers be regarded as needing special treatment. The local schools are full to capacity. There is no drainage infrastructure or are the council thinking that the 'Nant Canna', forming the northern boundary will act as an open drain

Test 3

I think that the council are hopelessly over optimistic when asking the question 'Will the site deliver'. The draft report concludes that the travelers are happy on the sites that they presently occupy. The sheer cost of reports on the subject of travelers prepared by the Welsh Assembly Government and each Unitary Authority is no guarantee, given that there are different denominations of Gypsy / Travelers who rarely mix. As an experiment in social engineering the council might consider a trial pitch on some of the car parks around the civic offices to see how they get on. Nice hard surfaces, direct access to all services and utilities. Pity we don't live in France where people power seems to have some effect.

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Alan Barker

VALE of GLAMORGAN
BRO MORGANNWG

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Representor No. 7447

Date Received 27/10/2016

Date of Acknowledgement 28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	David Foster	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC191	☐	x☐	x☐	x☐	x☐
MAP MAC01	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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This site is an important one in the centre of Llantwit Major in the Boverton Ward. The need for the demolition of the former school is accepted.

Llantwit First Independents Party enjoys the majority on the Town Council and has 3 of the 4 Borough Councillors as members of its political group.

We believe that the proposed building of 72 houses on the site is unnecessary and detrimental to the quality of life of the residents in the Boverton Ward and the Town generally. .

We submit that the most appropriate use for this site are recreational and community uses .

The ward does not enjoy much recreational space and particular note should be made of the proposal to build 375 houses following the construction of the Northern Access Road to the MOD St. Athan. This will create a further need for recreational space as the development will be less than a mile from the Eagleswell site.

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Signed:	[redacted]	**Dated:**	27th October 2016

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BRO MORGANNWG

D.E.E.R
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ACTION BY:
NO:
ACK:

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Representor No. 7648

Date Received 27/10/2016

Date of Acknowledgement 28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	HINA GIAGLANI-PATEL	RECEIVED 27 OCT 2016 Regeneration
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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This is too many houses for such a small, hard to access area. How will the cars access Penarth and Barry? It is likely to add at least 1000 cars - consider the impact this will have on Penarth Roads. They will be speeding out of Penarth placing us all, including children at risk. They will be sat in long long queues to exit Penarth - consider the impact this will have on the air quality. What will this do to our health, especially young and old. The field is so close to the edge of the cliff, access couldn't possibly be sought via the top entrance to the field. This means 1000+ cars entering onto Lavernock Road - unwise, unsafe and unmanageable.

Please think about Penarth Roads. I know you will discuss cycling and public transport but still the majority of people will use cars. The impact on the local area and the whole of Penarth, Dinas, Lavernock and Llandough will be devastating. Please for the puplics sake reduce the number of houses back to 235. as originally stated.

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Regeneration and Planning

Please use additional sheets if required.

Please state how many additional sheets have been used .....

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Signed:	[redacted]	**Dated:**	26.10.16

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For Office use only	
Representor No.	7449
Date Received	27/10/2016
Date of Acknowledgement	28/10/2016

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ACTION BY:
NO:
ACK:

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Emma Llewellyn	RECEIVED 27 OCT 2016 Regeneration and Planning
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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Concerns re. Cogan spur traffic access - already a significant issue - the area would <u>not</u> support an increase in traffic through the area.

Please use additional sheets if required.

Please state how many additional sheets have been used .....

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27 OCT 2016
Regeneration and Planning

Signed:	[redacted]	**Dated:**	26/10/16

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7451
Date Received	27/10/2016
Date of Acknowledgement	28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	TRACEY DREW	RECEIVED 27 OCT 2016 Regeneration and Planning
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(see over)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

RECEIVED
27 OCT 2016
Regeneration and Planning

2a. Which document do your comments relate to?	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☑
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☐

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	
Page No. (Please specify) of the MAC schedule.	99 + 100

2c. Please clearly set out your comments below.

The changes to build on the former Lavenock quarry do not seem to be explained. There appears to be no explanation of why the council has changed it's decision and now wants to build a residential development on the site. Further investigation is needed into the nature of the landfill.

Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

Signed:	[redacted]	**Dated:**	25.10.16.

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7451
Date Received	27/10/2016
Date of Acknowledgement	28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

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Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	TRACEY DREW.	RECEIVED 27 OCT 2016 Regeneration and Planning
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(see over)*		

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2a. Which document do your comments relate to?	
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MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☑

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	ALL
Page No. (Please specify)	ALL

2c. Please clearly set out your comments below.

Although the LDP has gone forward with only a few adjustments I would again like to complain about the short sighted nature of the plan - adding to already crowded areas is not sustainable. It's lazy planning and potentially damaging to the wildlife and inhabitants of the Vale and therefore the economic future of the Vale. If our roads become too congested, who will want to live here!

Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

Signed:	[redacted]	**Dated:**	25.10.16.

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

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VALE of GLAMORGAN
BRO MORGANNWG

RECEIVED
28 OCT 2016
Regeneration and Planning

For Office use only
Representor No. 7452
Date Received 28/10/2016
Date of Acknowledgement 28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	KAREN BINFIELD.	
Address	[redacted]	D.E.E.R RECEIVED ACTION BY: NO: ACK:
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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Guidance Notes.

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28 OCT 2015
Regeneration and Planning

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

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			Test 1	Test 2	Test 3
MAC 04	☐	☑	☑	☐	☐
MAC 04	☐	☐	☐	☑	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to. MAC04 Ref HG2 (xxB)

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There is a need to minimise development on green field sites as stated in the LDP plan, & this yet another proposal to encroach on land between Penarth. Soon the 2 towns will merge & loose ~~their~~ individual characters & identity, & the habitat for wildlife being further eroded. Development of this area will necessitate a number of mature trees currently with a preservation order being removed to get site access.

I would also question the possibility of flooding.

From a health & safety perspective I would assume that Heol Y Brenin would be the access road if this development were to go ahead. A certain times of the day there are many blind spots, children playing & being a narrow road creating multiple hazards.

Cars will increase the current volume of queues to get out of Dinas Road, increasing emissions & this will creak a rat run of speeding vehicles down Beechwood Drive + St Lukes Avenue. In bad weather cars park around the roundabout & surrounding roads because they cannot get up the hill & with an additional 145 dwellings & their vehicles it will creak further hazards & congestion.

These objections are not exhaustive as signs for this proposal are not prominent & very limited in number, & therefore only found them a few days ago by chance.

Please use additional sheets if required.
Please state how many additional sheets have been used ?.....

Part 3: What Happens Next?

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

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Regeneration and Planning

Signed:	[redacted]	**Dated:**	26 . 10 . 16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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VALE of GLAMORGAN

BRO MORGANNWG

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28 OCT 2016

Regeneration and Planning

For Office use only

Representor No. 7453

Date Received 28/10/2016

Date of Acknowledgement 28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	SAVE MORGAN	D.E.E.R RECEIVED ACTION BY: NO: ACK:
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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D.E.E.R.
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ACTION
NO:
ACK:
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78 NOV 2016
Regeneration and Planning

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC04	☐	☑	☑	☐	☐
MAC04	☐	☑	☐	☑	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
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MAC Ø4 OBJECT TEST 1 + 2

STATEMENT "MINIMISING need to develop on Green Fields". + "ENVIRONMENTAL IMPACT".

The division of space between LEISURE AND residents hardly SEEMS FAIR AND appropriate currently. Additional housing will EXACERBATE this markedly.

How is developing housing in this area CONSISTENT with the "MINIMISING need to develop ON GREEN FIELDS" – this is A DEVELOPMENT IN A Green Field AREA.

There is already significant CONGESTION at PEAK TIME leaving DINAS ROAD – the proposal will WORSEN this SITUATION, causing considerable delays and increased VEHICLE EMISSIONS.

NOTE: TEN households around "CWRT-TY-MAWR" (CF64 3PZ) WERE CANVASSED AS to AWARENESS OF PROPOSAL. ALL responded that they WERE UNAWARE therefore A REQUEST IS MADE to EXTEND the period OF CONSULTATION.

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

RECEIVED
28 OCT 2016
Regeneration and Plan

Signed:	[redacted]	**Dated:**	26/10/16
If this form represents a petition please indicate how many people it represents.			

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VALE of GLAMORGAN

BRO MORGANNWG

D.E.E.R
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ACTION BY:
NO:
ACK:

For Office use only

Representor No. 7454

Date Received 28/10/2016

Date of Acknowledgement 28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Penny Williams	RECEIVED 27 OCT 2016 Regeneration and Planning
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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			Test 1	Test 2	Test 3
MAC192.	☐	☑	☑	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
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The plans for upper Cosmeston Farm raises the major concern of traffic management. Both to the local area - Lavernock Road is already a very fast and busy road. Turning right onto this road often feels very dangerous from Brockhill Rise and Cosmeston Drive. There is very little space to allow cars for 576 houses onto this room, with limited access. Then once all these cars are on Lavernock Road they will then most likely commute through an already congested Penarth. Again there is limited capacity to get out of Penarth. The air quality on redlands road and through Cogan is likely to be extremely poor.

I believe the original suggestion of 235 houses was managable to a certain extent but 576 would be catastrophic in terms of health and safety.

Please use additional sheets if required.

Please state how many additional sheets have been used .....

Part 3: What Happens Next?

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

Signed:	[redacted]	**Dated:**	27/10/16.

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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Representor No. …….7456……
Date Received…….28/10/2016……
Date of Acknowledgement …28/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Ross Chidgey	
Address	[redacted]	
Postcode		

Telephone No.	[redacted]	
Email Address		
I.D.No.* *(see over)*	I don't have one	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

2a. Which document do your comments relate to? The Vale of Glamorgan Matters arising Changes schedule (MAC 50, 117,217) September 2016	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report I object to this	
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	

2b. Which part of the document do your comments relate to? MAC	
Section / Paragraph No. (Please specify)	MAC 50 to amend policy MG5 MAC 112 (HS16/AP02) MAC217 appendix 5MG
Page No. (Please specify)	

2c. Please clearly set out your comments below. SEE PAGE 3 (next page)

The plans to place two pitches at this site are simply a smoke screen to hide further plans to develop it in to a bigger/ transit site for which it is not suitable

The SA assessment is clearly a work of fiction written in haste following the Sully failure. The site in Llangan was found to be not suitable in the last consultation , it still is. Repeated legal assaults on the local residents on this matter is both unproductive and unfair. I have given each point a number that corresponds to the SA assessment :

1. This site does not provide the opportunity for travellers to meet their housing needs . The site is an isolated greenfield agricultural area accessed by no less than two single track roads. The roads are already crumbling under the weight of the equestrian lorries accessing the new equestrian centre you granted permission too. The field is a significant flood risk (something you yourselves place in the SA report). The nearest services are a 7.5km walk along two busy main roads neither of which have a pavement . The Bus service is 2.6km walk, again down a dangerous main road with no pavement.

2. The site will not maintain local facilities or promote them because it is at an isolated hamlet were there are none. A traveller site here only serves to isolate the travellers and increase the chance of social deprivation.

3. It cannot "improve or maintain access for all ". The single track lane that supports the hamlet of Llangan has already been damaged and congested by the equestrian lorries using it. Further traffic will only serve to worsen this situation (this is clearly not a positive). Furthermore why place a marginalised group of people in such an isolated place with no access to facilities, transport links, jobs or healthcare.

4. This is a marginalised group of people. Again placing them here isolates them from society, leaves them far from the job market and work place , leaves them prone to flooding and risks their health. The local primary and secondary schools are at capacity (in no thanks to the LDP agreeing to the Fferm goch development increasing the population of the area substantially) they cannot take anymore children. Poor access to education will not serve these people well.

5. This does not "reduce the need to travel" and encourage "sustainable transport" it is isolated and will rely solely on private car travel (worsening my third point above)

6 I t should not be discussed in terms of Fferm Goch , it is much closer to Llangan which has conservation status and is an important area in terms of heritiage. The site will impact on this , the SA assessment makes no note of this.

7. There are no job opportunities locally . it is an isolated field

I count at least 7 minus points here that have been overlooked or ignored on the SA report.

My other reasons for objection are :

A. Further to the circular "01/2016/planning for gypsy sites", factors are important are availability to transport modes, easy access to a GP and health services , to be near bus routes and shops and not located in flood risk areas. This Plan ignores every one of these factors .

B. There is minimal access for emergency vehicles. It is not a safe site

C. The land outlined for "further scope for development" is greenfield" only a minor component is brown field, you cannot develop it, it is clearly open countryside. a "rural exception policy" would not apply under the TAN 2 of welsh planning policy.

D. A whole field is not required for to families; out lining the whole field only leaves an opportunity for the council to develop a transit site (in an isolated flood prone field with poor and unsafe access).

E. The family you wan to move have their own land at their site with permission. It

Please use additional sheet if necessary.

Please state how many additional sheets have been used……

Signed:	[redacted]	**Dated:**	**28/10/2016**

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

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REPRESENTATION FORMS MUST BE RECEIVED BY MIDNIGHT ON FRIDAY 28th OCTOBER 2016. ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

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VALE of GLAMORGAN

BRO MORGANNWG

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Representor No. 7457
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Neil Pugh	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

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x

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC41	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

The number of houses on this development has been increased from 235 to 576 with no justification. The sole benefit of this is to Developers who will have a better chance of selling overpriced houses to people working in Cardiff. It does not satisfy a demand for housing within the Vale of Glamorgan – only for a Greater Cardiff.

The increase in size from 7.8Ha to 22.2Ha takes the development ridiculously close to an eroding coastline. Anyone who walks that coast regularly could see that. It is a disastrous intrusion onto a green field site and part of the heritage coast and Wales Coastal Path.

The vast majority of people living on this site will be commuting to Cardiff. The existing road from Sully through Penarth is already greatly overburden and has become the preferred route for people wishing to avoid the nightmare that is Dinas Powys. The suggestion that people can be persuaded to move to bikes or buses is laughable and has no evidential basis.

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	x
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	27.10.16

If this form represents a petition please indicate how many people it represents.	

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VALE of GLAMORGAN
BRO MORGANNWG

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Representor No. .....7458.....
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Edenstone Homes Ltd	Geraint John
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC42	☐	✓	☐	✓	☐
MAC173	☐	✓	☐	✓	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Please refer to Cover Letter.

Please use additional sheets if required.

Please state how many additional sheets have been used …….

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I want to speak at a hearing session.	✓
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28/10/2016

If this form represents a petition please indicate how many people it represents.	N/A

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Geraint John Planning

Geraint John
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M : 07531 324325

Sophia House
33 Cathedral Road
Cardiff
CF11 9HB
www.geraintjohnplanning.co.uk

28th October 2016

The LDP Team,
Vale of Glamorgan Council

By Email: ldp@valeofglamorgan.gov.uk

Dear Sir /Madam

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011-2026
MATTERS ARISING CHANGES CONSULTATION REPRESENTATIONS

MG2 (5) LAND TO THE EAST OF EGLWYS BREWIS, ST ATHAN

Introduction

We write, on behalf of Edenstone Homes Ltd, to provide representations to the Vale of Glamorgan Local Development Plan 2011-2026 (LDP) Matters Arising Changes (MAC) Consultation.

A completed MAC Consultation Representation Form is enclosed with this letter.

These representations specifically provide comment on:

- MAC42 – objecting to the proposed change; and
- MAC173 – objecting to the proposed change.

Representations on MAC42 and MAC173

Summary of Change

As identified within Page 50 & 51 of the MAC Schedule, MAC42 proposes to reduce the number of units allocated at this site, from 300 units to 255, this is further identified on pages 240-241 under MAC173. The proposed reduction owes to a potential ecological constraint on site (as the site is considered to host a rare arable weed) which the LPA consider restricts the net developable area.

The relevant extracts relating to the proposed site from the Council's Hearing Statement for Hearing Session 11 are enclosed at Appendix A. In regards to the ecological constraint on the site, this states the following:

"Representations from NRW on the Deposit LDP identified that the site supports populations of rare arable weeds including the critically endangered corn buttercup (Ranunculus arvensis) and Shepherds Needle (Scandix pectin-veneris) which are critically endangered plant species in the UK. In response a Conservation Management Strategy has been prepared by the landowner (document SD69). This

indicates an area of approximately 2 hectares is required to be undeveloped and managed to conserve the rare arable weed (area A1 illustrated in Figure 1, document SD69). This would reduce the net developable area to 8.5 hectares resulting in 255 dwellings being deliverable on the allocation, resulting in a density of 30 dwellings per hectare. It is proposed to amend the allocation to 255 dwellings in Policy MG2 to reflect this constraint."

Representor's Comments on Change

The Representor objects to the proposed amendments and reduction in the number of units to be accommodated on site from 300 units to 255.

As you may be aware, the site in question is currently undergoing the Pre-Application Consultation process, and to support an impending planning application, an Extended Phase 1 Habitat Survey of the site has been undertaken and is attached as Appendix B. Despite NRW's comments stated above, the Extended Phase 1 Habitat Survey states:

"No evidence was found within any of the three fields F1-F3 that critically endangered plant species formerly recorded within these areas such as shepherds needle and corn buttercup have survived the change in agricultural use from arable to grassland. The seed of both above species have relatively short survival periods. All three fields have been reverted to grass for a period of between two and four years. It is possible that a limited number of seeds have remained viable within the soil, however current management of the fields (permanent grassland) would suggest that the species are likely to be lost from these areas should current management continue"

As outlined above, no evidence of those plants have been found on the site. Whilst there is potential that they currently remain within the seed bed, this will be lost over the next few years if no development commenced.

It is therefore considered that the site can accommodate up to 300 units as the rare arable weed is no longer apparent on site, and will be lost in the case of no development. Accordingly, there is no need to retain land within the site in this regard. There is therefore no requirement to reduce the developable area and the resulting unit numbers of the site as proposed by the MAC changes.

Conclusion

Given the detailed nature of these representations our client would be happy to discuss any aspect of the submission made and credentials of the land when your Authority (and the appointed Inspector in turn) comes to evaluate matters. Appearance at the Public Examination in due course is also considered necessary and beneficial.

We respectfully urge, for the reasons given herein, that the amended site specific detail returns to the originally proposed 300 dwellings, to ensure the Plan's soundness.

We look forward to hearing from you in due course. In the meantime we hope and trust that all is in order with this submission. Please do not hesitate to contact us in the event that further information is required or considered beneficial.

Yours faithfully,

Geraint John
Director
Geraint John Planning Ltd.

Enc: Completed Matters Arising Changes Consultation Representation Form;
Site Location Plan;
Appendix A - Vale of Glamorgan Council's Hearing Statement – Hearing Session 7 - Housing Allocations (1); and
Appendix B – Extended Phase 1 Habitat Survey.

APPENDIX A

Vale of Glamorgan Council's Hearing Statement – Hearing Session 7 - Housing Allocations (1)

Vale of Glamorgan **Local Development Plan** 2011 - 2026

Hearing Session 7

Housing Allocations (1)

1st March 2016

Vale of Glamorgan Council Examination Statement

February 2016

Local Development Plan

Cynllun Datblygu Lleol

VALE of GLAMORGAN

BRO MORGANNWG

Site MG2 (5) – Land to East of Eglwys Brewis, St Athan

- **What is the current status of the site?**

  This greenfield site was not submitted as a candidate site but was allocated by the Council following discussion with the landowner in order to support the St Athan Strategic Opportunity Area. No formal planning application has been submitted to date, however, the Council has received confirmation from the landowner and their agents that they are still interested in developing the site for residential use following adoption of the Plan.

- **What is the size of the site and how many units will be delivered on site?**

  The site is 10.9 Ha and was originally allocated for 300 units at a density of 27.5 dwellings per hectare (dph). This is lower than the required density by policy MD7 to allow for nature conservation and flooding constraints as the site partially lies within a C2 flood zone (approximately 0.35 hectares). During the Deposit Plan public consultation NRW identified the existence of rare arable weeds on the site (corn buttercup and shepherd's needle). In response a Conservation Management Strategy has been prepared by the landowner (document SD69). This indicates an area of approximately 2 hectares is required to be undeveloped and managed to conserve the rare arable weed (area A1 illustrated at Figure 1 in document SD69 – also see appendix G. This would reduce the net developable area to 8.5 hectares resulting in 255 dwellings being deliverable on the allocation, resulting in a density of 30 dwellings per hectare. It is proposed to amend the allocation to 255 dwellings in Policy MG2 to reflect this constraint. This will be undertaken as part of work to update the Policy MG2 to reflect the most up-to-date position (Action Point 3, Hearing Session 2).

  It is not considered that the revised level of housing proposed for the site would constitute over-development or have a negative impact on the surrounding area. Details of layout, scale, form, height and density will be addressed within development proposals through the application process; which will respond to the local character and context of the built environment and landscape setting, whilst promoting the efficient use of land and developing at highest practicable densities.

- **Would the site contribute to the aims and objectives of the Plan?**

  The site is a strategic site identified for residential development in the St Athan area. The residential site allocation contributes toward achieving the aims and objectives of the plan by bringing forward new homes which background evidence demonstrates are clearly needed in the Vale of Glamorgan (set out within SD23, and SD46 / ED17).

The housing allocation will make an important contribution towards achieving the aims and objectives of the Plan by bringing forward a significant number of new homes which are needed in the Vale of Glamorgan over the Plan period (Objectives 1 and 7 refer). The development of this residential site will also provide for affordable and family housing and help towards providing a range and choice of new homes in the St Athan area offering different tenures, types and locations to meet Objective 7. In addition, the site will contribute towards the development of sustainable communities, reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and in turn seek to ensure that development makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change (Objectives 1, 3 and 2 refer respectively). The allocation will also help to support the retention of existing services and facilities in the vicinity (Objective 5 refers).

In addition to meeting location housing needs the identification of the strategic housing site in the St Athan area reflects the importance of the St Athan Strategic Opportunity Area identified under Policy SP2. The site is considered to support the development needs of the Strategic Zone at St Athan and provide the opportunity for future employees to live in the area in support of Objective 3, 7 and 8.

- **Is the allocation of the site consistent with the Plan's Spatial Strategy?**
  Yes. The LDP Strategy states "To promote development opportunities in Barry and the South East Zone. The St. Athan area to be a key development opportunity and Cardiff Airport a focus for transport and employment investment. Other sustainable settlements to accommodate further housing and associated development."

  The site is located within St Athan which is identified within the Plan as a Strategic Opportunity Area and a primary settlement i.e. a settlement that plays an important role in meeting housing need and providing some key local services and facilities and which caters for the needs of residents and the surrounding wider community.

  The Plan's Spatial Strategy recognises that the St Athan area is a key development opportunity due to the planned major investment at MOD St Athan as part of the St Athan and Cardiff Airport Enterprise Zone. The allocation of the site therefore reflects the strategic importance of the St Athan area and recognises the need to ensure the sufficient provision of residential land to meet local needs and to support planned economic growth at the St Athan Strategic Opportunity Area by providing the option to meet housing needs near the strategic employment growth.

- **Are there any significant constraints or barriers to the development of the site?**

Representations from NRW on the Deposit LDP identified that the site supports populations of rare arable weeds including the critically endangered corn buttercup (Ranunculus arvensis) and Shepherds Needle (Scandix pectin-veneris) which are critically endangered plant species in the UK. In response a Conservation Management Strategy has been prepared by the landowner (document SD69). This indicates an area of approximately 2 hectares is required to be undeveloped and managed to conserve the rare arable weed (area A1 illustrated in Figure 1, document SD69). This would reduce the net developable area to 8.5 hectares resulting in 255 dwellings being deliverable on the allocation, resulting in a density of 30 dwellings per hectare. It is proposed to amend the allocation to 255 dwellings in Policy MG2 to reflect this constraint. This will be undertaken as part of work to update the Policy MG2 to reflect the most up-to-date position (Action Point 3, Hearing Session 2). NRW in their Focused Changes Representation have advised that they are satisfied with the proposed Conservation Management Strategy and this has overcome their earlier concerns. Consultation with Natural Resources Wales will be required as the area is known to host a protected species (such as Great Crested Newts) and a detailed ecological survey of the site will be required.

Dŵr Cymru Welsh Water (DCWW) has advised that a hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and/or any improvement work required. DCWW have advised that water supply can be made available to service the proposed development however off-site mains may be required. The West Aberthaw Waste Water Treatment Works (WWTW) is currently overloaded and should a landowner/developer wish to progress the proposed development of the site prior to DCWW regulatory investment, they may fund a feasibility study which will identify any improvements needed.

The site is crossed by a 150mm foul public sewer and a 150mm foul rising main which is located in the eastern corner of the site for which protection measures in the form of an easement width and / or diversion will be required (see appendix H). There is also a Sewage Pumping Station (SPS) on the public sewerage network to the east of the site, for which a Cordon Sanitaire or buffer zone will be required in order to protect residential amenity. DCWW and VoG Environmental Health can advise further on this.

A detailed survey according to the 'revised guidelines and criteria for grading the quality of agricultural land' MAFF 1988 will be required to confirm agricultural land grading. In addition, a number of high amenity value trees are located in the southern corner of the site and future development proposals should consider their retention.

- **Are there any infrastructure requirements for this site and how/when will they be delivered?**

  Yes. The site specific infrastructure requirements for this site are set out in Appendix 1 of the Council's Draft Infrastructure Plan (SD65), Appendix 5 of the LDP and in the Infrastructure and Site Deliverability Statement (SD25). The Council intends to update this information under Action Point 3 from Hearing Session 4 to reflect any factual changes. There are no major or abnormal infrastructure requirements identified as necessary for the delivery of this site. However, it is noted that further discussion may be required with DCWW to establish the likely inclusion of the upgrade to the West Aberthaw Waste Water Treatment Works (WWTW) in their next AMP, if not this may affect development viability but not to such an extent as to warrant the site undeliverable. The infrastructure requirements will be considered further through the planning application process and where necessary secured through planning conditions and section 106 / section 278 agreements in accordance with policy MD4, and be appropriately phased to be delivered as the site is developed.

- **What are the proposed timescales for delivery of this site?**

  The Council's Housing Land Supply Trajectory (ED08.1) indicates the site will commence by 2021-22 and will be completed by 2025-26.

- **Has a development viability assessment been carried out? If so, what are its conclusions?**

  No site specific viability assessment has been undertaken to date. However, the Plan is supported by an area wide viability appraisal set out within the Affordable Housing Viability Study (2013), which was updated in 2014 (SD30 and SD24 refer respectively). The findings of the updated report indicate that the Vale of Glamorgan has amongst the highest house prices in Wales, which generates significant residual land values and provides sufficient development viability to deliver the affordable housing targets set out in Policy MG4.

  The benchmark residential land values within the assessment include a 'viability cushion' which indicates that exceptional and other unexpected costs can be accommodated whilst providing the levels of affordable housing identified (SD24, Table 5.1, Page 21).

  Therefore, the Council considers that future development proposals on this site would be able to deliver 35% affordable housing together with all other planning obligations in

accordance with the Council's draft Planning Obligations Supplementary Planning Guidance (ED15).

- **What would be the implications of the site and/or supporting infrastructure not coming forward within the anticipated timescales for delivery of the Plan's housing and development strategy?**

The Council considers that the site is deliverable and that there are no insurmountable infrastructure requirements or other constraints that would hinder the development of the site with the Council's anticipated timetable. Delivery of the site is not reliant on any strategic infrastructure and the Plan's policies set out how the impact of the development of the site can be managed.

Notwithstanding this, the Plan includes a 10% flexibility allowance (950 dwellings) and therefore the Council considers there to be sufficient flexibility within the Plan and if this site did not come forward for the 255 dwellings proposed (as amended) within the Plan period it would not undermine the overall Plan's housing and development strategy as there are sufficient range and choice of sites identified within policy MG2 to deliver the overall strategy allowing for a degree of flexibility.

The delivery of housing will be monitored in the Annual Monitoring Reporting process using data obtained through the Joint Housing Land Availability Studies. The monitoring framework will therefore identify areas where there may be a need to consider potential plan or policy reviews, including any site allocations where Plan deliverability issues arise.

APPENDIX B

Extended Phase 1 Habitat Survey

Land at Flemingston
St Athan
Vale of Glamorgan

Central Grid Reference ST0115969632

Extended Phase I Habitat Survey
Survey Report

For Edenstone Homes

July 2016

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1 Introduction

1.1 Survey Brief

TerrAqua Ecological Services Ltd was commissioned by Edenstone Homes to undertake an Extended Phase I Habitat Survey/Preliminary Ecological Assessment of a parcel of land at Flemingston, St Athan, Vale of Glamorgan. Approximate central grid reference ST 0115969632. The survey boundary was taken as that supplied by Mr Richard Kelso acting for Edenstone Homes.

The survey was undertaken in June and July 2016

1.2 Client Details

The survey was undertaken on behalf of Edenstone Homes, Priory House, Priory Street, Usk NP115 1BJ following instructions to proceed by Mr Richard Kelso acting for Edenstone Homes.

2 Background

2.1 Rational

The survey was commissioned by the client as part of the ecological assessment of the site undertaken as one aspect of the scoping of the site with regard to its suitability for potential change in use or future development.

Part of the land included within the survey boundary is proposed to be included within the Vale of Glamorgan LDP. This area is approximately 10ha in size. In addition to the proposed development land a further 11ha was surveyed north of the proposed development site. This extra area has the potential for use as mitigation for the loss of the development land and affords the possibility of reinstating a number of critically endangered plant species that are likely to become extinct at the site in the medium term should conditions remain unaltered.

This Extended Phase I survey report will ascertain the ecological value of the site and identify any further ecological survey work required to ensure compliance with current legislation.

The report includes broad conclusions as to the potential impact on species and habitats should development occur. However proposals are at an early stage and at present no detailed site layout is available. Therefore a full assessment of the potential impacts of any development is not possible at this stage and impacts will be assessed once all species specific surveys have been completed.

2.2 Site Description

The site covers a total area of approximately 23ha and includes four large fields three of which were formerly under arable management but which are now managed as permanent improved grassland. One field located at the northern extreme is in arable production. The fields are separated by an extensive hedgerow system which are generally species rich. The hedgerows are a mix of both managed and un-managed hedges. Mature trees are present within a number of the hedges notably on the periphery of the site. A single watercourse passes through the site in a west to east direction.

The survey area includes 10ha of proposed development land, fields F1 and F2 (Appendix II Red boundary) and 13ha of potential mitigation land located north of the development area (Blue boundary).

2.3 National Designations

No part of the site is covered by a National or International designation for its conservation importance.

2.4 Local Designations

No part of the site is covered by a local designation such as a Site of Interest to Nature Conservation (SINCs). A number of SINCs are located within a 1.5km radius of the site including:

East Flemingston approximately 1km North East (D40 W1)
Land north of Llanbedderi Moor approximately 1.5km North East (D40 G5)

3 Methodologies

The survey methodologies as used to assess the site are outlined below. These are accepted by both local authority and conservation bodies as the standard ecological assessment methodologies.

The survey was undertaken within the site boundaries as supplied by Mr Richard Kelso of Edenstone Homes.

3.1 Survey Dates and Personnel

The survey was undertaken in June 2016 by Carmen Jones MSc MCIEEM Senior Ecological Consultant and Dyfrig Jones BSc Senior Ecological Consultant. Both highly experienced ecologists with extensive experience in both ecological assessment and species specific issues.

3.2 Extended Phase I Ecological Assessment

The walkover survey consists of an assessment of the habitats present and was undertaken following the methodology as set out in the Handbook for Phase I Habitat Survey and extended to cover faunal species and their habitats according to the Chartered Institute of Ecology and Environmental Management (2016) Guidelines for Ecological Impact Assessment. CIEEM. Identified habitats were mapped using MapInfo Professional Software and target notes (TN) taken where appropriate for any additional features noted. The habitats mapped and target note locations are shown in Appendix II.

In addition, as part of the extended phase I survey, a record was made of all mammals, birds, amphibian, reptile and invertebrate fauna for which a sighting or evidence of activity was observed as well as the identification of habitats present considered suitable to support both internationally and nationally protected species, or any species considered to be rare or of local significance.

3.3 Data Search

A desk top data search was undertaken for any records of species and/or habitats within the survey boundary. The data search was also extended to include a search for records within a 1.5 km radius of the survey centre of species or habitats, including protected and designated sites, which could be affected by the proposals for the site (Appendix III).

The data search included a search of records as held by the National Biodiversity Network online Gateway and a full data search undertaken by the South East Wales Biodiversity Record Centre (SEWBReC).

In addition to the general searches above a request was made to Julian Woodman BSBI County Recorder, East Glamorgan, for any information relating to two critically endangered plant species namely shepherds needle *Scandix pecten-veneris* and corn buttercup *Ranunculus arvensis* both historically recorded within the site boundary (Appendix IV).

3.4 Survey Limitations

The Phase I methodology is not intended to produce comprehensive species lists of fauna and flora and therefore the species lists should be considered representative but not totally inclusive. In particular mammal, invertebrate and bird species are likely to be under recorded during a single walkover survey.

The Phase I Habitat Survey does not set out to identify all non-native or native invasive plant species such as Japanese Knotweed. These species may be recorded during the course of the survey; however the absence of records for such species should not be taken as a statement that such species are not present within the survey area. If the presence of such species is of primary significance for any future use of the site then further detailed vegetation surveys to identify and map any such plants should be undertaken.

4 Results Extended Phase I Survey

4.1 Habitats

4.1.1 Seeded Improved Grassland

F1

Improved agricultural grassland is the dominant habitat type across the site. The site shows evidence of recent grazing by cattle and has a height of around 5cm. The sward is species poor and in the main is confined to grass species common within re-seeded agricultural pastures. Species present include Yorkshire fog (*Holcus lanatus*), common bent (*Agrostis tenuis*), perennial rye (*Lollium perenne*), Italian rye (*Lolium multiflora*) annual meadow (*Poa annua*) and cocksfoot (*Dactylis glomerata*). Other common species include ribwort plantain (*Plantago*

lanceolata), red clover (*Trifolium pratense*), white clover (*Trifolium repens*), daisy (*Bellis perennis*), and dandelion (*Taraxacum sect ruderalia*). In less grazed and dunging area species include broad leaved dock (*Rumex obtusifolius*), nettle (*Urtica dioica*), and thistle (*Cirsium sp*).

Plate 1 field F1

F2

Improved agricultural grassland is the dominant habitat type across F2. The site shows evidence of recent strip grazing by sheep. The grazed areas have a very low sward with a height of less than 2cm while un-grazed areas retain a sward height of around 6cm. The sward is species poor and in the main is confined to grass species common within re-seeded agricultural pastures and is similar to that of F1.In common with F1 this field appears to have been re-seeded in recent years. Species present include Yorkshire fog, common bent, perennial rye, Italian rye, annual meadow, timothy (*Phleum pratensis*) and cocksfoot (*Dactylis glomerata*). Other common species include ribwort plantain (*Plantago lanceolata*), red clover (*Trifolium pratense*), white clover (*Trifolium repens*), daisy (*Bellis perennis*), common sorrel (*Rumex acetosa*) and dandelion (*Taraxacum sect ruderalia*). Meadowsweet (*Filipendula ulmaria*) is also present along the northern field boundary. In less grazed and dunging area species include broad leaved dock (*Rumex obtusifolius*), nettle (*Urtica dioica*), and thistle.

Plate 2 field F2

F3

Improved agricultural grassland is the dominant habitat type across F3. The site shows evidence of recent strip grazing by sheep. The grazed areas have a very low sward with a height of less than 2cm while un-grazed areas retain a sward height of around 10cm. The sward is species poor and in the main is confined to grass species common within re-seeded agricultural pastures and is similar to that of F1 and F2.In common with F1 and F2 this field appears to have been re-seeded in recent years. Species present include Yorkshire fog, common bent, perennial rye, Italian rye, annual meadow, timothy (*Phleum pratensis*) and cocksfoot (*Dactylis glomerata*). Other common species include ribwort plantain (*Plantago lanceolata*), red clover (*Trifolium pratense*), white clover (*Trifolium repens*), daisy (*Bellis perennis*), common sorrel (*Rumex acetosa*) and dandelion (*Taraxacum sect ruderalia*). Meadowsweet (*Filipendula ulmaria*) is also present along the northern field boundary. In less grazed and dunging area species include broad leaved dock (*Rumex obtusifolius*), nettle (*Urtica dioica*), and thistle.

Plate 3 field F3

4.1.2 Arable

F4

Harvested and unplanted arable field with evidence of previous planting with root crop. Generally bare exposed earth with colonisation by ephemeral species common to disturbed land. Some evidence the site had been sprayed with broad spectrum herbicide following harvesting of the crop. Species present include shepherds purse (*Capsella bursa-pastoris*), pineapple mayweed (*Matricaria matricariodes*), common chickweed (*Stellaria media*), common mouse ear (*Cerastium fontanum*), common sorrel (*Rumex acetosa*), broad leaved dock (*Rumex obtusifolius*), creeping thistle (*Cirsium arvensis*), major plantain (*Plantgo major*), dandelion (*Taraxacum sect ruderalia*), scarlet pimpernel (*Anagallis arvensis*), nettle, rapeseed (*Brassica napus*) and good king henry (*Chenopodium bonus-henricus*).

Plate 4 field F4

4.1.3 Permanent Improved Grassland

F5

Floristically poor improved grassland with short dense sward approximately 2cm in height. Evidence of previous grazing by sheep. In contrast to field 1-4 field F5 appears to comprise a permanent area of grassland with no evidence of recent re-seeding or alternative use. Species present include perennial rye, Italian rye, timothy, common bent, red fescue, Yorkshire fog, occasional crested dogs tail (*Cynasaurus cristatus*) and sweet vernal (*Anthoxanthum oderatum*). Other species recorded include creeping thistle, dandelion, meadow buttercup and nettle.

Plate 5 field F5

4.1.4 Hedgerows

Fields F1-F5 are separated by a mix of mature intact hedgerows and partially defunct hedgerows.

H1

A species rich intact hedgerow approximately 4m-5m in height. The hedgerow is currently un-managed but does show some signs of historic management practices. The hedgerow is protected by an electric fence to help exclude stock. The dominant woody species present include blackthorn (*Prunus spinosa*), hawthorn (*Crataegus monogyna*), elder (*Sambucus nigra*), hazel (*Corylus avellana*), privet (*Ligustrum ovalifolium*), ash (*Fraxinus excelsior*) and field maple (*Acer campestre*). Other species present within the hedge include honeysuckle (*Lornica periclymenum*), dog rose (*Rosa canina*) and clematis (*Clematis vitalba*). The ground flora is generally sparse due to the effects of grazing and reseeding. Species present include stinging nettle, greater willowherb (*Epilobium hirsutum*), rosebay willowherb (*Chamerion angustifolium*), field rose (*Rosa arvensis*), creeping thistle, meadow buttercup, bracken, ivy (*Hedera helix*), herb robert (*Geranium robertianum*) and low growing bramble (*Rubus sp*). Semi mature ash are present in some hedgerow sections as standards (TN1).

Plate 6 hedgerow H1

H2

A species rich intact hedgerow approximately 4m in height. The hedgerow is currently un-managed but does show some signs of historic management practices. The dominat woody species present include hawthorn, field maple, blackthorn, elder, hazel and occasional non-native privet. Other species present include bindweed (*Calystegia sepium*), and clematis. Ground flora at the base of the hedge is poor due to the effects of grazing by cattle. Species present include false oat (*Arrhenatherum elatius*), low growing bramble, broad leaved dock, creeping thistle, spear thistle (*Cirsium vulgare*) yorkshire fog, herb robert, creeping buttercup (*Ranunculus repens*), common cleavers (*Galium aparine*) and meadow buttercup.

Plate 7 hedgerow H2

H3

Intact managed hedgerow some 2m in height and with stock proof netting fence. Managed by mechanical means. Dominant woody species include blackthorn and hawthorn. Other species present within the hedge include bramble, clematis and dog rose. The base of the hedge is floristically poor due to the effects of grazing and includes broad leaved dock, common sorrel, nettle, ivy, spearwort (*Ranunculus flammula*), creeping buttercup, meadow buttercup,

speedwell (*Veronica chamaedrys*), ground ivy (*Glechoma hederacea*), herb robert, common cleavers, hedge bedstraw (*Galium album*) and primrose (*Primula vulgaris*).

Plate 8 hedgerow H3

H4

Partially managed hedgerow approximately 2m in height. Species rich with stock proof netting. Dominant woody species include hawthorn, hazel, blackthorn, ash, elder, with stands of mature bramble. Ground flora very impoverished due to effects of grazing and is dominated by stands of nettle, broad leaved dock and creeping thistle.

Plate 9 hedgerow H4

H5

Un-managed hedgerow. Southern section thin and dominated by blackthorn and hawthorn with a mix of bracken and bramble. The hedgerow is protected by stock proof wire fence. The northern section is also un-managed and is species rich dominated by hawthorn, blackthorn, ash and holly. Other species include clematis, honeysuckle, dog rose and field rose. The ground flora is impoverished as a result of grazing pressure and is dominated by nettle. Other species also include common cleavers, meadow buttercup, bindweed, cocksfoot (*Dactylis glomerata*), Yorkshire fog, herb robert, ivy, and bracken.

Plate 10 hedgerow H5

H6

Tall un-managed hedgerow bordering northern side of steam corridor. Species rich dominated by hawthorn, blackthorn, elder and ash. Dog rose is also present within the hedge. The base of the hedge is floristically impoverished due to the effects of grazing and poaching by stock. Ground flora dominated by nettle.

Plate 11 hedgerow H6

H7

Species rich intact and un-managed hedgerow approximately 3m in height situated on old hedge bank. Species present include hawthorn, blackthorn, elder, ash and dog rose. Honeysuckle present as a climber within the hedgerow. The ground flora is impoverished and is dominate by nettle with large bare earth patches.

Plate 12 hedgerow H7

H8

Intact and managed hedgerow with adjacent stock proof fence. Approximately 2m in height. Species present include elder, blackthorn, hawthorn and bramble. The ground flora is poor notably on eastern side where hedgerow abuts arable field. Ground flora includes nettle, Yorkshire fog, cocksfoot, creeping thistle, hedge parsley (*Anthriscus sylvestris*) ground ivy, broad leaved dock, hawkbit, and low bramble. A Second World War pill box is located within the hedgerow.

Plate 13 hedgerow H8

H9

Roadside hedge unmanaged and species rich. Species present include hawthorn, blackthorn, hazel, elder and holly. Ground flora impoverished with nettle, cocksfoot, common cleavers and bramble dominant.

Plate 14 hedgerow H9

H10

Intact species rich hedgerow with stock proof fence. Managed by mechanical means (roadside). Species present include blackthorn, hazel, elder, ash, dog rose, honeysuckle and field maple. The ground flora is poor and dominated by nettle with common cleavers, hedge bedstraw, ground ivy, ivy, herb robert and herb bennet all present.

Plate 15 hedgerow H10

H11

Tall un-managed hedgerow with band of mature trees Species present include mature ash, blackthorn, hawthorn and elder. Dog rose, field rose and bramble also present. Ground flora is generally poor with hogweed (*Heracleum sphondylium*), meadow buttercup, primrose, bramble, nettle, cocksfoot, perennial rye, bracken, and Yorkshire fog all present.

4.1.5 **Watercourse-** Nant y Stepsau

Nant y Stepsau passes through the site in a west to north-east direction. The watercourse passes through field F2 and field F5 (TN4).

Through field F2 the watercourse is steep sided, heavily silted and slow flowing. The stream substrate at this point is a mix of silt and cobble. Bankside vegetation includes ivy, moss sp, hartstongue fern (*Asplenium scolopendrium*) and bramble. Aquatic species include water mint and water dropwort. Brown trout were recorded in the stream at this point.

Plate 16 Nant y Stepsau in F2

The nature of the stream changes as it passes through field F5. Here the watercourse becomes wider with low un-vegetated banks. The substrate here is dominated by silt with occasional cobbles. No in channel vegetation present along this stretch.

4.1.6 Buildings

Barn

A single storey barn is located close to the western boundary of F4. The building is constructed from concrete block with asbestos apex roof. Open doors and windows with unrestricted access.

Plate 17 concrete barn

Pill Box

Second World War pillbox located within hedgerow H8. Concrete construction and partially concealed beneath hedgerow vegetation. Open slits affording potential unrestricted access to bird, bats and other small mammals.

Plate 18 pill box

Table 1 showing target notes and feature descriptions as shown on map (appendix II)

Target Note	Description
TN1	Large ash trees possible potential for use by bats
TN2	Wooded copse immediately outside survey boundary dominated by ash and willow
TN3	Pill box with potential for use by roosting bats
TN4	Stream corridor –otter spraint on stone
TN5	Large ash potential for use by roosting bats

4.2 Data Search Results

4.2.1 Designated Sites

4.2.1. 1National Designations

No part of the site is covered by a National or International designation for its conservation importance.

4.2.1.2 Local Designations

No part of the site is covered by a local designation such as a Site of Interest to Nature Conservation (SINCs). No SINC lies immediately adjacent to the survey boundary. Two SINCs are located within a 1.5km radius of the site including:

East Flemingston approximately 1km North East (D40 W1)
Land north of Llanbedderi Moor approximately 1.5km North East (D40 G5)

4.2.2 Species

4.2.2.1 Flora

Following a request for information from Julian Woodman, BSBI County recorder for East Glamorgan it was established that a number of the fields located within the survey boundary have historically supported a number of species that while once common are now considered to be critically endangered. These include shepherds needle (*Scandix pecten -veneris*) and corn buttercup (*Ranunculus arvensis*). Shepherds needle and corn buttercup are both listed as priority species under the UK Biodiversity Action Plan. Shepherds needle appears within the Vale of Glamorgan Local Biodiversity Action Plan (LBAP). Records also show that round leaved fluellen (*Kickxia spuria)* has also been recorded within the site boundary.

Records from the County Recorder indicate that *Scandix pectin-veneris* and *Ranunculus arvensis* were last recorded in F1 in 2011. *Scandix pectin-veneris* was last recorded in F2 in 2012 and *Scandix pectin-veneris* was last recorded in F3 in 2010.

Records for the above species relate to fields F1, F2 and F3. No records were found relating to fields F4 and F5.

Other rare or uncommon species previously recorded within the survey area include dwarf spurge (*Euphorbia exigua*), sharp leaved fluellen (*Kickxia elatine*), and small flowered buttercup (*Ranunculus parviflorus*). All these species are plants associated with arable fields and arable field margins.

4.2.2.2 Fauna

No records were found for any location within the survey boundary.

Following a data search undertaken by the local record centre (SEWBReC) records were found for a number of species within a 1.5km radius of the site, including:

Common pipistrelle and brown long eared bats are known to roost within 700m of the survey boundary.

Noctule bats known to be present within 700m
Lesser Horseshoe bats recorded within 900m
Greater Horseshoe bat known to roost within 2.5km
Great Crested Newt recorded within 900m
Barn Owl recorded within 900m
Otter know to be present on the river Thaw within 1000m

Records were also found relating to a large number of bird species listed on Section 42. Records were also found confirming the presence of common reptile species within a 1.5km radius of the site boundary

5 Ecological Evaluation

5.1 Habitats

For reporting purposes the ecological value of a habitat is based upon the following criteria:

- Currently supports, or has the potential to support protected, nationally or locally scarce species
- Habitat has a high intrinsic value supporting a diverse range of species
- Is a UK BAP Habitat
- Local BAP Habitats with an ecological interest or cover a significant area of the site
- Natural habitats located within built up and/or urban areas

5.1.1 Improved Grassland

Grasslands can be very diverse and as such many grassland types are listed as being a habitats of principle importance for the conservation of biodiversity in Wales (Section 42 List Natural Environment and Rural Communities Act, 2006). Grasslands that show characteristics of very intensive agricultural improvement are not generally considered to have a high conservation value.

The grasslands within fields F1, F2 and F3 have been identified as being a species poor improved grasslands that has been seeded on former arable land. The sward lacks floristic diversity and is dominated by rye grass and other favoured agricultural grasses and contains very few herbs. Of those that do survive such as dandelion, daisy and clover species these are species generally very common in managed agriculturally improved, or seeded grass. No evidence was found within any of the three fields F1-F3 that critically endangered plant species formerly recorded within these areas such as shepherds needle and corn buttercup have survived the change in agricultural use from arable to grassland. The seed of both above species have relatively short survival periods. All three fields have been reverted to grass for a period of between two and four years. It is possible that a limited number of seeds have remained viable within the soil, however current management of the fields (permanent grassland) would suggest that the species are likely to be lost from these areas should current management

continue. Based on the current floristic composition of these three fields they are considered to have a low ecological value.

Field F5 is a permanent agriculturally improved grassland with no evidence of re-seeding. The field is floristically poor and is considered to be of a low ecological value.

5.1.2 Arable

A single arable field is located within the site boundary. At the time of survey (June 2016) the root crop had previously been harvested. Species remaining within the arable area were those common to disturbed ground. No evidence of any rare or uncommon species were observed. There were some indications that the land had been treated with herbicide following harvesting although this was not confirmed.

Arable field margins can be ecologically valuable areas often containing plant communities that have disappeared or become increasingly rare as a result of agricultural intensification. As a result cereal field margins are a UK Biodiversity Action Plan Habitat and are recognised under Section 42 of habitats of Principle Importance for the Conservation of Biological Diversity in Wales (NERC Act 2006). Such field margins can also provide opportunities for a very wide range of invertebrate species, mammals such as brown hare and opportunities for ground nesting birds.

Within the site the field margins are generally narrow with plant communities dominated by common grass species and plans associated with disturbed ground. None of the field margins show evidence of supporting rare plant communities or individual rare or uncommon species historically present within other fields located in close proximity. In common with the main arable field some evidence suggested that the margins had previously been treated with herbicide. As a result the current field margins are considered to be of moderate to low ecological value at a local level and low to moderate at a county level.

5.1.3 Hedgerows

Hedgerows are recognised as being important wildlife habitats in their own right providing suitable habitats for over 47 species of conservation concern within the UK. Hedgerows are particularly recognised as being of importance to birds, butterflies, moths, bats, dormouse and both amphibian and reptile species. Hedgerows also form important wildlife corridors allowing species to disperse and move throughout the countryside to other favourable habitats.

In order to protect the hedgerow system and in acknowledgement of the importance of hedgerows to both wildlife and the general landscape the retention or removal of hedgerows is a material consideration during the planning process.

Hedgerows are classed as Priority Habitats within the UK Biodiversity Action Plan. In Wales hedgerows are listed under Section 42 as Habitats of Principal Importance for the Conservation of Biological Diversity. This places a duty on both government departments and local authorities to have regard for the conservation of hedgerow habitats. Hedgerows are also mentioned within the Vale of Glamorgan Local Biodiversity Action Plan.

A total of four eleven (11) hedgerows were recorded. These included a number of tall mature and un-managed hedges, sections of managed hedge, defunct sections and hedgerows that appeared to have been coppiced and allowed to regrow.

All of the hedgerows are dominated by native species and almost all are species rich or have sections that are species rich. All afford potential feeding opportunities for birds, invertebrates and small mammals. The hedges also provide potential nest sites for a wide range of bird species.

All hedgerows contained more than four (4) woody species. Five (5) hedgerows had more than five (5) woody species and one hedgerow contained six (6) woody species.

A large percentage of the hedgerows contain climbers including dog rose and honeysuckle often favoured by species such as dormouse.

Due to the effects of grazing and changes in management of the adjacent fields from arable to improved grass the ground flora at the base of almost all of the hedgerows is floristically impoverished and dominated species such as nettle, bracken and low bramble.

The extensive hedgerow system is considered to be one of the most ecologically valuable features within the site boundary. In common with their listing as a UK BAP habitat all of the hedgerows are considered to have a high ecological value at a site, local and county level.

5.1.4 Mature Trees

A number of mature trees are present within the hedgerow system and along the stream corridor. A small wooded copse is also present immediately outside the survey boundary (TN2) In common with all mature trees these specimens afford potential feeding opportunities for a diverse range of invertebrate and bird species and afford excellent potential nesting opportunities for bird. Mature trees also have the potential to be used as roosting sites for bat species. Further assessments and survey work will be required in order to ascertain the importance, if any, of the mature trees to bat species.

All mature trees have a high intrinsic ecological value and as such all mature trees are considered to be of a high ecological value at a site and local level and a moderate to high value at a county level.

5.1.5 **Watercourse-**Nant y Stepsau

All rivers and streams are UK BAP Priority habitats and a Section 42 Habitat of Principal Importance for Conservation of Biological Diversity in Wales.

All open watercourses can be considered to be of high ecological value affording habitats for a very wide range of species both terrestrial and aquatic in addition to those with both aquatic and terrestrial life stages. The Nant y Stepsau watercourse is generally shallow with a mixed substrate of cobble and silt providing a variety of aquatic habitats. Aquatic species recorded include fools watercress (*Apium nodiflorum*), yellow flag (*Iris pseudocorus*) and water mint (*Mentha aquatica*). The banks associated with some sections of the stream also provide potential resting and burrowing areas for small mammals such as water shrew (*Neomys fodiens*), although unsuitable for use by water vole (*Arvicola terrestris amphibius),* as well as nest sites for bird species including grey wagtail (*Motacilla cinerea*). The stream corridor has the potential to be used as commuting corridor for otter (*Lutra lutra*). The stream corridor also provides potential commuting routes for a wide range of species linking the site to area of countryside outside the survey boundary.

In common with almost all streams and rivers the ecological value of the watercourse is considered to be high at a site, local level and county level.

5.1.6 **Buildings**

Two structures were recorded within the site. Both are located in the northern half of the site within the area identified as a potential mitigation area. The concrete barn has been assessed as having some potential for use by roosting bats. The pill box located within hedgerow H8 has the highest potential for use by roosting bats. Further assessments and survey work will be required in order to ascertain the importance, if any, of the buildings by bats.

5.2 **Flora**

Fields F1, F2 and F3 have previously been managed as arable fields. As such the fields have historically supported plant communities common within fields regularly disturbed through ploughing and harvesting. These plant communities include those associated with arable field margins which can be very diverse and contain a number of rare and uncommon plant species. In recent years the agricultural use of these three fields has changed from arable production to grassland and associated grazing with cattle and sheep. As a result of the change in use none of the three fields currently supports the plant community formerly present. None of the endangered species such as shepherds needle and corn buttercup were recorded during the Phase I survey. Records obtained from the County Recorded suggest that these plant species while common in 2004/2005 with more than 100 shepherds needle plants recorded in field F1 and F2 and 1000+ in field F3, have declined rapidly, due to changes in agricultural

management. Neither shepherds needle or corn buttercup were recorded during a 2013 site visit by the recorder.

It is therefore assumed that without an imminent return to arable production these species are likely to be lost form fields F1, F2 and F3. Even with a return to arable production the short life of the seeds of these species may mean that these species are already permanently lost from these areas.

No rare or uncommon species were recorded within the remaining arable field F4. No records for the above species were found suggesting they have at any time in the past been present within this area.

Overall the floristic diversity of the site is low. Due to the changes from arable to grass that have occurred within fields F1, F2 and F3 these areas are now considered to be of low ecological value, unless a seed bank has survived, which may allow the recolonization of the above species should management be changed, or if such a surviving seed bank can be translocated to an alternative area under arable management.

5.3 Fauna

5.3.1 Mammals

5.3.1.1 Badger

The woodlands immediately adjacent to the site and the extensive hedgerow system provide potential cover for use by badger (*Meles meles*) as commuting routes and possible set locations, in addition the extensive grassland afford potential foraging areas. No obvious signs of badger activity were observed during the phase I survey however further detailed surveys would be required to identify the importance of the site, if any, to badger and to ensure that no badger setts lie immediately outside the site boundary that may be affected by any proposals for the site.

5.3.1.2 Otter

Otter are known to be present within 1km of the site and records for otter on both the river thaw and associated tributaries stream were found during the data search. In addition evidence of otter activity was recorded during the phase I survey notably towards the eastern side of the site. The wooded stream corridor and wooded copse provide potential feeding and lying up areas for otter. Otter are fully protected under the 1981 Wildlife and Countryside Act and European Habitats Directive and further survey work will be required along the watercourses within and immediately adjacent to the site before the importance of the site to otter can be fully ascertained.

5.3.1.3 Bats

The data search results show that bats are active within a very close proximity to the site with common pipistrelle, brown long eared, Noctule, and lesser horseshoe and greater horseshoe having been recorded within a 1.5km radius of the site. Bats can and do commute significant distances between roosts and favoured feeding areas.

A number of buildings are present within the site boundary of which have the potential to be used by roosting bats, notably the pill box with hedgerow H8. In addition a large number of mature trees are present around the site notably within the hedgerows and adjacent woodlands. These mature trees have some features with the potential for use by roosting bats although a full assessment has yet to be undertaken. The woodland edges, hedgerows and stream corridors have the potential to be used by commuting and feeding bats.

Further work is required before the importance of the site to roosting, feeding and/or commuting bats can be ascertained. A survey of all buildings undertaken to bat conservation trust (BCT) guidelines is required along with an assessment of all trees in order to ascertain the potential use being made of individual buildings and trees by bats. Activity surveys will be required designed to establish the importance if any, of the features within the site to commuting and feeding bats.

5.3.1.4 Dormouse

The bramble scrub and species rich hedgerows all afford potential habitat for feeding and nesting dormouse. These habitats have direct links to the extensive network of hedgerows reaching across the wider countryside increasing the potential for dormouse to be present within the site.

No records were found relating to the presence of dormouse within the site boundary or within 1.5km of the site. However as dormouse are secretive and difficult to spot the species is likely to be under recorded unless specific dormouse surveys are undertaken.

The dormouse is a European protected species and is afforded protection under both the Habitats Directives and the Wildlife and Countryside Act and is also a UK BAP Priority species.

No survey of the site for dormouse has yet been undertaken and therefore a survey of the site for dormouse, using a recognised methodology, is required to ensure that any proposals for the site do not have a negative impact on dormice.

5.4 Reptiles

Habitats suitable for common reptiles such as slow worm, grass snake and common lizard (*Lacerta vivipara*) are present within the site and include habitats suitable for both basking and hibernation although these are generally confined to the base of hedgerows and the stream corridor. No records relating directly to the site we were found during the data search and no records were found relating to any immediate habitat, this is considered to be the result of under recording rather than the absence of reptiles within the locality. Reptiles are known to be well distributed throughout the Vale of Glamorgan and therefore the probability of reptiles being present within the habitats identified is significant. Further survey work would be required to ascertain the full use being made of the site by reptile species.

5.5 Amphibian

No ponds are present within the site boundary and therefore the site is unlikely to be of importance to any amphibian species. The slow flowing areas of the watercourse in the area around F5 may have the potential to be used as a breeding area by common frog although poaching by stock reduces the suitability of this area. The hedgerow system does have the potential to be used by common amphibian species during their terrestrial life stages as feeding and commuting routes. Great Crested Newt are known to be present within the perimeter of the St Athan base however these are confined to areas at the western end of the camp, some 900m from the survey area. The distance between known populations and the absence of any suitable breeding habitat means that it is highly unlikely that the species is present within the site boundary and no further survey work for great crested newt is considered necessary. Overall the site is considered to be of low to moderate ecological value with specific regard to amphibian species.

5.6 Birds

The unmanaged hedgerows, stream corridor and mature trees all afford excellent feeding opportunities for resident, summer migrant and winter migrant bird species. The site also offers potential nest sites for a wide range of bird species. Species such as blackbird (*Turdus merula*), great tit (*Parus major*), long tailed tit (*Aegithalos caudatus*), blue tit (*Parus caeruleus*), willow warbler (*Phylloscopus trochilus*), chaffinch (*Fringilla coelebs*), wren (*Troglodytes troglodytes*), robin (*Erithacus rubecula*), song thrush (*Turdus philomelos*), wood pigeon (*Columba palumbus*), wren (*Troglodytes troglodytes*), bullfinch (*Pyrrhula pyrrhula*), linnet (*Carduelis cannabina*), greenfinch (*Carduelis chloris*), carrion crow (*Corvus corone*), magpie (*Pica pica*), blackcap (*Sylvia atricapilla*), nuthatch (*Sitta europaea*), green woodpecker (*Picus viridis*) and buzzard (*Buteo buteo*) were all observed during the phase I survey. The open grasslands have limited value to owl species due to the close mown sward and lack of structural diversity making it generally unsuitable for small mammals. The open barn and pill box both have the potential to be used by nesting barn owl (*Tyto alba*) or other owl species. The hedgerows are also likely to be used as feeding sites for winter migrant species including

fieldfare (*Turdus pilaris*) and redwing (*Turdus iliacus*) during the winter months. Kingfisher (*Alcedo athis*) are known to be present on the river Thaw some 500m east of the site, while the stream corridors provide potential feeding and nesting sites for species such as grey wagtail (*Motacilla cinerea*). With the exception of the stream corridor and their potential for use kingfisher and potential for the buildings to be used by barn owl none of the habitats present is likely to support a breeding population of WCA Schedule 1 bird species.

5.7 Invertebrates

The impoverished sward means that the grassland areas have limited value to species such as butterflies and nectar seeking bees. The site does have some potential value for ground burrowing bees, wasps and beetles notably along the base of the hedgerows. The hedgerows and trees are considered to be of value for a range of invertebrates affording potential feeding opportunities including those provided by fruits, flowers and decaying woody matter. The nature of the site means that it is considered unlikely that the site supports any rare or scarce species or significant numbers of more common species.

No watercourses are present within the site suitable for white clawed crayfish.

The stream provide potential habitats for aquatic invertebrates and the terrestrial life stages of species such as dragonflies and damselfly.

6 Conclusions

- No part of the site is covered by a statutory designation for its importance to nature conservation
- No part of the site is included within a local designation such as a SINC of Local Nature Reserve and no such designated land abuts the boundary of the site
- Two SINCs are located present within 1.5km radius of the site both located some 1km north east of the site
- Improved agricultural grasslands are the dominat habitat type across the main body of the site. Under their current management the grasslands are considered to be of low ecological value.
- A single arable field F4 is present within the land outside the proposed development area. This filed does support arable plant communities however those present are generally confined to relatively common species typical of disturbed ground. The potential for endangered or rare communities is reduced by the apparent use of herbicide on the field following harvesting

- The endangered plant communities formerly recorded within fields F1, F2 and F3 are no longer present due to the changes in use of the fields from arable to grass. While some viable seed may remain within the soil it is inevitable due to the short life of the seed that both shepherds needle and corn buttercup will be permanently lost from the site in the medium to long term if the current management continues. This is likely regardless of whether the site is developed or otherwise. At present there are no plans to revert the grasslands to arable while the land is still managed for agricultural use. In order to prevent the total loss of these endangered species and associated communities off site mitigation would afford an opportunity for these species to survive supported by the sensitive development of some grassland areas including field F1 and F2

- The hedgerows system is species rich, generally intact and affords potential habitats for birds, invertebrates and small mammals. The standard trees, common throughout the hedgerow system have been identified as having some potential for use by roosting bats. Further survey work is required in order to ascertain the importance of the hedgerow system bats

- The hedgerows have yet to be assessed under the Hedgerow Regulations 1997 but all hedgerows recorded a minimum of four woody species and over half of all hedgerows contain a minimum of five woody species and are therefore likely to be classes as Important Hedgerows under the 1997 regulations. The hedgerows are also likely to score well under the HEGS assessment criteria. The hedgerows are therefore considered to be an important ecological feature within the context of the site and at a local level and are considered to have an intrinsically high conservation value and should where possible be retained

- The stream corridor including the associated woodland corridor has been identified as being of high ecological value. In addition to its intrinsic value to aquatic invertebrates, including the potential to support the aquatic life stages of both dragonfly and damselfly species, and birds and its value as a landscape feature the stream corridor also has features suitable for use by badger and by otter. A number of trees large enough to have features suitable for use by roosting bats are present within this area. It is therefore concluded that further work to ascertain the use, if any, being made of the stream corridor by badger, otter and bat species is required before the full importance and ecological value of the stream can be ascertained

- A number of mature trees are present within the hedgerow system and in occur in areas immediately outside the main survey area. Casual observation of the trees during the phase I survey would indicate that some of these trees have features suitable for use by roosting bats. Records of maternity roosts for common pipistrelle bats were found relating to sites within 700m of the survey boundary. Greater and Lesser horseshoe bats have also been recorded within 2km of the site boundary. Further assessments of

individual trees will be required in order to ascertain if any of these trees are used as roosting sites by any bat species

- Two buildings are located within the boundary of the site (barn and pill box). The open barn has the potential for use as a feeding roost while the pill box has a high potential for use as a roost site by a number of bat species. Both lie outside the area proposed for development, however the close proximity to the potential development area and the excellent connectivity by hedgerow and stream corridors to the development land means that any development has the potential to impact on use being made of the structures by bats. In addition the stream corridor and extensive and often un-managed hedgerow system affords excellent potential foraging and commuting corridors for a wide range of bat species. As a result further survey work including bat activity and building surveys would be required in order to understand the full potential impact of any development on bats

- The hedgerow system has the potential to support the hazel dormouse. No records for dormouse were found during the data search although this does not exclude the possibility that dormouse may be present. A full survey of the hedgerow system will be required, using a nest tube methodology, in order to ascertain the presence or otherwise of dormouse within the hedgerow system. The dormouse is a fully protected species and should dormouse be found then Natural Resources Wales Development licence will be required and appropriate mitigation considered before any removal or partial removal of the hedgerow system can be considered

- No habitats suitable for use by breeding great crested newt were found within the survey area. Great crested newt are present within the Vale of Glamorgan and are known to be present on ponds within the western side of the St Athan Camp some 900m from the survey boundary. As no suitable breeding habitat occurs within the site and the fact that the site is separated from the St Athan camp by roads and built up areas it is unlikely that any area within the survey boundary is important habitat for great crested newt. Therefore no further survey work with regard to great crested newt is considered necessary

- Habitats suitable for reptiles are present within the site and therefore further survey work will be required before an assessment can be made as to the importance if the site to reptiles

- The loss of hedgerows, trees and other habitats will lead to the loss of feeding and nesting areas for birds. Nesting birds are protected by law. Any clearance work must be undertaken outside the bird breeding season March-July or ecological advice sought and areas to be removed checked for nesting birds by an ecologist no earlier than 48 hours before removal works commence. If nesting birds are found then works must stop

and no works on that area of hedgerow/habitat can be undertaken until all chicks have fledged and the nest abandoned.

7 Recommendations

The extended phase I survey identified a number of features and habitats present that may support both European and UK protected, rare or uncommon species or habitats and species that require consideration as part of any future planning application. In order that a full understanding of the ecological importance of the site can be fully understood further species specific survey work will be required. The results obtained from these additional surveys will highlight any ecological constraints to the future development of the site and highlight any ecological features that should be retained post development not already highlighted within the above report.

Details of required surveys and optimal survey period are given in table 2 below.

Table 2 Survey Requirements St Athan Development (potential) Site and Optimal Survey period and Constraints

Survey Required	Reason	Timing
Bats- An assessment of all standard trees should be undertaken to identify any features suitable for use by bats and identify any such trees with a high potential for use by roosting bats.	To ensure that any licences and permissions required can be obtained prior to any felling or tree works commence and all legal obligations with regard to bats are met	May-Sept Inclusive
Bats- The hedgerows and woodlands and stream corridor have the potential to be used by commuting and foraging bats. It is recommended that a bat activity survey is undertaken across the site.	This will allow for an understanding as to the importance of individual features and areas of the site with regard to bats and allow for appropriate landscaping, and lighting design to protect any important areas of bat activity.	May-Sept Inclusive
Bats- daylight assessment and a full survey of the pill box and Barn to BCT Standards	To ascertain the use being made of the buildings and inform the need for appropriate licences and Permissions to be obtained and ensure legal obligations are adhered too	May-September Inclusive
Reptiles- Habitats suitable for a number of different reptile species have been identified within the survey boundary. It is recommended that a survey of the site is undertaken using a recognised methodology in order to establish what use is being made of the site by reptile.	This will allow for an appropriate methodology to be produced where required, to ensure the protection of reptiles prior to, during and after construction.	April-October (weather dependant survey may be limited in August if temperatures are very high)
Otter-The stream corridor has been identified as providing potential feeding, commuting and lying up areas for otter. It is recommended that a survey of the watercourse is undertaken in order to ascertain the importance of these habitats to otter	To establish what use otter are making of the site and thereby ensure that no damage or disturbance occurs to otter without the appropriate licence and permissions being granted and mitigation implemented	January-December Inclusive
Badger- It is. recommended that a survey of the site and any suitable area within 100m of the site boundary is undertaken to establish the use, if any, being made of the site by badger and the potential for the disturbance of any badger sets or runs immediately outside the survey boundary	Badger and badger sets are protected and can be disturbed and damaged by construction and pre construction activities. Identification of such sets and runs will that badger are protected and appropriate NRW licences obtained to allow development activities to commence	All year

Dormouse-The hedgerows and scrub have been identified as being suitable for the hazel dormouse. The hazel dormouse is a fully protected species and therefore its presence or otherwise needs to be ascertained. It is recommended that a survey of the hedgerows and woodland using a nest tube methodology is undertaken to establish if dormouse are present	To establish if dormouse are present and thereby ensure that no damage or disturbance occurs to dormouse without the appropriate licence and permissions being granted and mitigation implemented	March-November (Nest tube methodology)
Hedgerows-. It is recommended that a hedgerow survey is undertaken using the Hedgerow regulations 1997 to ascertain the importance of the hedgerow system and inform if and what permissions may be required before any hedgerow or length of hedgerow is removed.	To ensure compliance with planning regulations. The Phase I Survey has identified that a number of the mature hedgerows are species rich and contain features such as banks and ditches. Initial inspection of the hedgerow system would indicate that a number of the hedgerows may be considered "Important" under the 1997 Hedgerow Regulations and score highly on the HEGS scoring system making them of significant ecological value	All year but preferably between April and October when trees are in leaf

8 Development Considerations

Fields F1, F2 and F3 have historically supported plant communities containing rare and critically endangered plant species including shepherd needle and corn buttercup. These plant communities have developed as a result of the land previously being used for arable production and managed under an organic farming system.

In recent years the management of these three fields has changed from arable to grass production with grazing by sheep and cattle. These areas have also returned to regular farming methods and are no longer farmed organically.

As a result of the changes in farming practices none of the previously recorded plant communities currently survive in these fields. It is however possible that some viable seed may remain within the soil although seeds of both shepherds needle and corn buttercup area relatively short lived.

Proposals for the development of the site are confined to fields F1 and F2. The development of these fields would result in the loss of two areas previously identified as supporting both above species. As the plant communities depend on the management of the land for arable production, and that fact that no such return to arable production is proposed in the medium term, it is highly probable that without intervention they will become extinct within the two fields where they were previously present. This is likely to occur regardless of whether the land is developed or otherwise. Similarly without a return to arable production all the species will also become extinct within field F3 located north of the proposed development area.

Due to the changes in management and the probability of extinction even without development the possibility exists to develop fields F1 and F2 while compensating for their loss through the use of off-site mitigation. Such mitigation could re-establish the management and conditions required to encourage the return of these plant communities. Fields F3 and F4 both offer opportunities for such mitigation to be undertaken while allowing the development of fields F1 and F2 to proceed.

In order to allow for development to occur within Fields F1 and F2 Edenstone Homes propose a commitment to attempt to re-establish these rare plant communities on land to the North. It is therefore recommended that:

a) All land within field F3 is returned to arable production. This should be undertaken using traditional farming methods and without the use of herbicide. The land should be ploughed in order to disturb the underlying seed bank before any crop is planted. This should be undertaken within three (3) years. If the land is not returned to arable production within this period then the filed should be re-surveyed for any evidence of the presence of rare plant species. If no plants are found to have survived then the land

can then be managed according to the requirements of the agricultural unit as considered appropriate by the land manager.

b) Using an appropriate agreement (S106) or planning condition land within field F3 should remain in arable production and be managed specifically for the retention/creation and long term survival of the corn buttercup and shepherds needle and other arable plant communities. The precise detail of the management to be implemented should be written into the S106 (or other agreement) and should include management in the long term.

The above strategy will allow for the development of the site in line with the requirement for housing within the St Athan area while also attempting to protect rare plant communities in the long term. Without intervention (regardless of whether the site is developed or otherwise) both corn buttercup and shepherds needle will become extinct within fields F1, F2 and F3. The above proposals give an opportunity for these species to be saved from local extinction.

The return of filed F3 to traditional arable production will also lead to a more diverse habitat being present within the general locality. Arable fields are often favoured as places of cover by Brown Hare. A single Brown Hare was recorded immediately north of the mitigation area (blue boundary) during the Phase I Survey.

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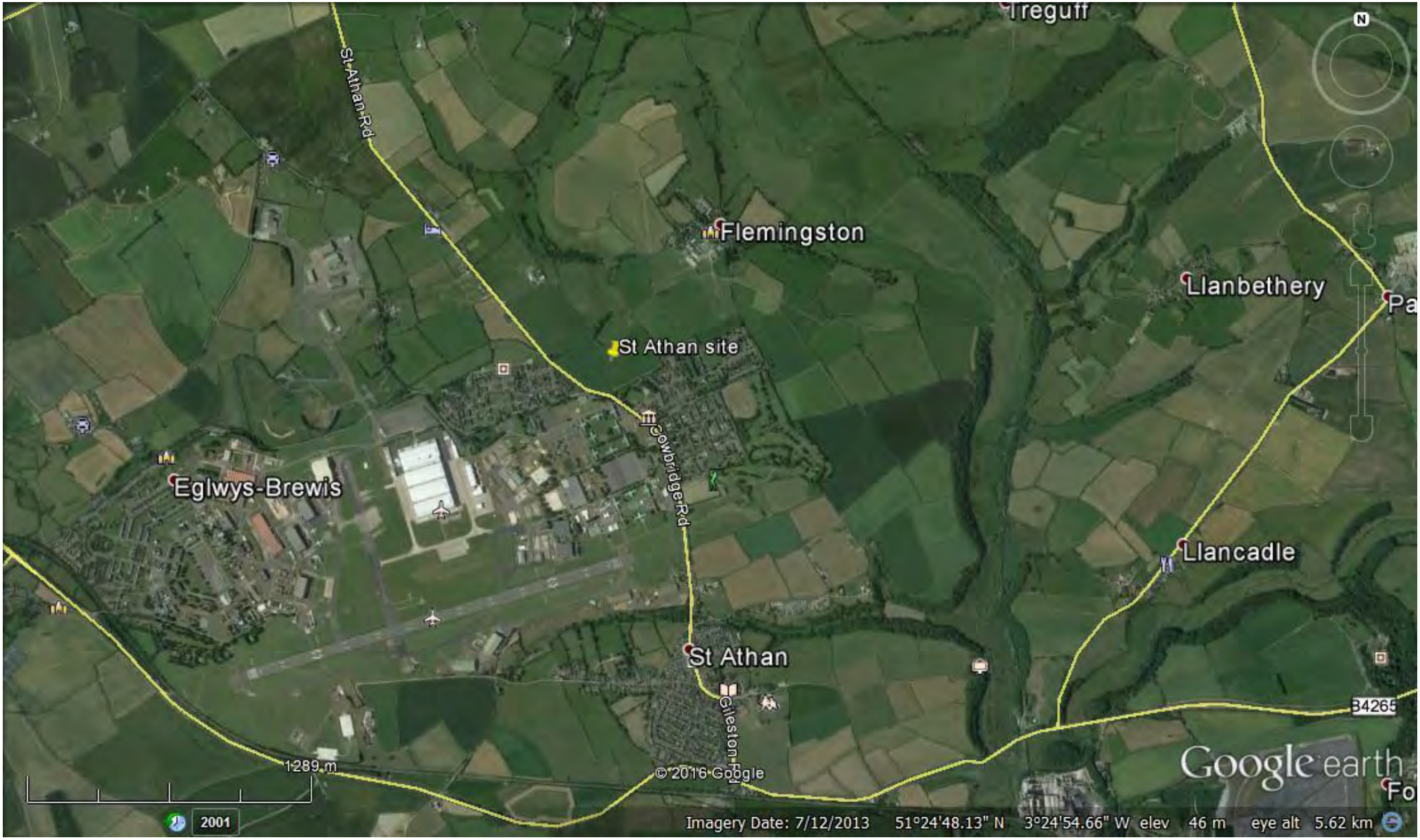
Appendix I

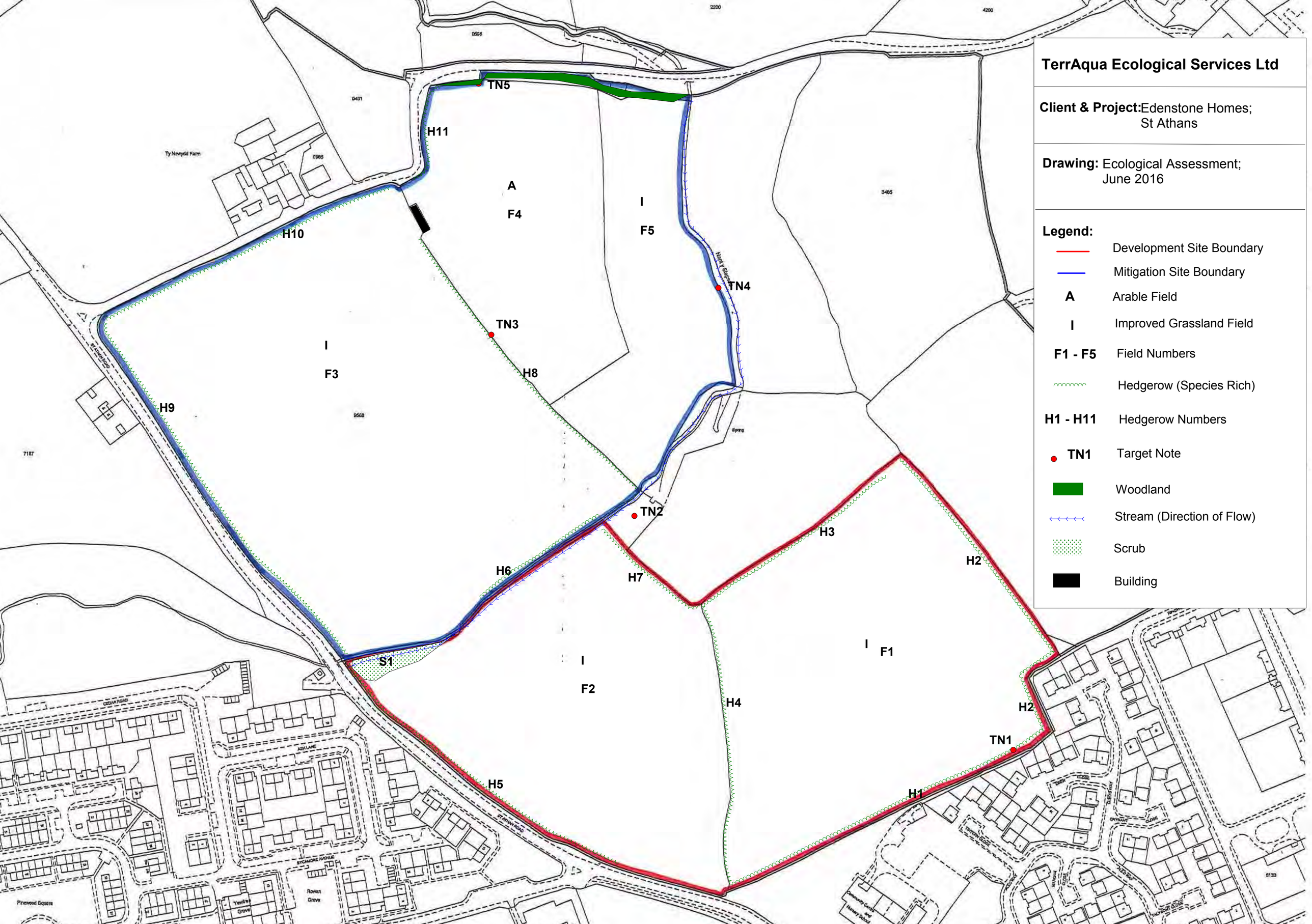
Aerial View Showing Location of St Athan Survey Location



Aerial View showing location of St Athan survey area (Image Google Earth 2016)

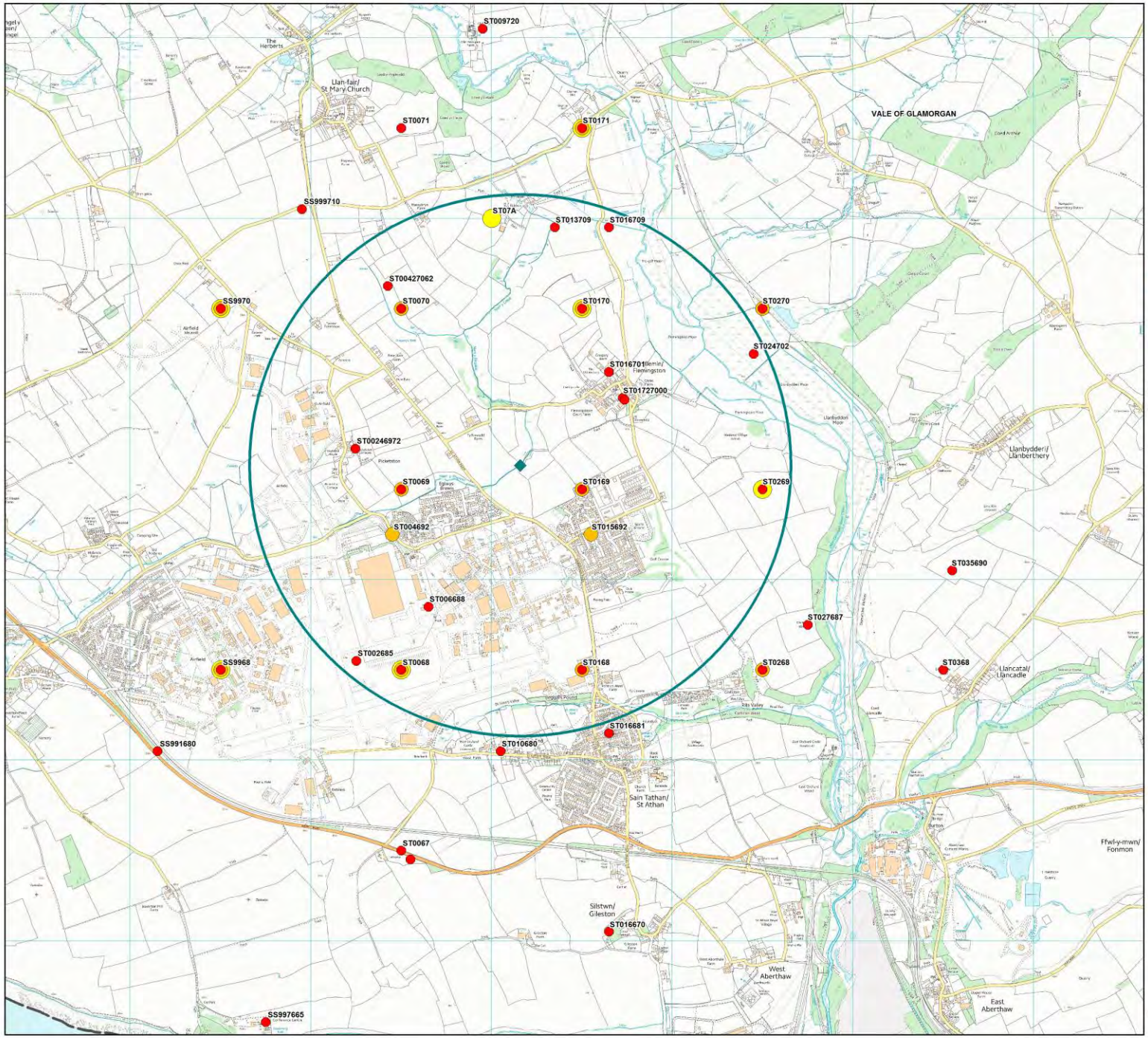
Appendix II

Map Showing Extended Phase I Habitat Survey Results and Targeted Ecological Features


TerrAqua Ecological Services Ltd
Client & Project: Edenstone Homes; St Athans
Drawing: Ecological Assessment; June 2016
Legend:
Development Site Boundary
Mitigation Site Boundary
A Arable Field
I Improved Grassland Field
F1 - F5 Field Numbers
Hedgerow (Species Rich)
H1 - H11 Hedgerow Numbers
TN1 Target Note
Woodland
Stream (Direction of Flow)
Scrub
Building
TN5
H11
A
F4
I
F5
H10
TN4
TN3
I
F3
H8
H9
TN2
H3
H6
H7
H2
S1
I
F2
I
F1
H4
H2
TN1
H5
H1

Appendix III

Map Showing Data Search Results- Species and Protected Sites (SEWBReC Data)



BIODIVERSITY INFORMATION SEARCH (SPECIES):

ST ATHAN
ST0115969632

- Centre of Search Area
- 1.5km Search Buffer
- Priority and Protected Species
- Other Species of Conservation Concern
- Species of Local Conservation Concern
- Unitary Authority Boundary

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Plot produced on 03/02/2016 on behalf of TerrAqua Ecological Services by

SEWBReC
SOUTH EAST WALES BIODIVERSITY RECORDS CENTRE
CANOLFAN GOFNODION BIOAMRYWIAETH DE DDWYRAIN CYMRU

BIODIVERSITY INFORMATION SEARCH (DESIGNATED SITES):

ST ATHAN
ST0115969632

Centre of Search Area

1.5km Search Buffer

Site of Importance for Nature Conservation

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Plot produced on 03/02/2016 on behalf of TerrAqua Ecological Services by

SEWBReC
SOUTH EAST WALES BIODIVERSITY RECORDS CENTRE
CANOLFAN GOFNODION BIOAMRYWIAETH DE DDWYRAIN CYMRU

Appendix IV

Data Results- Request for Information from Julian Woodman
Plant Recorded for South East Wales

This note should be read with the map also supplied with the individual fields identified with letters A – C.

Field A, centroid for field = ST 01331 69516. *Ranunculus arvensis* first seen 9/7/2004 when I counted around 130 plants and last seen 13/5/2011 when I counted 135 plants. *Scandix pecten-veneris* can also be seen here, first seen 5/7/2005, 1 plant and last seen 13/5/2011, 2 plants.

Field B, centroid for field = ST 01117 69479. *Scandix pecten-veneris* first seen here 5/7/2005, 120+ plants and last seen 19/7/2012, 50+ plants.

Field C, centroid for field = ST 00956 69685. *Scandix pecten-veneris*, first seen here 9/7/2004, 1000+ plants and last seen here 28/7/2010, 12 plants.

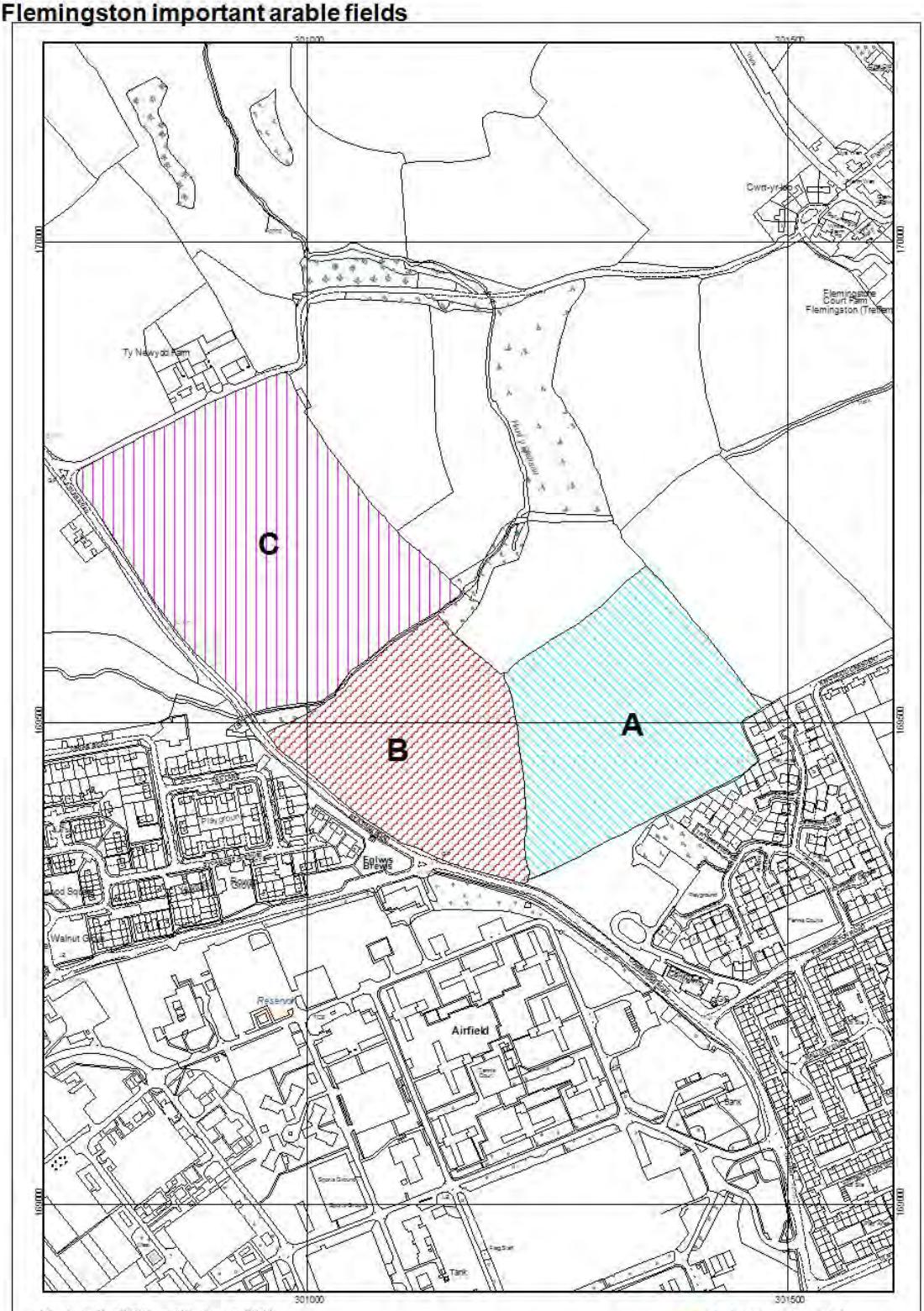
I did visit in 2013 but didn't see any of the above species *Kickxia spuria* is also a regular species in field A and was also seen here on 10/7/2013. The margin in field A & whole of B had been cultivated quite late in the year and I think this explains why no *Ranunculus arvensis* or *Scandix* was seen this year. Field C was down to grass.

Both species (*R. arvensis* & *Scandix*) have been seen in intervening years with fluctuating numbers which is normal for arable plants. Other arable plant species have been recorded in these fields but only the *Ranunculus* and *Scandix* are critically endangered.

Hope this helps with the conservation of these two critically endangered species and associated arable plants.

Julian Woodman, BSBI County recorder, East Glamorgan, VC. 41 East. 16/2/2016

Flemingston important arable fields



Produced by NRW on: 16 February 2016

Scale 1:5000

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Cyfoeth Naturiol Cymru
Natural Resources Wales

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7459
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	St Modwen	Pete Stockall GVA
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	-	-

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC30	☐	Y	Y	Y	Y
MAC42	☐	Y	Y	Y	Y
MAC 67	☐	Y	Y	Y	Y
MAC81	☐	Y	Y	☐	Y
MAC83	☐	Y	Y	☐	Y
MAC85	☐	Y	Y	Y	Y
MAC86	☐	Y	Y	☐	☐
MAC91	☐	Y	Y	☐	Y
MAC179/192/195/216	☐	Y	Y	Y	Y
MAC MAP 05/36	☐	Y	Y	Y	Y

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Please refer to accompanying

- **7 sheets of supporting text**
- **8 sheets of sustainability appraisal assessment exercise**
- **Proposed site layout plan**
- **Planning officer report (3rd November 2016)**

Please use additional sheets if required.

Please state how many additional sheets have been used ……

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	**Y**

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.
We would like to speak to explain why the Sully Sports site should be included in the Plan either in addition to the sites currently in the MAC consultation or in replacement of those sites which do not perform as well as the Sully Sports site in terms of deliverability and their performance against the Council's Sustainability Appraisal indicators as demonstrated within these representations.

Signed:	[redacted]	**Dated:**	28 October 2016

If this form represents a petition please indicate how many people it represents.	-

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Context

The below comments are submitted in the context of the current proposals at Sully Sports Club, South Road, Sully subject to application 2015/00843/FUL which proposes:

> *Hybrid application proposing development of Sully Sports and Social Club, including demolition of existing clubhouse and buildings and construction of new clubhouse, three grassed pitches, one all-weather pitch, floodlights, new bowling green and pavilion, local retail gym building, touring caravan site and building, car parking and associated engineering, access and landscaping works (full detail) and proposals for construction of up to 200 dwellings, with associated parking, engineering, access, play space and landscaping works (outline detail).*

On the basis of the level of supporting information submitted with the application we have not provided the information again with this submission but a proposed site plan is attached to these representations. The application submission has been made on the basis of an enabling argument with the Club proposals being funded by the residential development. A business case has been submitted which demonstrates that without the development the Club will close and the facilities will be lost. **As will be discussed below we understand that the site was considered in the preparation of the MAC document as a shortlisted site but was not taken forward, there is no sound evidence or rationale provided by the Council to explain this decision.**

At the time of submission of these representations the application is included within the Planning Committee agenda for the 3rd November 2016. The Officer's report is attached to these submissions which demonstrates the level of assessment that the site has been subject to.

Whilst the recommendation within the Officer's report is for refusal of the application the reasons are solely based on the principles of the site's location within the coastal zone, proposed Green Wedge designation and being outside (but adjacent) to the settlement boundary of Sully. Furthermore the Officer's report clearly demonstrates that there is acknowledged support by Officers for the sports, leisure, tourism elements of the proposals (page 104) which can be delivered in accordance with the emerging policy. The planning officer further confirms (page 84) that *'the argument that the residential development would enable the long term future provision of sports and community facilities is a material consideration in favour of the development which must be weighed against all other material considerations and planning policy'.*

The Committee report confirms that there are no technical reasons for refusal with confirmation of no objections or outstanding matters from statutory technical consultees including Highways and Engineering (including flood risk), Rights of Way, Sports Council for Wales, Private Sector Housing Team, Public Sector Housing Team, Environmental Health (Pollution) Team, Ecology Officer, Strategic Property Estates Team, Natural Resources Wales (including biodiversity and flood risk), Welsh Water and Gwent Glamorgan Archaeological Trust. Economic development officers also welcome the tourism and leisure elements of the proposals. The proposals also include a fully policy compliant provision of Section 106 contributions including 40% affordable housing as agreed with the relevant officers and departments.

The Planning Officer also acknowledges that the site is in a sustainable location (page 81) and there is no reference within the report to the site being in conflict with the overall

development strategy of the emerging Plan in terms of location (other than the site specific designations referred to in the reasons for refusal).

The below representations seek to question the rationale for not considering the Sully Sports site further as part of the MAC changes as the reasons for refusal are applicable to the sites now being included in the MAC document, most notably the land at Upper Comeston Farm which sits in the same Green Wedge as Sully Sports (as discussed within pages 72 and 73 of the Committee Report). **In light of these matters we respectively request that the Inspector considers the allocation of the Sully Sports site on the basis of the demonstration within the Committee Report that the site is deliverable in technical terms with a fully compliant Section 106 provision, and as will be demonstrated below the site is more sustainable than the sites now proposed within the MAC**.

MAC 30 – Settlement Hierarchy

Sully is identified as a 'primary settlement' and paragraph 5.18 identifies concentration of majority of growth around key, service centre and primary settlements in '*order to maximise the opportunities for sustainable regeneration, to favour new local service provision and to encourage the use of sustainable travel modes. The allocations in these settlements reflect their respective roles and characteristics as well as their relevant physical or environmental constraints'.* The new text (**paragraph 5.21**) in relation to settlement boundaries does not reflect the need to consider those previously developed sites or sites which fall outside but adjacent to settlement boundaries which would still meet the wider strategy of the Plan. **We seek clarification that the new additional allocations (discussed below) have only been considered after a justified and evidenced review of alternative sites and settlement boundary reviews to consider sites such as Sully Sports Club which would meet the wider Plan strategy with added benefits and in our opinion, performs better against the other sites when assessed against the Sustainability Appraisal supporting the MAC consultation**.

MAC42 – Policy MG2 – Housing Allocations

We object to the introduction of the new/amended allocations within Housing Allocations Policy MG2 within the MAC consultation on the basis that they appear to have been selected without a robust evidence base and due consideration to alternative sites. We are specifically concerned with the introduction of the below sites into the MAC consultation as they do not in our view out-perform the proposals on Sully Sports as explained further below.

- XXA Former Eagleswell Primary School, Llantwit Major 72 dwellings
- 23 Land at Upper Comeston Farm, Lavernock 576 dwellings (from 235)
- XX Land adjacent to Oak Court, Penarth 145 dwellings
- 11 Land west of Pencoedtre Lane 137 dwellings (from 40)

The Council's published evidence base with regards to the inclusion of these additional sites appears to be found within the Sustainability Appraisal Report Addendum (2016) accompanying the MAC and the Council's Action Point 5 Position Statement for Hearing Sessions 2 and 3 (amended September 2016). We understand through discussions with officers that a short list of alternative sites was briefly considered including the current application proposals on the Sully Sports site (2015/00843/FUL). However there is no record or justification as to why the Sully Sports proposals were then not carried forward into the MAC. We understand the final published sites were decided by a very small working group of officers and members behind closed doors. **The Sully Sports site is being actively promoted by a developer and the Sports Club and is subject of an application (partly**

in full) which will deliver clear benefits over and above the development of the less sustainable greenfield sites being proposed in the MAC. We therefore formally request that a fully justified, sound and robust planning evidence base is provided to demonstrate why the MAC sites have been chosen at the expense of the Sully Sports site which is clearly a better and more logical option in planning terms.

The Sully Sports site can be delivered in accordance with the overall Plan strategy on the basis of Sully being identified as a sustainable location for growth. The site also out performs the existing allocation at Swanbridge Road (site 46) in terms of proximity and linkages to the existing facilities within the settlement.

We note from the Position Statement that the Upper Comeston site is not owned or being actively promoted by a developer at this stage and is not subject of any planning applications for either the original or increased site area. We also note that the site has not be subject of any site specific viability appraisal despite the fact that it will be burdened with infrastructure costs including a new primary school and nursery, access, open space and upgrade of railway line to cycle-way footway.

We have also undertaken a Sustainability Appraisal for the Sully Sports site (attached to this paper) using the same criteria as the Council. We have then compared the summary results with the performance against the new MAC sites as reported in the Sustainability Appraisal Report MAC 2016 Addendum, as well as the other allocation in Sully at Swanbridge Road. **The below table demonstrates that the Sully Sports site out-performs all of the MAC allocations and the existing Sully allocation. Therefore the Sully Sports site should be included within the proposed housing allocations to deliver a scheme of upto 200 dwellings as part of a mixed use development to facilitate the retention and upgrade of the sports, leisure and tourism uses as proposed within the current planning application on the site.** A significant differentiation for the site being the previously developed nature and the mixed use proposals which include major recreational, leisure and tourism proposals. We would also note unlike the other sites, the Sully Sports site has been fully tested through the planning application process in full and outline and therefore the below scores are based on detailed and robust technical assessment which has been signed off by statutory bodies as demonstrated in the Committee Report.

<u>Effect Summary Table including Sully Sports Site</u>

Rank Most Sustainable to Least Sustainable	**Site**	**++**	**+**	**0**	**-**	**- -**	**?**	**+/-**
1	Sully Sports Club (Planning application 2015/00843/FUL)	6	6	1	2	0	0	0
2	Land Adjacent to Oak Court Penarth (XX)	6	5	2	0	0	0	0
3	Former Eagleswell Primary School (XXA)	4	4	6	1	0	0	0

4	Land West of Swanbridge Rd, Sully (MG2 (46)) – SA Addendum 2015	4	3	7	0	1	0	0
5	Extension of land to West of Pencoedtre Lane, Barry (MG 2 (11)	2	5	5	3	0	0	0
6	Upper Comeston Farm (Extension to Site MG 2 (23))	2	6	2	4	0	1	0

MAC 67 – Policy MG18 Green Wedge supporting text (paragraph 6.124)

We note that the MAC text refers to a Green Wedge Background Paper dated 2013. **A formal update review of the Green Wedge between Sully and Penarth is required on the basis of the significant proposed incursion into the Green Wedge as a result of the proposed MAC for the 341 dwelling extension to site 23 (Land at Upper Comeston Farm, Lavernock).** The site sits at the opposite end of the Green Wedge to the proposed development at Sully Sports Club. We believe that the impacts on the Green Wedge as a result of the proposed allocation will be more significant than those if Sully Sports club was redeveloped, primarily on the basis of scale, openness and the fact that the Sully Sports siteincludes existing buildings, car parks, flood lighting and significant 'clutter' as acknowledged by the Committee Report (page 76). The Sully Sports site is in effect surrounded by development (with the exception of the coastal boundary) and acts as an infill opportunity with defined boundaries to prevent further development. Whereas the proposed allocation extension at Upper Comeston Farm will provide a significant extension of development into open countryside and the wider Green Wedge with no defined boundary to prevent further incursion.

Should Sully Sports Club remain in the Green Wedge the MAC text requires further amendment to reflect circumstances where redevelopment proposals such as Sully Sports come forward and require more than 'minor structures which are strictly ancillary to existing uses' in order to deliver appropriate development.

MAC 81 – Policy MD1 Location of New Development

The MAC text for **paragraph 7.3** requires further clarification as there are previously developed sites other than those in employment use such as Sully Sports Club that would not constitute 'countryside'.

MAC 83 – Policy MD2A – Provision for Open Space

We note this new proposed policy through the MAC consultation sets out the required open space provision from developments on the basis of set standards. We would expect the text to recognise those circumstances where bespoke site specific solutions are brought forward for example where enhanced provision (such as all-weather pitches) might be provided on a smaller site area delivering additional benefits.

We note the proposed new policy provides an unusual and onerous requirement for defined open space provision from 'commercial developments' where floorspace exceeds 1000 sqm or site exceeds 1 hectare. St Modwen object to this element and seek further explanation for it's inclusion as well as flexibility for commercial development We would also suggest that the text should define what constitutes 'commercial' uses.

MAC 85 – Policy MD5 Development within Settlement Boundaries

We note that the MAC text includes amendments to **paragraph 7.24** which allows for market housing developments outside of the settlement boundary as 'rounding off' if the site lies immediately adjacent to the existing boundary. This would imply that a further review of the settlement boundaries should have been undertaken to ascertain where scope exists to provide larger scale rounding off on the basis that a planned development such as Sully Sports can be brought forward in a sustainable location rather than through piecemeal unplanned rounding off potentially on all sides of settlements which cumulatively add up to significant numbers of unplanned development.

We are concerned with the insertion of new text within **paragraph 7.27** which states that the Council will resist a development proposal if it would undermine the delivery of an allocation by *'placing pressure on existing infrastructure needed to serve a proposed allocation*'. This proposition is open to misinterpretation as the term 'pressure' could be interpreted at very different ends of the scale if tested. Furthermore each development must be considered and mitigated on its own merits and any unallocated proposal will in any case need to consider the cumulative impacts of the existing allocations as a baseline position. Therefore this sentence may be best removed to remove any ambiguity and misinterpretation.

The new sites identified within the MAC consultation include significant developments outside of the defined settlement boundaries (notably site 23 Land at Upper Comeston Farm, Lavernock and land adjacent to Oak Court, Penarth) whereby changes to the boundaries are now proposed. Therefore the implications of extending the boundaries to consider logical rounding off for sites such as Sully Sports should also have been tested.

MAC 86 – Policy MD8 Environmental Protection & MAC 87 – Policy MD9 Historic Environment

We question the rationale for allocating new land at Lower Cosmeston Farm and Oak Court Penarth where specific constraints including agricultural land, flood risk and heritage have been identified in conflict with the MAC provisions within these policies.

MAC 91 – Policy MD13 Dwellings in the Countryside

We reiterate our concerns (refer to comment under MAC 81 Paragraph 7.3) regarding the definition of countryside as also described within amended **paragraph 7.62**.

MAC 179 – Appendix 5 for Site MG2 (11) Land to the west of Pencoedtre Lane

The extension of the site in the MAC consultation from 40 to 137 dwellings appears to be based on the use of surplus school land which will in turn deliver improved recreational facilities for the school and community. This principle also applies to the Sully Sports site however whilst the Sully Sports site has been demonstrated as being deliverable in technical terms through the current planning application there appears to be a significant number of unknowns for this MAC proposal including; impact on the SSSI; consideration of on site surface water drainage disposal (impacting on density); new access; and potential requirements for open space in order to retain potential archaeological features on the site.

MAC 192 – Appendix 5 for Site MG2 (23) Land at Upper Comeston Farm, Lavernock

Further to the above comments (MAC 42 Policy MG2) regarding the sustainability of this site in comparison to Sully Sports these MAC provisions provide further clarification that there are significant potential constraints to delivery that have not been fully assessed. The new and amended text confirms that there are significant issues to be resolved or are yet to be confirmed including: transport impact; a new junction; drainage; proximity to cliff top; proximity to Comeston SSSI (110m away); Penarth Coast SSSI; European biodiversity designations; historic landfill; off site water mains and sewers upgrades; and proximity to

known archaeological features. We also note that the site is potentially impacted upon by the minerals designations within the LDP proposals map.

We also raise concerns with the assumptions being made regarding the site areas for community infrastructure, noting for example the 1 hectare provision for a primary school and nursery seems rather low (by comparison St Modwen are about to build a primary school with a minimum land take of 2.7 hectares for example). Furthermore a provision of 1 hectare of open space for 576 dwellings also appears to be rather inadequate, especially on the basis that this should include formal, informal and equipped areas of play.

We note that the primary school provision was already in the policy for the reduced form of the allocation so any argument about the extended allocation being justified by the primary school is unfounded.

The site (until removed via other changes) sits within the Green Wedge and on the coast, therefore given it's scale one would expect further reference within the text to the need to consider landscape and visual impacts and the relationship with the wider Green Wedge designation.

MAC195 – Appendix 5 Site MG2(XXB) Land Adjacent to Oak Court, Penarth

The provision of 145 dwellings is misleading on the basis that only 105 will meet general housing needs on the basis that 40 are expected to be delivered as 'extra care' accommodation. This differentiation should be reflected within the table in MAC42. As was the case with the other new (or extended) allocation in Penarth there are a significant number of unknowns to bringing this site forward including access, drainage, sewerage, heritage (including a scheduled ancient monument) and existing tree preservation orders.

Given the potential constraints for these MAC sites and the significant uncertainty regarding their deliverability from a technical and financial perspective we question the logic of their inclusion at the expense of the Sully Sports scheme which having been through the planning application process has been demonstrated to be technically and commercially deliverable with a fully compliant Section 106 package (including 40% affordable housing). Furhermore the Sully Sports site will deliver major additional benefits in terms of sporting, recreation tourism and leisure provision with significant economic benefits including retention and creation of jobs.

MAC216 – Appendix 5 Site MG2 (46) Land West of Swanbridge Road, Sully

We note that 350 dwellings now benefit from a planning resolution subject to Section 106 however the residual 150 dwellings is yet to be applied for (also noting a recently withdrawn EIA Screening request). Should further uncertainty regarding the delivery of the residual 150 dwellings arise we would suggest that this element of the allocation is reinstated as a reserve allocation and the Sully Sports Club brought forward as allocation on the basis of its demonstrated deliverability.

Map MAC05 (HS2&3/AP05) Green Wedge Amendment – South Penarth to Swanbridge (Policy MG18 – 06)

The illogical 'open ended' amendment to the Green Wedge is clearly shown on this Map change on the basis that the Sully Sports site would present a more logical removal from the Green Wedge given the clear boundary definition to the east of the site with Beach Road. As noted above we request that a formal review of the Green Wedge is undertaken given the significant removal of the area at Upper Comeston Farm without wider consideration.

Map MAC36 – Policy MD5 East of Sully Settlement boundary (map change 377)

Further consideration should be given to the extension of the settlement boundary to incorporate the Sully Sports site.

Access

1: Vehicular access from South Road to residential area
2: Re-used vehicular access to retained library
3: Vehicular access to Sully Sports and Leisure Club and retail car parking
4: Existing bus stops on South Road
5: Car parking (238 spaces including alongside eastern hedgerow) for sports club use (excluding residential provision)
6: Emergency vehicular access from Beach Road to caravan park and sports pitches
7: Public Right of Way access from Beach Road to coastal footpath alongside caravan park
8. Public Right of Way access from coastal footpath alongside housing to west
9: Distinctive street hierarchy, incorporating a vehicular loop, designed to encourage a low speed environment and promote walking and cycling
10: Direct footpath from South Road to coastal path

Development

11: Medium density housing development to create body of the residential area
12: Single-storey gym building
13a:Existing Sully indoor bowls clubhouse
13b:New single-storey Sully Sports and Leisure Clubhouse incorporating changing rooms, with a function room and sports bar
14: New touring caravan park with 46 spaces and toilet block
15: Dwellings providing a positive face to the secured boundary of the sports pitches
16: Low density housing towards the western and southern boundaries to soften the visual impact
17: Retained library

Landscape

18: Pocket park as focus for residential area acting as a gateway space, with Local Equipped Area of Play (LEAP) and new planting
19: Landscaped edge to South Road with new and retained planting enhancing gateway to village
20: Relocated outdoor bowling green and pavilion
21: Grass rugby pitch (94x66m) within terraced sports grounds layout
22: All weather floodlit pitch (100x66m) with fencing and floodlights
23: Floodlit training area with scrum machine
24: Retained hedge alongside Beach Road
25: Extended area of replacement planting
26: Two grass football/rugby pitches (100x64m, 100/89x64m)
27: Landscape edge (20m+ from cliffs) to coast alongside retained Public Right of Way
28: New and retained planting along western boundary within green corridor

Amendments		By	Date
C	Planning issue	MD	01/06/16
B	Reconfigured sports area and additional residential area to NE	MD	20/05/16
A	Planning issue	JL	08/07/15

Planning Issue

Job No/Drawing No	Job Title
13162/3008 C	Sully VOG - St Modwen

Scale	Date	Drawn	Drawing Title
1:2500 @ A3	06/15	MD	Illustrative Masterplan

All Dimensions to be checked on site

pad Design Ltd - The Tobacco Factory - Raleigh Road - Bristol BS3 1TF - Tel. 0117 9530059 - www.pad-design.com

NORTH

0 5 12.5 25 50 100m

LDP MAC Consultation Oct 2016 SA Assessment Criteria: Sully Sports Site Submitted on Behalf of St Modwen by GVA

SITE ASSESSMENT STAGE 3: SUSTAINABILITY APPRAISAL

Assessment Criteria	Effect
Development at the site will have a positive impact on sustainability	++

	Development at the site will have a some positive impact on sustainability	+
	Development at the site will have a negligible or neutral impact on sustainability. A recorded neutral effect does not necessarily mean there will be no effect at the site level, but shows that at this strategic level there is no identifiable effects.	0
	Development at the site will have a slight negative impact on the sustainability.	-
	Development at the site will have a very negative impact on sustainability	- -
	The impact of an issue cannot be predicted at this stage	?

Sustainability Objective	Appraisal guidance notes:	Assessment Criteria	Effect
1. To provide the opportunity for people to meet their housing needs	The site has the potential to deliver a mix of housing tenures including affordable housing (achievable on larger sites through 106 agreements). Whole or part of the site has been promoted for affordable housing. The site is located in an area of housing need as identified in the Housing Market Assessment Study.	The site will deliver a mix of housing tenures including policy compliant 40% affordable housing with agreed tenures with housing officers at the Council. The site is located in an area of significant housing need as identified in the Housing Market Assessment Study.	++

2. To maintain, promote and enhance the range of local facilities	The site is promoted for community, leisure and recreational facilities. The proposal would not lead to a loss of a community facility. The site has the potential to provide community facilities	The site will deliver significantly enhanced community, leisure and recreational facilities catering for the needs of the new residents and the wider area. The proposal will retain a community sports and leisure facility which will otherwise be lost due to the financial position of the club. The application proposals will deliver and secure significant facilities including new pitches (grass and all weather), changing facilities, bowling (indoor and outdoor), social club, play areas, campsite, gym and green infrastructure.	**++**
3. To maintain and improve access for all	Existing services and facilities are easily accessible from the site by walking, cycling or public transport.	Existing services and facilities are easily accessible from the site by walking, cycling or public transport. The site is located immediately adjoining Sully and within walking distance of the settlement facilities including primary school. Whilst it is accepted that some residents will use private cars the site is well served by public transport (bus stop immediately adjoining site) and the area benefits from a number of walking and cycling routes. The development will also contribute towards the development of new/improved routes and enhancement/extension of local bus services to serve the development. A Section 106 contribution has been agreed and the Highways authority have no objections to the scheme and the planning officers accept that the site's location is sustainable. We would note the site is better integrated than the COG road allocation.	**+** **+**

4. Reduce the causes of deprivation	The development would lead to improved access to employment, housing, health, education facilities or enhancement of the built environment for wards ranked in the lower Indices of Multiple Deprivation.	The development will deliver significant affordable housing and community facilities in an accessible location. The application proposals will secure existing jobs and create new jobs within the Club and campsite.	**+** **+**
5. To maintain, protect and enhance community spirit	The site would not lead to a coalescence of settlements. The site would not result in a loss in recreational land or a community facility.	The site is situated in the green wedge identified in the LDP but it is not typical of the remaining green wedge character on the basis of the previously developed nature of the site; the general site clutter and the fact the site is enclosed on three sides by urban development. The views into the site from the green wedge are therefore limited as agreed by Landscape officers during consideration of the application. The release of this site would therefore not lead to the coalescence between the Penarth and Sully settlements on the basis of a defined boundary of Beach Road. The same case cannot be presented for the extension to Upper Comeston Farm at the other end of the Green Wedge. If the site is not developed for the Club's proposals and residential development then the Club will close and there will be a loss of recreational and community facilities. The development of the site will therefore secure the future of the Club and deliver a significant improvement to the existing recreational and community facilities and provide major benefits.	**+** **+**

6. To minimise the causes and manage the effects of climate change	The site would not increase the need to travel and or increase travel distances The site is not located within an area prone to flood risk or would will have a negative effect on the quality of water resources The site is capable of incorporating renewable energy sources or energy conservation measures.	The site is located immediately adjoining Sully and future occupiers would be able to access the range and choice of services and facilities available within Sully and adjoining settlements via public transport or walking and cycling. However, it is accepted that private car use will be a used mode of transport. The site can be delivered without any impacts on flood risk and water quality resources. There are no outstanding objections to the current application proposals. Given that the site is proposed for residential development there is scope for the incorporation of energy efficiency, renewable energy or sustainable design measures. However residential development will be required to meet current energy efficiency standards.	**+**
7. To minimise waste	The site will have a positive impact on waste minimisation (e.g. a proposal for new waste management facility).	The proposed development will generate additional domestic waste in addition to the current waste generated by the Club.	**-**
8. To use land effectively and efficiently	The site is a brownfield site and / or involves the beneficial re-use of existing buildings. The site is capable of accommodating high density development	The development site does include brownfield and will involve the retention of the existing indoor bowls building. The site will deliver a medium scale of residential density appropriate to the surroundings but a higher density of sporting and leisure facilities making more efficient use of the site with opportunities for greater use through all-weather pitch provision and the introduction of new facilities including campsite and gym.	+

9. To protect and enhance the built environment and natural environment	The proposal would have a neutral or positive effect on a conservation area, or buildings or gardens designated as having historic interest. The proposal will have a neutral or positive effect on biodiversity, landscape or nature conservation designation.	The proposal would not have an adverse impact upon a local/national archaeological/ conservation designation. There is no objection to the current proposals from Gwent Glamorgan Archaeological Trust or Conservation Officers. The site is not affected by any specific historic, conservation or ecological designations and the detailed survey work supporting the planning application demonstrates that the site will provide suitable mitigation to ensure no impact on the European ecological designations covering the River Severn and Sully Island to the east of the site. On this basis there are no objections to the application proposals from NRW or the Council's biodiversity officer. While the site does lie in the Green Wedge is not part of a Special Landscape Area or Heritage Coastline designation and is bordered on three sides by built form.	**-**
10. To provide a high quality environment within all new developments	The development has the potential to support high quality public realm.	The site has the potential to develop a high quality public realm and an improved frontage to South Road although it is accepted that this limited and the public realm within the residential development is only likely to benefit the future residents of the development.	**+**

11. To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage	The site is not located within a nationally or internationally designated ecological site, an Area of Archaeological or Historical Importance (e.g. Ancient monument, listed buildings, conservation area).	The site does not contain or impact upon any listed buildings, conservation areas or historic monuments. The archaeological reports for the site show potential limited interest however GGAT have no objection to the application scheme proposals on the basis that survey work takes place during construction. The site is not located within or adjoining any specific designation. However it is within close to the European and national designations on the River Severn and Sully Island.	**0**
12. To reduce the need to travel and enable the use of more sustainable modes of transport	The site is well served by public transport and accessible by walking and cycling. Services and facilities are easily accessible by a range of transport modes including walking and cycling.	Existing services and facilities are easily accessible from the site by walking, cycling or public transport. The site is located immediately adjoining Sully and within walking distance of the settlement facilities including primary school. The proposals will also deliver and retain leisure and recreation facilities for the new residents and the existing population thereby reducing trips to facilities elsewhere. Whilst it is accepted that some residents will use private cars the site is well served by public transport (bus stop immediately adjoining site) and the area benefits from a number of walking and cycling routes. The development will also contribute towards the development of new/improved routes and enhancement/extension of local bus services to serve the development. A Section 106 contribution has been agreed and the Highways authority have no objections to the scheme. Planning officers accept that the site's location is sustainable. We would note the site is better integrated to Sully than the COG road allocation.	**+**

13. To provide for a diverse and wide range of local job opportunities	The proposal is for new employment development The site would not result in a loss of employment land that has been identified as having a continued economic role.	The economic benefits arising from the scheme are in accordance with the guidance set out in TAN6 and are only possible through the proposals as submitted. The enhanced Club facilities and the touring caravan site will ensure the protection of the 14 existing jobs and creation of 18 new additional jobs. The scheme would not result in a loss of employment land.	**+**
14. To maintain and enhance the viability of the Vale's town, district and local centres	The site is located either within a centre, edge of centre or an out of town location.	The site is located on the main road running through Sully and the development will provide a boost to the use of shops and facilities within the settlement from the new residents, users of the Club and caravan site. Furthermore, residents will be able to access the nearby centres of Barry and Penarth.	**+**
15. To promote appropriate tourism	The proposal is either for a new or enhanced tourism facility or would not result in a loss of a tourism facility.	The site application proposals include a campsite for touring caravans. This provision is supported by the Council's Economic Development team and contributes towards the shortfall of such provision as recognised in the Council's Tourism Strategy.	**+ +**

Effect Summary Table

++	+	0	-	- -	?	+/-
6	**6**	**1**	**2**	**0**	**0**	**0**

SA Summary Comments

The assessment for the site indicates limited negative scores against the sustainability objectives, although overall the majority of indicators show a positive effect on sustainability. The above ratings are also fully evidenced (unlike the other sites within the Sustainability Appraisal addendum) based on detailed technical assessments supporting the current hybrid outline and full planning application and responses from statutory bodies confirming no objections. The proposals not only deliver upto 200 dwellings but a significant provision of sporting recreational, leisure, and tourism uses delivering major sustainability benefits.

Agenda Item No.

THE VALE OF GLAMORGAN COUNCIL

PLANNING COMMITTEE : **3 NOVEMBER, 2016**

REPORT OF THE HEAD OF REGENERATION AND PLANNING

9. PLANNING APPLICATIONS

Background Papers

The following reports are based upon the contents of the Planning Application files up to the date of dispatch of the agenda and reports.

2015/00843/FUL Received on 20 July 2015

St. Modwen & Sully Sports and Social Club, C/o Agent
Mr. Pete Stockall, Bilfinger GVA, St. Catherine's Court, Berkeley Place, Bristol, BS8 1BQ

Sully Sports and Social Club, South Road, Sully

Hybrid application proposing development of Sully Sports and Social Club, including demolition of existing clubhouse and buildings and construction of new clubhouse, three grassed pitches, one all-weather pitch, floodlights, new bowling green and pavilion, local retail gym building, touring caravan site and building, car parking and associated engineering, access and landscaping works (full detail) and proposals for construction of up to 200 dwellings, with associated parking, engineering, access, play space and landscaping works (outline detail)

SITE AND CONTEXT

The application site is Sully Sports and Social Club, located on the south side of South Road, on the eastern edge of the village of Sully adjacent to but outside the settlement boundary. The site is approximately 14.92 hectares in size, and broadly a quadrangle in shape.

The site currently includes the indoor bowling club, club house and library which are situated within a large car park area fronting South Road. The remainder of the site comprises sports pitches, outdoor bowls green and pavilion, small all-weather pitch and play area. In terms of planning use, the current site comprises a primarily leisure and assembly use (D2 Use Class).

In terms of topographical characteristics, the site is broadly level throughout, though there is a gentle slope from north to south between South Road and the coast. This has been tiered and buttressed in parts for the existing sports pitches.

At the southern limits of the site, the site is bound by a low cliff-edge, which is topped with trees and vegetation. Further trees, hedgerows and vegetation line the eastern and western boundaries of the site. Along South Road, there is no extant vegetation, with a dense line of former leylandii having been removed, and the site is bound only by chain-link and palisade fencing. Whilst the centre of the site is largely clear of significant vegetation and trees, there are established landscape buffers on the eastern and western boundaries.

The eastern boundary of the site is bounded by Beach Rd, a narrow access lane towards Sully Island and a caravan park. Further beyond there is a bar and restaurant, and open agricultural field parcels.

The coast path runs through the southern edge of the site. The uses surrounding the site are predominantly detached and semi-detached residential dwellings, particularly to the north and west, though there is also a static caravan park to the south-east and countryside to the east.

The range of building styles displayed in the area reflects the village's previous pattern of expansion and development during the mid-to-late twentieth century, showing a range of modern and contemporary styles. Most buildings in the area range between one and two storeys in height, with some examples of buildings at three storeys. The local topography elevates some areas of development to the north.

DESCRIPTION OF DEVELOPMENT

This is a Hybrid application proposing re-development of Sully Sports and Social Club

The full element of the application relates to the demolition of the existing clubhouse and buildings and construction of new clubhouse, three grassed pitches, one all-weather pitch, floodlights, new bowling green and pavilion, local retail gym building, touring caravan site and building, car parking and associated engineering, access and landscaping works.

The outline proposals relate to the construction of up to 200 dwellings, with associated parking, engineering, access, play space and landscaping works (outline detail). The residential part of the site measures 6.97 hectares, with 86% being developed for residential use. Approximately 5.97ha (14.8ac) of development land will be provided, including local highway infrastructure, and a central area of open space.

The DAS states that there will be with a mixture of dwelling types and sizes to encourage an inclusive new community. This will include a provision of 40% affordable housing. The site is proposed to be developed at a housing density for the 6.97ha gross site of around 18–29dph and around 21–34dph for the net developable area, while the densities vary across the development. Two broad housing densities are proposed to give a range of dwelling numbers, while local variation occur within each identified area.

The low density housing (c.15–25dph) is proposed to be in the more sensitive areas of the site around the western and southern boundaries of the site. The medium density housing (c.25–40dph) comprises the body of the site and help to create enclosure along South Road and around the central open space

The full element of the application relates to the following works:

- 1 No. Floodlit 3G Senior football pitch with pitch size 100 x 66m. The pitch is also to be used for Rugby Union Pitch size (90 x 66m) with the addition of a shock pad and adequate run off s on each side of the pitch (5m in place of 3m) to a post handrail fence,. To meet requirements of WFA and WRU;

- Fencing to be 4.5m in height;

- A covered stand to seat 150 people;

- Storage for nets and goals etc.;

- 1 No. dedicated senior football pitch 100 x 64m;

- 1 No. dedicated rugby union pitch 94 x 66m with 5m run offs to a “post and rail” fence;

- 1 No. shared football and rugby pitch based on a 100 x 64m football pitch with required run offs for rugby union;

- 1 No. floodlit training area for rugby including an area for a “scrum machine”;

- 1 No. artificial grass full size bowling green to be located so that the existing indoor facilities can be used;

- Car parking for a total of 238 (including 72 existing) cars to be designed to provide access to all facilities;

- Cycle parking for 40 cycles;

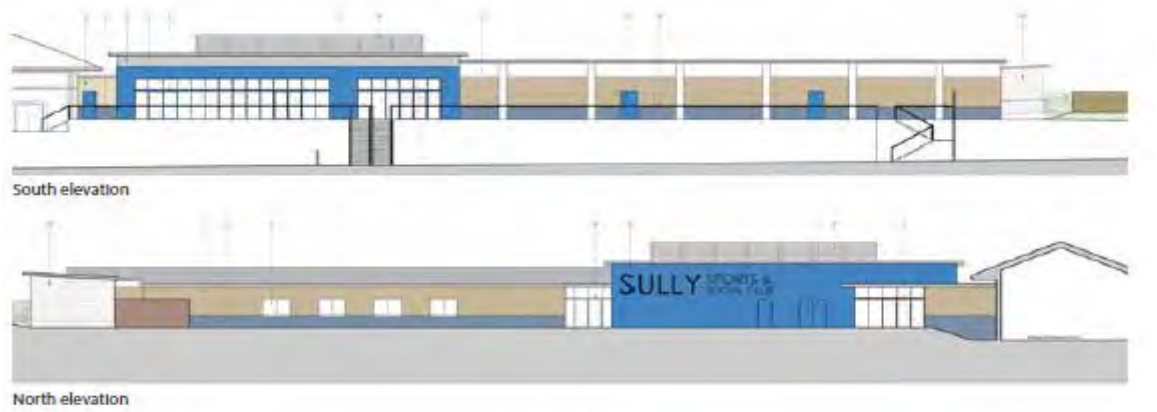
- Clubhouse including changing facilities, officials changing, toilets, first aid, members bar and function room to accommodate varying sizes of event.

- A touring caravan park to be designed to high standard;

- A support building to service the touring caravan park which provides an office, toilets, showers, pot wash up, laundrette, chemical toilet disposal area, refuse collection point with separation of recyclables and storage which can be used for the grounds maintenance; and

- A gym of 5,000 sq. ft.

Proposed Club House Elevations

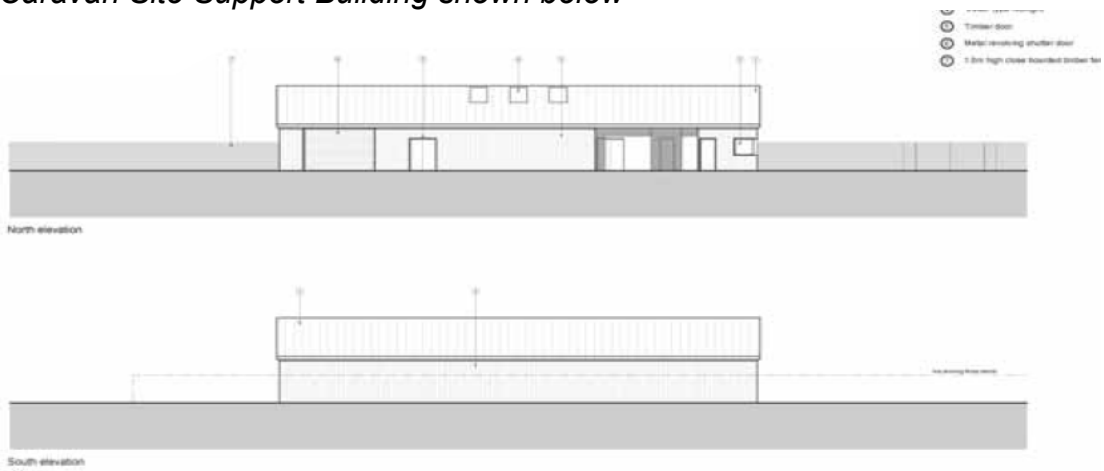


The proposed single storey building will accommodate changing facilities, toilets, first aid room/physio, radio shack, offices, sports bar, 2 no. bars. function rooms, store rooms, kitchen, cellar and other ancillary rooms. The building will be finished with an aluminium curtain wall, render on blockwork (colours to be agreed), brickwork to ground floor, galvanised steel balustrade, glass balustrade and fibre cement timber effect weatherboard.

Proposed Gym Elevation are shown below

The new, single storey gym is proposed to sit immediately to the south of South Road, with a pitched roof and constructed with brick walls, aluminium window frames and aluminium standing seam.

Proposed Caravan Site Support Building shown below



Towards the south of the site is proposed a 46 berth touring caravan site. This facility will include a support building, with toilets, and an office. The building is a portal framed agricultural type finished in aluminium standing seam, stained timber walls and timber framed windows.

PLANNING HISTORY

The site has been subject to a long planning history, however the following are considered to be the most relevant in the consideration of this application.

2015/00346/SC1 : Sully Sports and Leisure Club, South Road, Sully - Screening opinion for a Proposed hybrid planning application providing mixed use redevelopment to provide replacement sports pavilion; upgraded pitches (artificial and grass); community/retail uses; touring campsite; residential development (up to 200 dwellings); associated car parking; landscaping; access; highways and infrastructure works and demolition - Environmental Impact Assessment (Screening) - Not Required 15/04/2015

2009/00389/FUL : Sully Sports and Leisure Club, South Road, Sully - Use of existing tarmac area for sports training area. Erection of 3.6 metre high fence and 8 No. floodlights on 5 metre high columns - Approved 01/07/2009

2006/00678/FUL : Playing field located at Sully Sports and Leisure Club - Erect one single storey spectator stand plus two dugouts - Approved 30/06/2006

2004/01553/REG3 : Off South Road, Sully - Location of a new public library - Approved 10/12/2004

2003/00637/FUL : B.P. Sports and Leisure Club, South Road, Sully - Resurrect old car park (grown over) and link to old tennis court to accommodate car parking for Sully Colts A.F.C. - Approved 15/08/2003

2001/01198/PNT : Sully Sports & Leisure Club, South Road, Sully - 15m monopole and equipment housing - Further prior approval (PNA/PND/PNT/PNQ) 02/11/2001

2000/00826/FUL : Sully Sports & Leisure Club, South Road, Sully - Demolish existing changing room buildings and erect new single storey changing room building - Approved 08/09/2000

1996/00968/FUL : Barry Plastics Sports & Leisure Club, South Road, Sully - Provision of a childrens play area to facilitate the local community - Approved 07/03/1997

1996/00959/FUL : Sully Sports & Leisure Club, South Road, Sully - Single storey indoor bowls centre with mezzanine accommodation - Approved 07/03/1997

1991/01212/OUT : B. P. Sports and Social Club, South Road, Sully - Comprehensive development for residential (approx. 20 acres) and sports club (approx. 17 acres) uses, together with ancillary works including an offsite sewer

This application was refused on 14 April 1992 and was subject to a subsequent appeal. That application was refused on the following grounds :

1. *The proposal would unacceptably damage the amenity of the landscape and coastal frontage contrary to Policy 8 of the Barry-Penarth Coastal Plan.*

2. *The proposal would extend the residential limits of Sully towards Penarth contributing to urban sprawl contrary to the stated intentions of the Secretary of State for Wales in approving the County of South Glamorgan Structure Plan, and thereby setting a precedent for undesirable development in the countryside*

3. *The proposal involves large scale residential development in an urban fringe locations which is considered to be unreasonably damaging to the sensitive landscape contrary to Policy EV4 of the Structure Plan*

4. *The policy involves the significant expansion of the urban limits of Sully contrary to the aims of Policy H1 of the East Vale Local Plan.*

5. *The Proposal would result in the loss of significant area of open space which contributes to the appearance and setting of the locality*

6. *The site is not allocated for residential development in any Local Plan. Sufficient land has been allocated or approved in the borough to meet foreseeable requirements.*

A subsequent appeal was dismissed on 4 December 1992, which is considered in detail in the report. A copy of the Inspectors Report is attached as **Appendix A**.

Other relevant applications

2013/01279/OUT : Land south of Cog Road, Sully - Residential development with associated access and associated works (max 350 dwellings). Resolution to approve at Planning Committee on 12 May 2016, subject to the applicant entering into a S106 Legal Agreement.

2016/01086/SC1 – Land West of Swanbridge Road, Sully - Screening opinion in respect of proposed residential development of up to 150 dwellings, with associated landscaping, open space and infrastructure. Welsh Government have confirmed on 25/10/2016 that the development is not “EIA Development” under the 2016 Regulations.

CONSULTATIONS

Sully Community Council were consulted and their initial detailed letter of objection is attached as **Appendix B**. Following re-consultation in their response on July 2016 they have continued to raise an objection on the following grounds (as summarised):

- The prosed development at Cog and LDP allocation at Cosmeston Farm together with the current proposal for this development would increase the total dwellings in Sully by nearly 800, which is unacceptable,

- The facilities within the village of Sully are limited and does not have the capacity to support a substantial increase in population, in terms of schools, doctors' surgeries, road, sewerage facilities and poor public transport,

- Development is contrary to the Vale of Glamorgan Council Local Biodiversity Plan in respect of conserving and enhancing biodiversity,

- A similar proposal in 1993 was refused and dismissed at appeal and this proposal is similar,

- The site is in the open countryside outside of the settlement boundary of Sully,

- Proposed development is contrary to Policy ENNV6 as the site is located within the Undeveloped Coastal Zone ; and

- Impact on the Glamorgan coast would be unacceptable.

Highway Development Team were consulted and have made the following comments.

In order to review the development, a Transport Assessment (TA) has been submitted, which has been the subject of an independent audit. The audit concludes that the TA is generally robust, but has not reviewed the provision of parking or the layout associated with the proposals.

Nevertheless, when considering the development, it is noted that the existing car parking provision in relation to the Sports and Social Club, will be increased from 150 to 232 spaces, which is acceptable. However, it has not been possible to review the proposed layout within the site, as the submitted drawings are not provided at an appropriate scale. Furthermore, it appears that there are no parking or manoeuvring facilities provided for servicing vehicles or coaches.

In addition, when reviewing the means of access, the audit informs that junction is yet to be finalised. However, it is noted that adequate visibility can be provided along the adjacent highway and the junction will operate within capacity. Nevertheless, in order that a full and formal assessment of the access can be undertaken, full engineering details, including vehicle swept paths of servicing vehicles/caravans/coaches etc. entering and existing the site are required to be submitted for consideration.

Therefore, it is considered that provided that the following details are made conditional to the planning consent, an objection in relation to the highway and transportation aspects of the development is not raised.

Council's Public Rights of Way Officer was consulted and has advised that Public Right of Way No.4 Sully crosses the proposed site.

The Public Right of Way must be kept open and free for use by the public at all times., No adverse effect should result to the Public Right of Way, the applicant should ensure that materials are not stored on the Public Right of Way and that any damage to the surface as a result of the development is made good at their own expense.

Should the Public Right of Way require temporary closure to assist in facilitating works an order should be sought under the Road Traffic Regulation Act 1984. Temporary closure should not be sought in order to allow construction of permanent obstructions.

A legal diversion or stopping-up order must be obtained, confirmed and implemented prior to any development affecting the Public Right of Way taking place. No barriers, structures or any other obstructions should be placed across the legal alignment of the path.

Sports Council for Wales were consulted and have advised that the local authority should undertake an Outdoor Space Assessment to take into account the quality of existing facilities, current supply and demand and consideration of future needs of the community

It is stated that the proposed new sport facilities, particularly the new full size ATP have the potential improve the existing provision. There is an understanding that the existing facilities are well used and the replacement pitches will need to be of sufficient quality to maintain that use and cater for potential new users.

Council's Economic Development Section were consulted and have stated that the proposed tourism and leisure facilities are to be welcomed and that this a is a good location for prosed caravan pitches. However it is stated that the whole site should be retained for leisure/tourism as a valued resource and opportunity.

Council's Highways and Engineering Team were consulted and have advised that there is a low risk of flooding in the area and raised no objection in principle subject to conditions to ensure that a scheme of surface water drainage has been submitted, to include a Sustainable Drainage system (SuDs) management plan setting out future management responsibilities.

In addition it is stated that a 20m buffer from the edge of the cliffs has been provided to account for the maximum rate of erosion according to the shoreline management plan of for the life of the development. However, prior to the commencement of any development the result or a geotechnical investigation on the stability of the cliffs should be submitted for approval.

Council's Private Sector Housing Team were consulted and have advised that the proposed caravan park is required to have a licence which will be subject to conditions.

Council's Public Sector Housing Team (Affordable Housing Enabler) was consulted and in summary has stated that there is evidenced need for affordable housing in the Vale of Glamorgan and that 40% of the total number of units provided on site shall be affordable, at a tenure mix of 80% social rented and 20% intermediate, with all affordable units DQR compliant and pepper potted throughout the site and all phases to encourage community cohesion and integration.

Council's Environmental Health (Pollution) Team were consulted and several conditions have been requested in respect of a Construction Environmental Management Plan, provision of glazing to the dwelling that face South Road, details of any condensing units on buildings, light baffles to the floodlights, enclosures and limitations on hours of delivery

Council's Public Rights Ecology Officer was consulted and initial raised a holding objection pending the submission of a further bat assessment and details of a lighting plan. Following the submission of the outstanding details note that the bat surveys were undertaken outside of the core period and this represents a constraint to the survey. However, NRW have accepted the survey and therefore, we will not comment further.

A planning condition is recommended to any consent to secure biodiversity maintenance and enhancement.

The Council's Strategic Property Estates Team were consulted and raised no objection.

Natural Resources Wales were consulted and following the submission of further information in respect of bats have removed their previous holding objection. Moreover based on the submitted FCA no objection has been raised in respect of flood risk. Concerns are also raised in respect of coastal erosion with advice that the matter is discussed with the appropriate advisors.

Dwr Cymru Welsh Water were consulted and raised no objection in principle subject to conditions and an advisory note in order to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets in respect of :

- No building shall be occupied until a point of connection on the public sewerage system has been identified by a hydraulic modelling assessment

- No further surface water and/or land drainage shall be allowed to connect to the public sewerage system.

- No development shall be carried out within 3 metres of the centreline of the public sewer

- Prior to works commencing on site a hydraulic modelling assessment shall be undertaken to assess the effect of the proposal on the existing water supply network and ay necessary water infrastructure works have been undertaken.

Glamorgan Gwent Archaeological Trust were consulted and re consulted in light of the additional information. They have confirmed that there is no change to our advice in respect of archaeology and it remains the case that there is a significant archaeological restraint to this application.

GGAT originally recommended further archaeological evaluation works be carried out prior to any determination of this application. However following further discussion with the applicants archaeological contractors, they consider that works can be carried out as part of a pre commencement condition. This work will include, building recording works, trial trenching, open area excavation and watching brief. Attention is drawn to the fact that there is a significant risk posed to the successful completion of their development in choosing to carry out archaeological works as part of pre-commencement condition. If significant remains are found it may be the case that development cannot proceed to completion, or it may be that significant redesign is required.

However, GGAT recommend that a programme of archaeological work in accordance with a written scheme of investigation is submitted prior to the commenced of development.

REPRESENTATIONS

The neighbouring properties were consulted on 5 August 2015 and re-consulted on in respect of the amended description, minor revisions and submission of further supporting information. A site notice was also displayed on 13 August 2015 and the application was also advertised in the press on 20 August 2015.

To date a total of circa 142 letters of objection have been received and a total of approximately 790 letters of support have been received.

In respect of the letters of objection, two samples letters are attached as **Appendix C** and are summarised below:

- Proposal is contrary to current UDP and prosed LDP

- Proposal is within the open countryside outside of the settlement boundary

- Proposal is within the Undeveloped Coastal Protection Zone and designated as Green Wedge for recreational purposes.

- Development would set a precedent against which future planning applications would be considered

- Concerns about increase in flood lighting over what is already in place

- Infrastructure cannot meet the needs of any new housing

- Proposal would result in overdevelopment of the site
- Concern is respect of 2 and 2½ storey dwellings
- Development would be detrimental to Sully
- Proposal would further exacerbate traffic congestion problems
- Development at Cog Road will further overload the local highway network
- Development of housing at Cosmeston will add increase pressure
- Drainage and sewerage is ongoing problem
- Local schools are already at capacity
- Existing views from sports field of the coastline and Bristol Channel
- Planning permission for redevelopment of the site was previously refused in 1993 and dimmed at appeal
- Proposal contrary to the VOG Local Biodiversity Plan
- Impact on local protected species
- The site comprises of an important area of open space
- Loss of recreation and public amenity facilities
- Loss of playing fields would not meet Welsh Governments Creating an Active Wales
- The area serves as a de-facto village green for Sully and should be protected

Include in the above is a letter from Town Councillor Ernest (attached as **Appendix D**), Andrew RT Davies AM (attached as **Appendix E**) and Saving Sully Group (attached as **Appendix F**)

In respect of the letters of support, two samples letters are attached as **Appendix G** and are summarised below:

- Club is well used by local people
- The building is used by a variety of local clubs
- These facilities are available to the community and are used by children and adults of all ages

- rooms can be used for private hire, functions, wedding receptions and conference
- Proposals will boost tourism
- New facilities will provide new jobs and protect existing ones
- Club can be a centre of sporting excellence in the Vale
- Sully needs a boost to attract young families
- Cubs host community uses as well as sporting clubs
- New 3G pitch is in desperate needed all weather facility
- The club has little funds to keep going and would fold within 2 years if nothing is done
- Redevelopment using housing to enable the new facilities to be built will ensure the continued existence of the club and preserve its future

Members of the Committee must note the following

Members should be made aware that there has been an internal investigation as a result of a complaint received from a member of the public regarding a potential fraudulent letter submitted in support of the application relating to the Sully Sports and Social Club which may have been made on their behalf.

A member of the public had previously contacted the Council's planning department raising concerns concerning information regarding a letter received by the planning department in support of this planning application. The member of the public was shown an original letter purporting to be from him, and from his address, but which he confirmed had not been made by him or by any other individual registered at the address. As a result of this, the Council taking its responsibilities in respect of the integrity of its planning process seriously caused an internal investigation to be undertaken by the Council's Internal Audit Team, in which a sample of letters, chosen at random, some of which were considered in detail, with checks being made against information held by the Electoral Registration Team, with further cross referencing with Council Tax records held by the Council, where appropriate.

Members attention is therefore drawn to the following:

- The fact that we received a complaint from a member of the public who purported to have written in, in support, indicating that he has not written in support of this application;

- The Council taking its responsibility in respect of the integrity of its planning process seriously caused an internal Audit investigation to be carried out which involved consideration of a sample of letters, chosen at random, which had been received by the Council in support of this planning application;

- That at the time the internal investigation was carried out, 782 letters in support had been received;

- Of the 782, 378 (48%) were selected and considered as part of the initial investigation undertaken by the Internal Audit Team, with 128 (16%), this being a relatively small sample, being examined in greater detail during the course of the internal investigation..

- Of the 128 sample letters considered in greater detail by the internal audit team, it was concluded that there is a potential in their lay opinion that some, 25 (representing 20% of the sample examined) in their opinion may not be genuine.

- Only a sample of letters, randomly selected were investigated by the internal audit team, followed by an analysis of the information received by them, at the conclusion of which in their lay opinion some of the letters in support received by the planning department might not be genuine. However, no firm judgment can be made as a result, as only a relatively small sample were considered by the internal audit team, who report what they conclude as a result of the information seen by them.

As a consequence, Members should be aware of all the above when applying weight to the support as conveyed in these letters.

A letter of representation has also been received from **Cllr Gwyn John (Cabinet Member for Leisure)**.

In summary, the letter relates solely to support for 3G pitches which forms part of the application, stating that such a 3G pitch will be used to its full capacity and everyone in the Club would benefit.

Sully Ward Members were consulted and to date no letters of representation have been received.

REPORT

Planning Policies and Guidance

Unitary Development Plan:

Section 38 of The Planning and Compulsory Purchase Act 2004 requires that in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the area comprises the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011, which was formally adopted by the Council on 18th April 2005, and within which the following policies are of relevance:

Strategic Policies:

POLICIES 1 & 2 - THE ENVIRONMENT

POLICY 3 - HOUSING

POLICY 8 – TRANSPORTATION

POLICY 11 - SPORT & RECREATION

Policy:

POLICY ENV1 – DEVELOPMENT IN THE COUNTRYSIDE
POLICY ENV2 – AGRICULTURAL LAND
POLICY ENV6 – EAST VALE COAST
POLICY ENV10 - CONSERVATION OF THE COUNTRYSIDE
POLICY ENV11 – PROTECTION OF LANDSCAPE FEATURES
POLICY ENV16 – PROTECTED SPECIES
POLICY ENV17 - PROTECTION OF BUILT AND HISTORIC ENVIRONMENT
POLICY ENV18 – ARCHAEOLOGICAL FIELD EVALUATION
POLICY ENV19 – PRESERVATION OF ARCHAEOLOGICAL REMAINS
POLICY ENV27 – DESIGN OF NEW DEVELOPMENTS
POLICY ENV28 – ACCESS FOR DISABLED PEOPLE
POLICY ENV29 – PROTECTION OF ENVIRONMENTAL QUALITY
POLICY HOUS2 - ADDITIONAL RESIDENTIAL DEVELOPMENT
POLICY HOUS3 - DWELLINGS IN THE COUNTRYSIDE
POLICY HOUS8 - RESIDENTIAL DEVELOPMENT CRITERIA – POLICY HOUS 2 SETTLEMENTS
POLICY HOUS12 - AFFORDABLE HOUSING
POLICY REC1 – PROTECTION OF EXISTING RECREATIONAL USES
POLICY REC3 – PROVISION OF OPEN SPACE WITHIN NEW RESIDENTIAL DEVELOPMENTS
POLICY REC6 – CHILDREN'S PLAYING FACILITIES
REC7 – SPORT AND LEISURE FACILITIES
REC12 – PUBLIC RIGHTS OF WAY AND RECREATIONAL ROUTES
TRAN9 – CYCLING DEVELOPMENT
TRAN10 - PARKING

Whilst the UDP is the statutory development plan for the purposes of section 38 of the 2004 Act, some elements of the adopted Vale of Glamorgan Unitary Development Plan 1996-2011 are time expired, however its general policies remain extant and it remains the statutory adopted development plan. As such, both chapters 2 and 4 of Planning Policy Wales (Edition 8, 2016) provide the following advice on the weight that should be given to policies contained with the adopted development plan:

DEVELOPMENT PLANS – CHAPTER 2 – Following extracts are also relevant:

2.8.4 It is for the decision-maker, in the first instance, to determine through monitoring and review of the development plan whether policies in an adopted [Development Plan] *are outdated for the purposes of determining a planning application. Where this is the case, local planning authorities should give the plan decreasing weight in favour of other material considerations such as national planning policy, including the presumption in favour of sustainable development (see section 4.2).*

4.2.4 A plan-led approach is the most effective way to secure sustainable development through the planning system and it is important that plans are adopted and kept regularly under review (see Chapter 2). Legislation secures a presumption in favour of development in accordance with the development plan for the area unless material considerations indicate otherwise (see 3.1.2). Where:

- *there is no adopted development plan or*
- *relevant development plan policies are considered outdated or superseded or*
- *where there are no relevant policies*

there is a presumption in favour of proposals in accordance with the key principles (see 4.3) and key policy objectives (see 4.4) of sustainable development in the planning system. In doing so, proposals should seek to maximise the contribution to meeting the local well-being objectives.'

With the above advice in mind, the policies relevant to the consideration of the application subject of this report are not considered to be outdated or superseded. However, there may be material considerations that outweigh the policy presumptions of the development plan and these are considered in more detail below.

The following policy, guidance and documentation support the relevant UDP policies.

Planning Policy Wales:

National planning guidance in the form of Planning Policy Wales (Edition 8, 2016) (PPW) is of relevance to the determination of this application.

Chapter 2 of PPW relating to local Development Plans, noting paragraphs:

2.1.1 The aim of the planning system is to make planned provision for an adequate and continuous supply of land to meet society's needs in a way that is consistent with sustainability principles (see section 4.3).

2.1.2 Up-to-date Local Development Plans (LDPs) are a fundamental part of a plan-led planning system and set the context for rational and consistent decision making in line with national policies. Planning applications must be determined in accordance with the adopted plan unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004). The LDP should show how places are expected to change in land-use terms to accommodate development needs over the plan period in order to provide certainty for developers and the public about the type of development that will be permitted at a particular location.

Chapter 4 of PPW deals with planning for sustainability and note in particular:

4.1.1 The goal of sustainable development is to "enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations."

4.2.1 The planning system is necessary and central to achieving the sustainable development of Wales. It provides the legislative and policy framework (see Figure 4.3) to manage the use and development of land in the public interest in a way which is consistent with key sustainability principles (see 4.3) and key policy objectives (see 4.4). In doing so, it can contribute positively to the achievement of the Well-being goals.

4.2.2 The planning system provides for a presumption in favour of sustainable development to ensure that social, economic and environmental issues are balanced and integrated, at the same time, by the decision-taker when:

- *preparing a development plan (see Chapter 2); and*
- *in taking decisions on individual planning applications (see Chapter 3).*

4.2.3 This is supported through legislation (see Figure 4.3) and national policy (PPW). Local planning authorities, as public bodies subject to the requirements of the Well-being of Future Generations (Wales) Act, must exercise these functions as part of carrying out sustainable development.

4.8.14 When considering applications for planning permission in Green Belts or green wedges, a presumption against inappropriate development will apply. Local planning authorities should attach substantial weight to any harmful impact which a development would have on a Green Belt or green wedge.

4.8.15 Inappropriate development should not be granted planning permission except in very exceptional circumstances where other considerations clearly outweigh the harm which such development would do to the Green Belt or green wedge. Green Belt and green wedge policies in development plans should ensure that any applications for inappropriate development would not be in accord with the plan. These very exceptional cases would therefore be treated as departures from the plan.

4.9.1 Previously developed (or brownfield) land should, wherever possible, be used in preference to greenfield sites, particularly those of high agricultural or ecological value. The Welsh Government recognises that not all previously developed land is suitable for development. This may be, for example, because of its location, the presence of protected species or valuable habitats or industrial heritage, or because it is highly contaminated. For sites like these it may be appropriate to secure remediation for nature conservation, amenity value or to reduce risks to human health.

4.9.2 Many previously developed sites in built-up areas may be considered suitable for development because their re-use will promote sustainability objectives. This includes sites:

- *in and around existing settlements where there is vacant or under-used land, commercial property or housing;*
- *in suburban areas close to public transport nodes which might support more intensive use for housing or mixed use;*
- *which secure land for urban extensions, and;*
- *which facilitate the regeneration of existing communities.*

Chapter 5 of PPW sets out the Welsh Government guidance for Conserving and Improving Natural Heritage.

5.5.17 Town and village greens are well protected by legislation and development is generally prohibited except where the development is for the better enjoyment of the land for sports and pastimes and in other limited circumstances.

5.8.2 Before major developments are permitted it will be essential to demonstrate that a coastal location is required. Where development is considered to satisfy this test it should be designed so as to be resilient to the effects of climate change over its lifetime.

Chapter 9 of PPW is of relevance in terms of the advice it provides regarding new housing, including:

9.1.1 The Welsh Government will seek to ensure that:

- *previously developed land (see definition at Figure 4.3) is used in preference to greenfield sites;*

- *new housing and residential environments are well designed, meeting national standards for the sustainability of new homes and making a significant contribution to promoting community regeneration and improving the quality of life; and that*

- *the overall result of new housing development in villages, towns or edge of settlement is a mix of affordable and market housing that retains and, where practical, enhances important landscape and wildlife features in the development.*

9.1.4 Local authorities must understand their whole housing system so that they can develop evidence-based market and affordable housing policies in their local housing strategies and development plans. They should ensure that development plan policies are based on an up-to-date assessment of the full range of housing requirements across the plan area over the plan period. Local authority planning and housing staff should work in partnership with local stakeholders, including private house builders, to produce Local Housing Market Assessments (LHMA). LHMAs must include monitoring so that responses to changing housing requirements can be reflected in updated development plans and housing strategies.

9.2.3 Local planning authorities must ensure that sufficient land is genuinely available or will become available to provide a 5-year supply of land for housing judged against the general objectives and the scale and location of development provided for in the development plan. This means that sites must be free, or readily freed, from planning, physical and ownership constraints, and economically feasible for development, so as to create and support sustainable communities where people want to live. There must be sufficient sites suitable for the full range of housing types. For land to be regarded as genuinely available it must be a site included in a Joint Housing Land Availability Study.

9.3.1 New housing developments should be well integrated with and connected to the existing pattern of settlements. The expansion of towns and villages should avoid creating ribbon development, coalescence of settlements or a fragmented development pattern. Where housing development is on a significant scale, or where a new settlement or urban village is proposed, it should be integrated with existing or new industrial, commercial and retail development and with community facilities.

Chapter 11 of PPW is of relevance in terms of the advice it provides regarding tourism, sport and recreation:

11.1.3 Sport and recreation contribute to our quality of life. The Welsh Government supports the development of sport and recreation, and the wide range of leisure pursuits which encourage physical activity. These activities are important for the well-being of children and adults and for the social and economic life of Wales. 'Climbing Higher' sets out the Welsh Government's long term strategy for an active, healthy and inclusive Wales where sport and physical activity are used to enhance the quality of life nationally and in local communities. The Welsh Government's main planning objectives are to promote:

- *a more sustainable pattern of development, creating and maintaining networks of facilities and open spaces in places well served by sustainable means of travel, in particular within urban areas;*
- *social inclusion, improved health and well-being by ensuring that everyone, including children and young people, the elderly and those with disabilities, has easy access to the natural environment and to good quality, well-designed facilities and open space; and*
- *the provision of innovative, user-friendly, accessible facilities to make our urban areas, particularly town centres, more attractive places, where people will choose to live, to work and to visit.*

11.1.4 Tourism involves a wide range of activities, facilities and types of development throughout Wales. The planning system should encourage sustainable tourism in ways which enable it to contribute to economic development, conservation, rural diversification, urban regeneration and social inclusion, recognising the needs of visitors and those of local communities. In addition to supporting the continued success of existing tourist areas, appropriate tourist-related commercial development in new destinations, including existing urban and industrial heritage areas, should be encouraged.

11.1.6 Much of the existing provision of facilities and accommodation for tourism occurs in urban locations, including historic and coastal towns. In some places there may be a need to limit new development to avoid damage to the environment (for example in undeveloped coastal areas), or to the amenity of residents and visitors. In others there will be scope to develop well-designed tourist facilities so as to help bring about regeneration, particularly of former industrial areas.

Chapter 13 of PPW is of relevance in terms of the advice it provides regarding Minimising and Managing Environmental Risks and Pollution

13.4.1 Development proposals in areas defined as being of high flood hazard should only be considered where:

- new development can be justified in that location, even though it is likely to be at risk from flooding; and
- the development proposal would not result in the intensification of existing development which may itself be at risk; and
- new development would not increase the potential adverse impacts of a flood event (and see 12.4.1 and 12.4.2).

Technical Advice Notes:

The Welsh Government has provided additional guidance in the form of Technical Advice Notes. The following are of relevance:

- Technical Advice Note 1 – Joint Housing Land Availability Studies (2015)
- Technical Advice Note 2 – Planning and Affordable Housing (2006)
- Technical Advice Note 5 – Nature Conservation and Planning (2009)
- Technical Advice Note 6 – Planning for Sustainable Rural Communities (2010)
- Technical Advice Note 11- Noise
- Technical Advice Note 12 – Design (2016)
- Technical Advice Note 14 – Coast Planning (1998)
- Technical Advice Note 15 – Development and Flood Risk (2004)
- Technical Advice Note 16 - Sport, Recreation and Open Space (2009)
- Technical Advice Note 18 – Transport (2007)
- Technical Advice Note 20 – Planning and the Welsh Language Act (2013)

Supplementary Planning Guidance:

In addition to the adopted Unitary Development Plan, the Council has approved Supplementary Planning Guidance (SPG). The following SPG are of relevance:

- Affordable Housing
- Vale of Glamorgan Housing Delivery Statement 2009 (which partly supersedes the Affordable Housing SPG above)
- Amenity standards
- Biodiversity and Development
- Design in the Landscape
- Model Design Guide for Wales
- Planning Obligations
- Public Art
- Sustainable Development - A Developer's Guide
- Trees and Development
- Parking Guidelines

The Local Development Plan:

The Vale of Glamorgan Deposit Local Development Plan (LDP) was published November 2013. The Council is currently at Examination Stage having submitted the Local Development Plan to the Welsh Government for Examination. Examination in Public commenced in January 2016. Following the initial hearing sessions the Inspector gave the Council a number of Action Points to respond to. The Council has considered and responded to all Action Points and has produced a schedule of Matters Arising Changes, were subject to public consultation between 16 September and 28 October 2016. Further hearing sessions are expected in January 2017.

With regard to the weight that should be given to the deposit plan and its policies, the guidance provided in Paragraph 2.8.1 of Planning Policy Wales (Edition 8, 2016) is noted. It states as follows:

'2.8.1 The weight to be attached to an ***emerging LDP*** *(or revision) when determining planning applications will in general depend on the stage it has reached, but does not simply increase as the plan progresses towards adoption. When conducting the examination, the appointed Inspector is required to consider the soundness of the whole plan in the context of national policy and all other matters which are material to it. Consequently, policies could ultimately be amended or deleted from the plan even though they may not have been the subject of a representation at deposit stage (or be retained despite generating substantial objection). Certainty regarding the content of the plan will only be achieved when the Inspector delivers the binding report. Thus in considering what weight to give to the specific policies in an emerging LDP that apply to a particular proposal, local planning authorities will need to consider carefully the underlying evidence and background to the policies. National planning policy can also be a material consideration in these circumstances.'*

In line with the guidance provided in Paragraph 2.8.1 above, the background evidence to the Deposit Local Development Plan that is relevant to the consideration of this application insofar as it provides factual analysis and information that is material to the issues addressed in this report in particular, the following background papers are relevant:

- Affordable Housing Viability Update Report (2014) (Also see LDP Hearing Session 6 Action Point 3 to 9 responses)
- Affordable Housing Delivery Update Paper (2016) (LDP Hearing Session 6 Action Point 2 response)
- Vale of Glamorgan Local Housing Market Assessment (LHMA) 2015
- LDP Housing Land Supply Trajectory 2011-26 (September 2016)
- (LDP Hearing Session 2 and 3, Action Point 4, 6, 7, 9 and 10 response) Housing Provision Background Paper (2015) (Also see LDP Hearing Session 2 and 3 Action Point 3 and 5 response)
- Housing Supply Background Paper (2013) (Also see LDP Hearing Session 2 and 3 Action Point 5 response)
- Joint Housing Land Availability Study (2014)
- Vale of Glamorgan Housing Strategy - (2015-2020)
- Population and Housing Projections Background Paper (2013)
- Coastal Study (2013 Update)
- Severn Estuary Shoreline Management Plan Review (SMP2)
- The First Severn Estuary Shoreline Management Plan (2010)
- Plan Preparation and Flood Risk background paper update (2015)
- Green Wedge Background Paper (2013)
- VOGC - Local Transport Plan (2015)

- Infrastructure and Site Deliverability Statement (2015)
- Open Space Background Paper (2013)
- Community Facilities Assessment (2013)
- Education Facilities Assessment (2013)
- Draft Infrastructure Plan (2013)
- Sustainable Settlements Appraisal Review (2016)
- Planning and Working Together: The VoG Community Strategy 2011-2021
- Vale of Glamorgan Destination Management Plan (2014)

Other Relevant Legislation / Guidance

- Manual for Streets (Welsh Assembly Government, DCLG and DfT - March 2007)
- Welsh Office Circular 13/97 - Planning Obligations
- Welsh Office Circular 60/96 - Planning and the Historic Environment: Archaeology
- Community Infrastructure Levy Regulations 2010 (as amended)
- The Well-being of Future Generations (Wales) Act 2015

Issues

The primary issues to be considered with this application are considered to be the following:

- The principle of the development having regards to relevant Unitary Development Plan and National policies;
- Planning Appeal History
- The status of the Draft Local Development Plan
- LDP Background Papers
- Consideration of other material considerations that may outweigh Development Plan policies such as :
  a. Impact on existing outdoor sport provision
  b. Business case
  c. Enabling development
  d. housing land supply
- Impact on the character of the village, east vale coast and wider landscape
- Design and layout.
- Highways issues, including traffic impacts, highway safety and Public rights of way issues.
- Impact on residential amenity of existing residents.
- Drainage and flood risk.

- Ecology.
- Archaeology.
- Trees and hedgerows
- S106 Planning Obligations to mitigate the impact of development (to include affordable housing provision).

Principle of the Development - Unitary Development Plan context

Section 38 of The Planning and Compulsory Purchase Act 2004 requires that the determination of a planning application must be in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan comprises the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011 (UDP). This Plan is technically time expired (as of 31 March 2011), although there is no adopted replacement. Whilst the UDP remains the basis of local policy, as stated in PPW, where policies are outdated or superseded, local planning authorities should give them decreasing weight in favour of other material considerations, such as national planning policy, in the determination of individual applications.

Policy ENV1 of the UDP states that in the delineated countryside, development will only be permitted in the interests of agriculture / forestry; for appropriate recreational uses; for the conversion of rural buildings; or for development approved under another policy of the UDP. In this case, as discussed in detail below, when solely considering this policy, the proposed development would not be considered as justified.

In addition Policies HOUS2 and HOUS8 of the UDP relate to residential development proposals within or closely related to (adjoining) Sully, defined as an urban settlement under Policy HOUS2, where :

'*favourable consideration can be given…..to small scale development which constitutes the "Rounding off" of the edge of settlement boundaries where it can be shown to be consistent with the provisions of Policy HOUS8 and particularly criterion (i)."*

The supporting text to Policy HOUS 2 set out in para 4.4.63 is of relevance which states:

"…Small scale rounding off, which for the purpose of this Plan is defined as development which constitutes no more than five dwellings, may also be permitted where the site lies within or immediately adjacent to the settlement boundary and conforms to a logical site boundary. 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. Each proposal, if accepted as infilling or rounding off 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.."

In the case of the outline element of the application (for the construction of 200 dwellings) whilst the application site adjoins the existing settlement of Sully, it is considered that the scale of the proposed development and the size of the site are such that the development could not be classified as "small scale rounding off" under the terms defined under Policy HOUS2 and the supporting text to that policy, on the basis that the application comprises more than five dwellings.

It must also be noted that even when such proposals are considered as appropriate rounding off, which this application is not, such developments must in any case must have regard to their context and relationship to areas of attractive landscape, high quality townscape and areas of historical, archaeological or ecological importance.

Accordingly, for the reason set out above, it is considered that the proposed development could not be considered as compliant with the terms of Policy HOUS 2. Furthermore, Policy HOUS 3 states that the erection of new dwellings in the open countryside will be restricted to those justified in the interests of agriculture or forestry. The proposals have no such justification and are not linked to any rural enterprise, such as those mentioned in Technical Advice Note 6 (Sustainable Rural Communities).

As such, in terms of UDP local policy, the proposal for residential development would not be considered as a rounding-off development and would have no justification in accordance with TAN 6 or Policy HOUS 3. Therefore, the proposed residential development is considered contrary to the relevant policies of the UDP.

Given that the principle of the proposed development is considered to be contrary to Policies ENV1, HOUS2 and HOUS 3 for the reasons given above, it is necessary to consider, given the age of this Development Plan, whether there are specific material considerations which should justify any departure from the development plan and outweigh the UDP policy objection.

The above policy objection is based on the principle of the scale of the extension to the settlement of Sully. In light of this and the coastal location of the site, detailed consideration must be given to the scale of the impacts on the development on its immediate and wider setting.

In addition to the above and the status of the site, Figure 4.4 (Definition of Previously Developed Land) contained within PPW states that:

"…previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure…"

Whilst the site is currently used as a sports field with ancillary buildings, structures and hard surfacing, which could be considered as a "developed use", PPW is clear and there are a number of exclusions for the definition of Previously Developed Land, which amongst other things, includes :

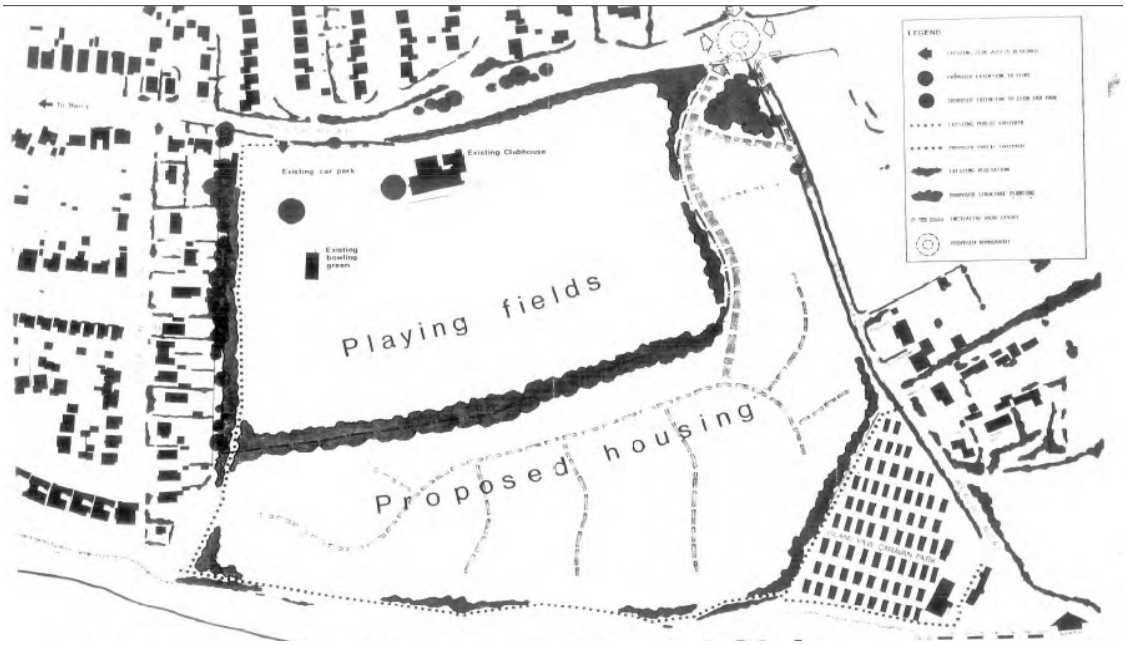
"land in built-up areas which has not been developed previously, for example parks, recreation grounds and allotments, even though these areas may contain certain urban features such as paths, pavilions and other buildings"

In light of the above, the site, under the PPW definition, the site is not classified as being previously developed and therefore is a greenfield site for the purposes of assessing this application. However it is recognised that the site itself, whilst falling within the defined countryside is not agricultural land.

Planning History

Of particular note is application ref. 1991/01212/ OUT for the comprehensive development for residential (approx. 20 acres) and sports club (approx. 17 acres) uses, together with ancillary works including an offsite sewer, which was refused on 14 April 1992.

This application was submitted in outline and proposed, with some 6.8 ha for the recreational facility and 8 ha for the housing development, in line with the illustrative layout below. This layout and quantum of development formed the basis of the consideration of the application, which was refused.



The reasons for refusal are detailed in full in the planning history section of the report and can be summarised as follows:

- The proposal would unacceptably damage the amenity of the landscape and coastal frontage
- The proposal would extend the residential limits of Sully towards Penarth contributing to urban sprawl
- large scale residential development in an urban fringe locations which is considered to be unreasonably damaging to the sensitive landscape

- loss of significant area of open space which contributes to the appearance and setting of the locality

- The site is not allocated for residential development in any Local Plan. Sufficient land has been allocated or approved in the borough to meet foreseeable requirements.

Prior to the subsequent appeal inquiry, an alternative layout plan was submitted, which formed the basis of the Inspectors assessment. A complete plan is not available from records, however the western part of the site is shown below:

The above amended layout, reduced the residential element (16.5 ha) in favour of a greater proportion of recreational use (8.2 ha). Principally this revised layout before the Inspector sought to limit the housing to the northern and western side of the site, with open recreational areas along the sea front and Beach Road.
In summary, in assessing and dismissing the appeal, whilst based on previous development plans in force and Planning Policy Guidance published at that time, the Inspector made the following key assessments and conclusions, which remain material and relevant to the consideration of this application:

- The site occupies the whole of the gap between Sully and Swanbridge contrary to Policy EV4 (Urban fringe) to prevent urban sprawl and fusion of settlements

- Proposal would extend the residential area of Sully to the east and is not related to agriculture or forestry.

- Residential development does not appear in the list of those land uses which require a coastal location, which presents a further presumption against development

- Whilst a coastal position and sea view would be an advantage to the site as a location for housing, those considerations do not outweigh the public interest in keeping coastal locations free form unnecessary development

- Where a 5 year housing land supply is shown to exist, the weight to be attached to policies in the plan will be strengthened

<u>Impact on the Coast</u>

Under the Unitary Development Plan, the site falls within the defined Undeveloped Coast, within the East Vale Coast. Policy ENV 6 states that outside of the Glamorgan Heritage Coast, development within the Undeveloped Coastal Zone will be permitted if

i. A coastal location is necessary for the development and

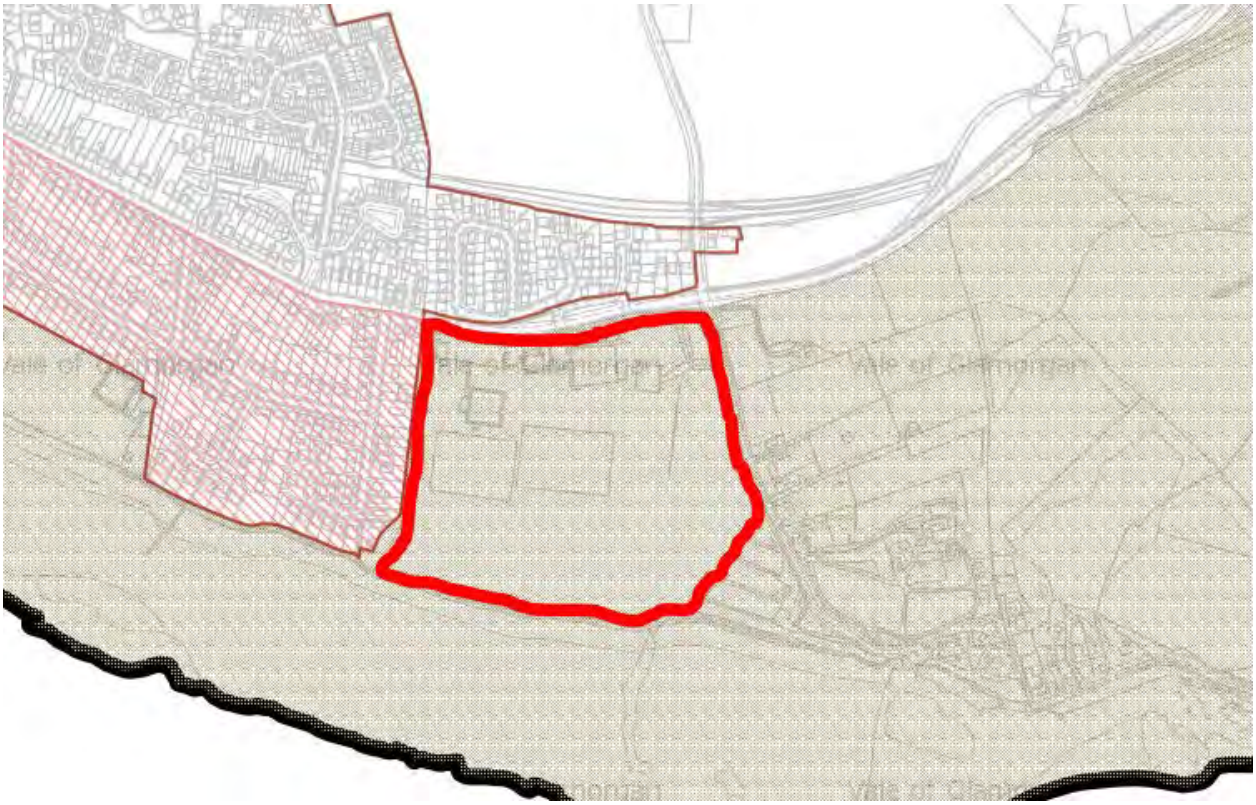
ii. The proposal would not cause unacceptable environmental affects by way of amongst other things)

- *Visual intrusion*
- *Impact on areas of landscape important*
- *Exacerbation of flooding or erosion risk*

and that :

in areas of existing or allocated development within the coastal zone, any new proposal should be designed with respect to its local context and sensitive to its coast location

An extract of the relevant section of the Proposals Map is shown below with the Undeveloped Coast shown in a light brown tone.



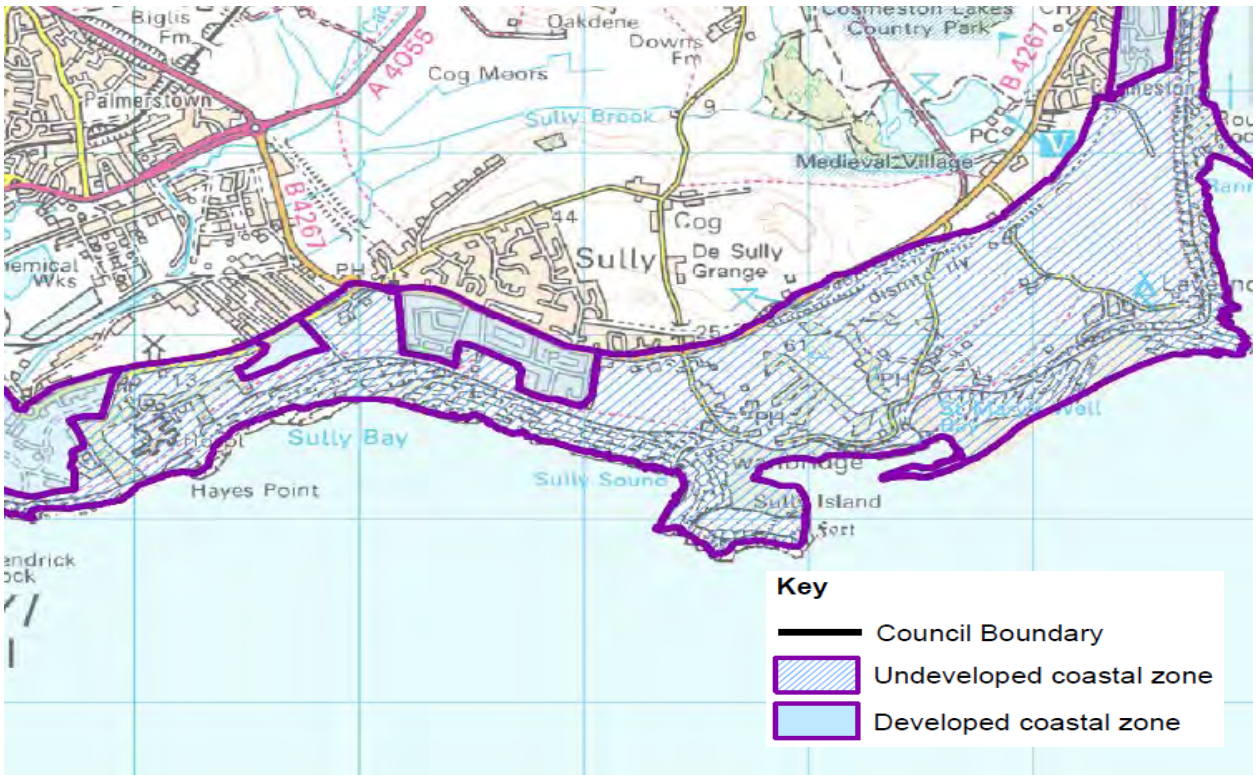
Under the strict terms of Policy ENV 6, the redevelopment of the site for housing does not require a coastal location. Moreover the redevelopment and enhancement of the existing sport facilities, does not itself require a coastal location. However regard should be given that the existing sports facilities are located within the undeveloped coast. On the basis that the housing element will enable the enhanced sports facilities to be delivered, there is clearly a relationship between the proposals and further consideration on this matter is required to be made.

However, notwithstanding the above, compliance with the terms of Policy ENV6 requires all criterion to be met and aside from a coastal location being necessary, such proposals must not in any case cause unacceptable environmental affects, including visual intrusion and impact on areas of landscape important. In particular any new proposal should be designed with respect to its local context and be sensitive to its coastal location.

Coastal Study Background Paper

Further to the above and of relevance to the assessment of this application is Coastal Study Background Paper prepared for the Council by independent consultants White Consultants in 2008 as a background documents to the Local Development Plan (LDP). The study sought to evaluate the current pressures on the Vale of Glamorgan coastline and to consider whether the developed and undeveloped coastal zones as defined within the Vale of Glamorgan Adopted Unitary Development Plan 1996 - 2011 remained relevant.

The study identifies, through a methodology set out within that report, that the application site would fall within the undeveloped coastal zone. An extract of the relevant Plan is shown below.



Whilst the Coastal Study report contained a number of recommendations relating to the management of development on the Vale of Glamorgan coastline e.g. the continued designation of areas of developed and undeveloped coast, the Council considered these recommendations and concluded that the Deposit LDP includes sufficient designations and policy guidance to protect and enhance the character and landscape of the Vale of Glamorgan coastline from harmful development, without the need for a bespoke policy relating to development within coastal areas. This is considered further under the Proposed Green Wedge Section of the Report below.

<u>Proposed Green Wedge</u>

Whilst the site is not currently designated as a Green Wedge, the emerging Local Development Plan proposes a new Green Wedge, which would cover the application site to the east of Sully, as set out in the Green Wedge Background Paper, which is a material consideration in the determination of this application.

This new green wedge would be centred on Lavernock Point to protect against the long term future expansion of Penarth and Sully into the band of sensitive open countryside between the two settlements.

The Green Wedge Background Paper reassesses the existing green wedge designations under the UDP and considers whether they remain relevant and appropriate and to consider the designation of new green wedges in areas of development pressure that could result from the implementation of the adopted LDP strategy.

National guidance relating to the designation of green wedges is contained within Planning Policy Wales (2016) (PPW) which identifies that green wedges can:

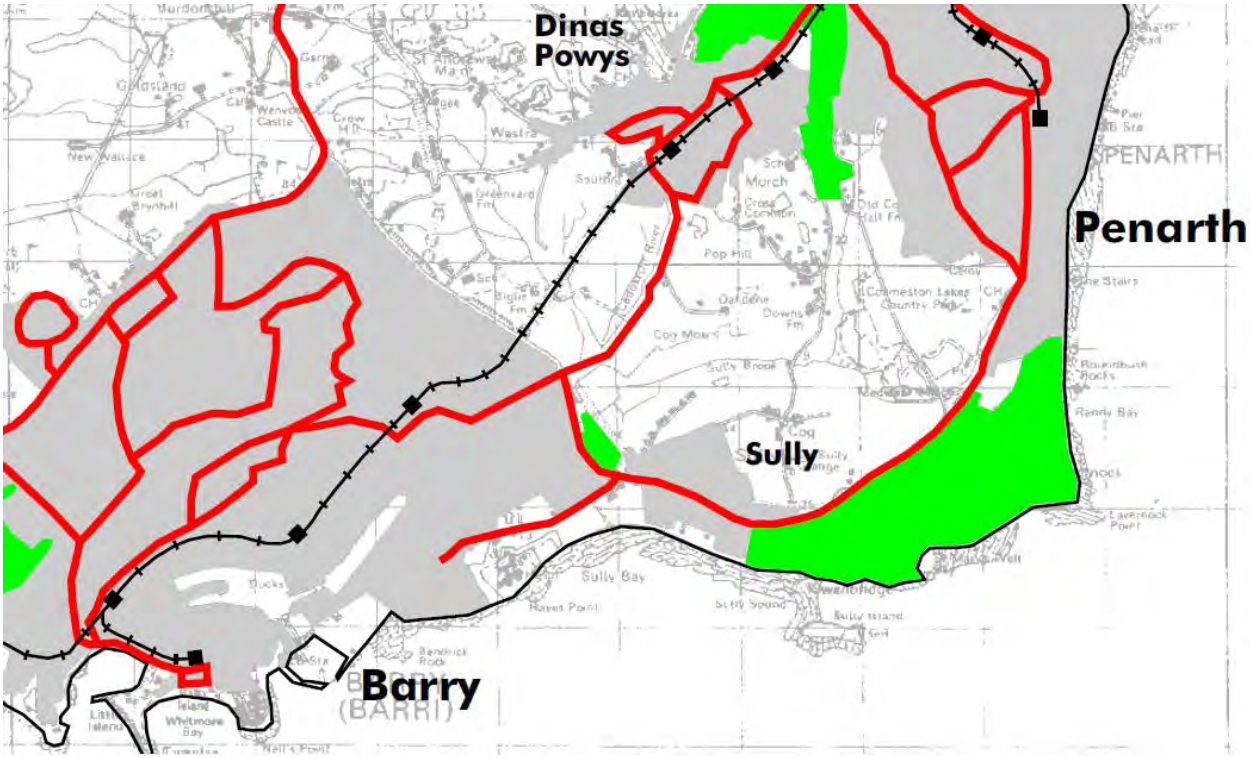
• Provide opportunities for access to the open countryside;
• Provide opportunities for outdoor sports and recreation;
• Maintain landscape / wildlife interest;
• Retain land for agricultural, forestry and related purposes;
• Improve derelict land; and
• Provide carbon sinks and help to mitigate the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

Accordingly, each of the existing green wedges and any proposals for new green wedges were assessed against the following objectives :

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

Given the concentration of new development within the South East Zone, as defined by the LDP strategy, it was considered in the Green Wedge Background Paper that there will inevitably be increased pressure for new development on the narrow band of open countryside along the coastal strip between the settlements of Penarth and Sully. Such development pressure is already demonstrated with this application. This new “South Penarth to Sully” Green Wedge is shown below and can be seen in context with Sully, Penarth, Barry and Dinas Powys.

Extract: Green Wedge Background Paper (2013)

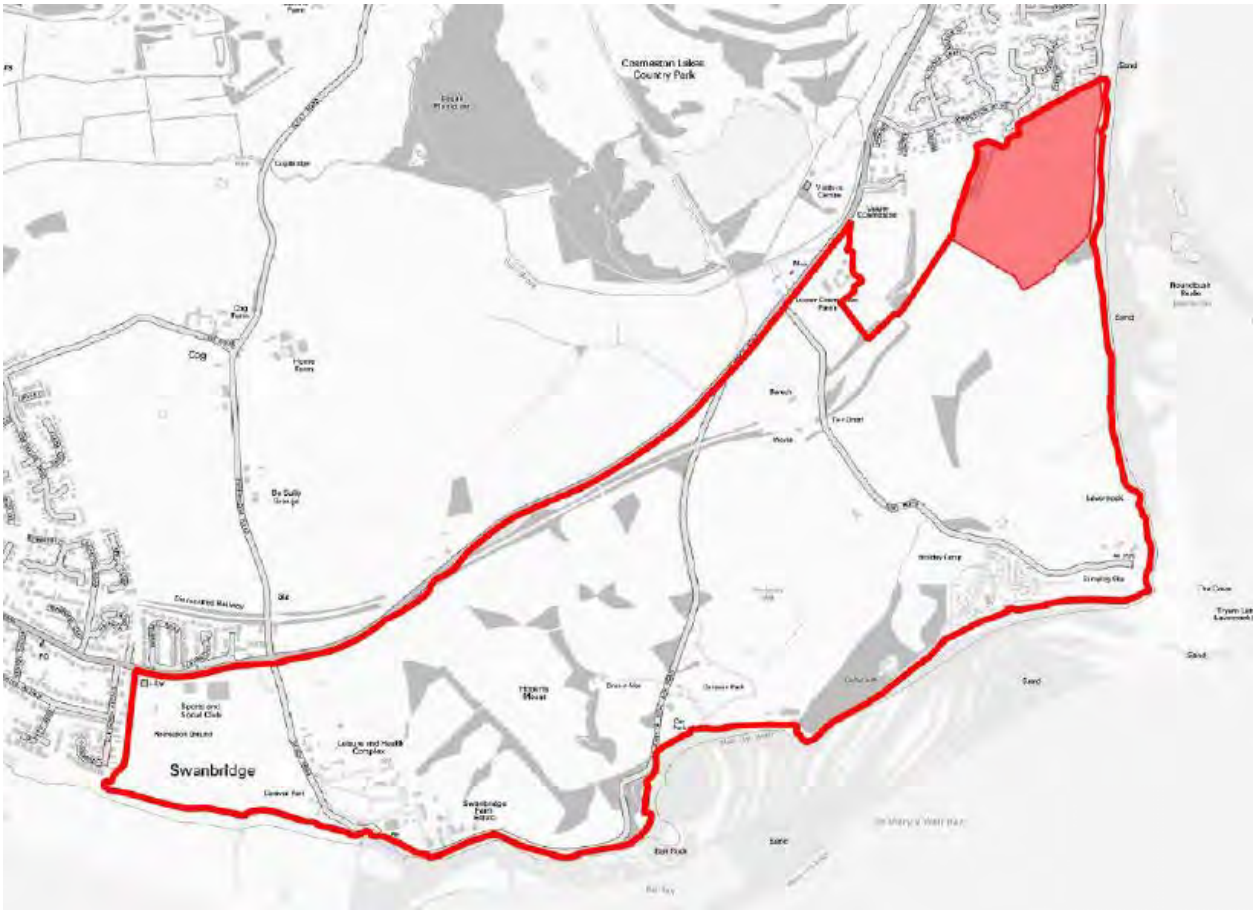


As aforementioned, whist the current UDP includes an Undeveloped Coastal Zone designation, it is not proposed to progress a similar designation as a part of the emerging LDP. The purpose of the green wedge designation is therefore to continue the protection of this sensitive area.

Based on the background evidence, the emerging LDP includes a policy on Green Wedges (Policy MG 18 refs) where the “South Penarth to Sully” Green Wedge is one of seven Green Wedges within the emerging LDP.

As part of the initial hearings into the Draft LDP and following the inspector’s identification an action point was raised by the inspector where he considered that the Council should provide additional housing allocations and reduce the amount of housing that would be provided through windfall development. It was advised that new housing should be identified within the areas where there was the greatest demand and in accordance with the LDP strategy directs growth to the South East Zone. This has seen the allocation of a housing site to the south of Penarth on Land at Upper Cosmeston Farm, which has been further extended (from 235 to 576 dwellings). The Council are currently consulting on a number of proposed changes that have emerged as a result of matters arising during the hearing sessions of the Examination, including the extension to the Cosmeston Farm allocation. As a consequential change to the extended allocation, the “South Penarth to Sully” Green Wedge has been amended to exclude the area of the extended allocation from the Green Wedge as shown below in block colour.

Extract: LDP Proposals Map Amended by MACs (2016)



Members should note that during the hearing sessions of the Examination, the Inspector did not request the Council to provide any further rationale or justification in relation to the designation of “South Penarth to Sully” Green Wedge. In the absence of any Action Point on this matter (other than a consequential change to the boundary of the Green Wedge around Cosmeston), it is maintained that this Green Wedge (where is adjoins Sully), whilst a draft designation is likely to progress to adoption as defined in the above plan.

LDP Policy MG18 (Green Wedges) identifies Green Wedges to prevent coalescence of settlements and retain the openness of land. It is maintained that the “South Penarth to Sully” Green Wedge should hold substantial weight, as a material consideration, based on sound background evidence which has not been subject to any Hearing Session Action point.

On the basis of the above and the certainty that the site will, on adoption of the LDP, fall within Green Wedge, the development of the site for the housing and the further impacts of the enhanced sports facilities will further erode the landscape and setting of the eastern edge of the settlement of Sully contrary to aims of the Green Wedge Policy to prevent coalescence of settlements and retain the openness of land.

Visual Impact

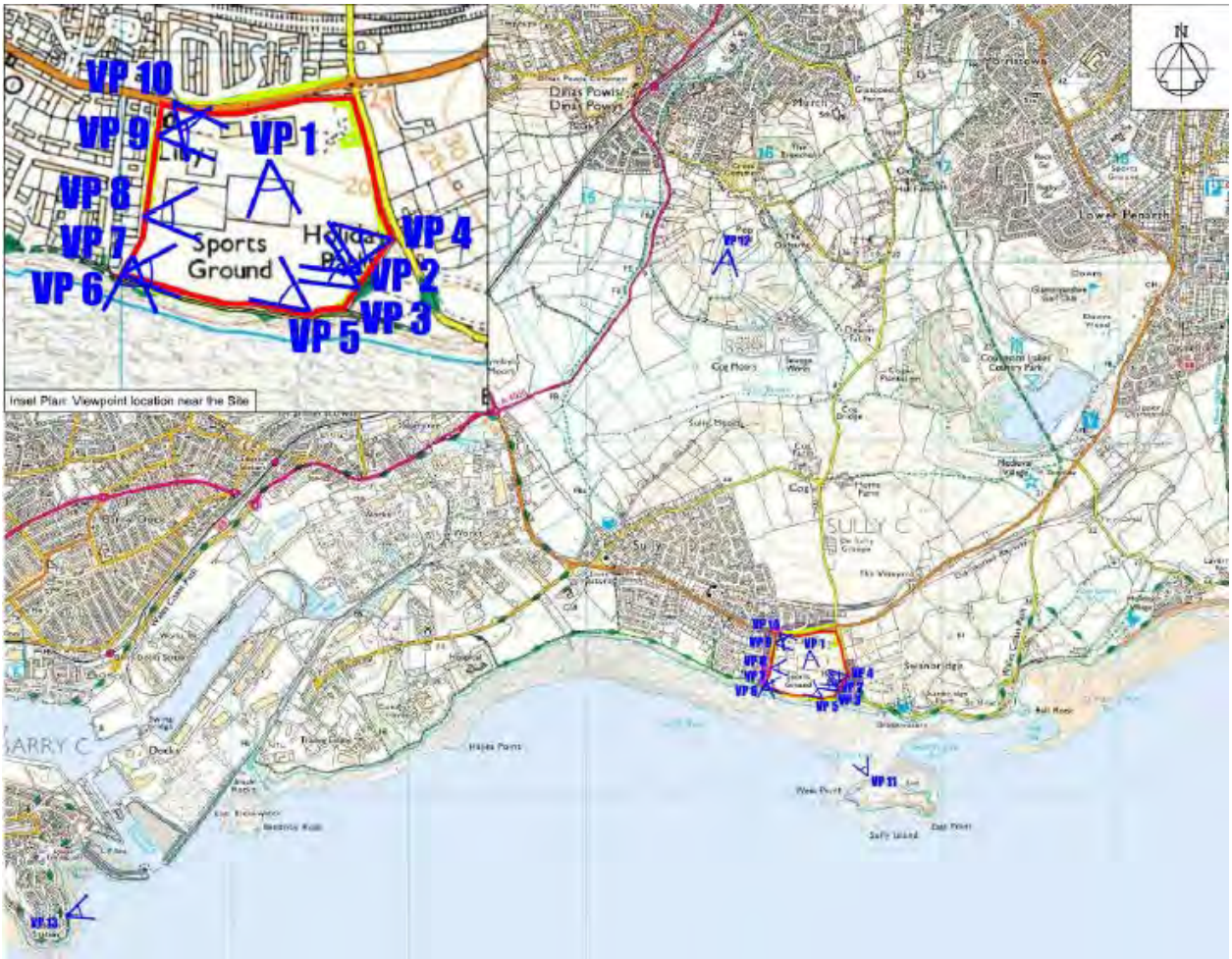
The application has been supported by a Landscape and Visual Appraisal which has been amended during the application, with a further revision dated June 2016. This report focuses mainly on the proposed residential development, owing to the greater potential this has for impacts on the landscape, although it does take into account relevant impacts of the proposed Sports and Social Club development.

The LVIA assess the residential development based on the submitted scale parameters for 2 and 2 ½ storey dwellings.

The report provides a considered appraisal of the existing conditions and potential impacts of the proposed redevelopment of the Site upon the landscape character and the visual amenity of the area, although to a lesser level of detail than normally required for a full statutory environmental statement. The appraisal has been carried out using current best practice namely the Landscape Institute's Guidelines for Landscape and Visual Impact Assessment (Third Edition) 2013. The layout of the scheme which has been assessed is shown in the Design and Access Statement (DAS) accompanying the planning application. This report was initially undertaken in September 2014 and then updated in June 2015 to take account of the development of the masterplan.

Three areas of Designation of Landscape Character Areas are considered, being Sully Recreational LCA, which covers the Site itself, the Swanbridge LCA which adjoins the Site to the south-east and Sully Suburban LCA, which wraps along the western and northern boundaries of the Site

The Site survey undertaken by Atkins on 16th July 2014 identified ten key viewpoints, which form the basis for the appraisal of potential visual effects due to construction and operational activities. It should be noted that these viewpoints, which include two additional viewpoints have been agreed with the Council's Landscape Architect.



The Council's Landscape Officer at the time, whilst agreeing with the appropriate methodology raised a number of concerns summarise as follows.

Having reviewed the amended Landscape and Visual Appraisal submitted in support of the above application I wish to make the following comments:

- Aside from residents of individual properties, the majority of receptors, vehicles users and pedestrians on the B4267 and users of the Wales Coast Path have a sequential experience of the site which should be taken account of.

- In general the significance of effect of the visual impact is underplayed. The Sensitivity of users of the B4267 as visual receptors is medium and around the north west corner of the site the loss of openness and connection with the coast, a key aspect of the view, would be total and therefore represents a major effect.

- The proposed layout would result in the complete loss of coastal openness experienced from the B4267 and be replaced by an extension of the urban form of Sully and a loss of visual amenity.

- The increase in occupation, vehicular movement and loss of openness and connection with the coast would result in a reduction in tranquillity which would be significantly greater than suggested.

- Boundary treatment along the southern edge is critical as it will affect the sense of enclosure versus openness experienced by users of the Wales Coast path.

Following further discussion in respect of the above between the Council's Landscape Architect, Atkins has already issued two technical notes in response to the initial comments ref Landscape Comments (10 August 2016) and Supporting LVIA note (06 October 2015).

A subsequent meeting took place with the Council's Principal Landscape Officer and Atkins landscape architect to discuss the potential effects of the proposed Sully Sports and Social Development on a number of identified visual receptors including:

- Road and pedestrian users along the B4267/South Road and;
- Views experienced by users from the Wales Coast Path.

The following is therefore an assessment of the visual impacts of the development as a whole from the identified viewpoints

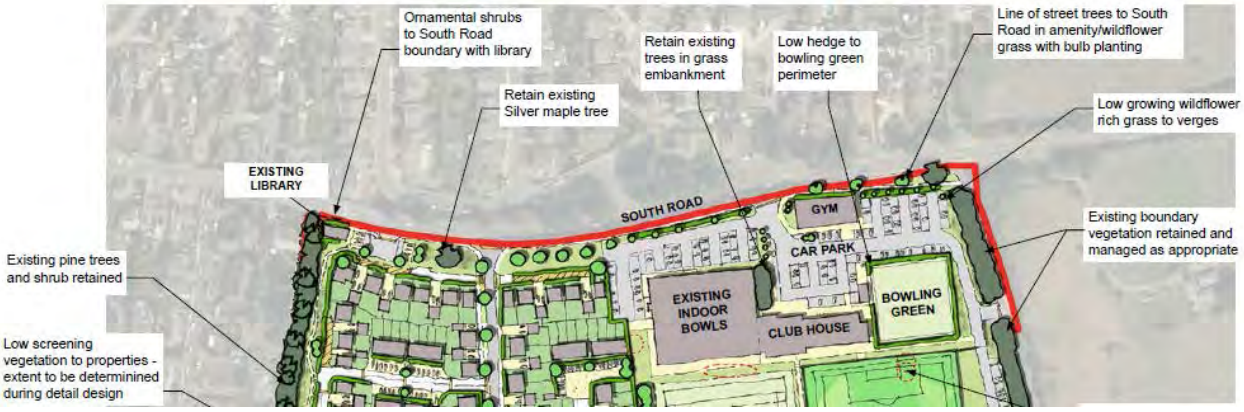
Views from B4267/South Road

The Atkins landscape architect and the Council agreed that the introduction of the proposed residential development on the western part of the site would permanently alter the views available to road users and pedestrians. Partial views towards the Bristol Channel would be replaced with views of the proposed trees and hedgerows along the road as well as front gardens with the proposed detached houses in the background. It was also acknowledged by both parties that the views towards the Channel are important to some of the receptors (vehicles and pedestrians moving along the road).

Whilst it is recognised that the current view includes quite a lot of existing site "clutter" e.g. fencing, lamp posts, large waste collection bins, signage and other elements obscuring views, it nevertheless remains the partial views towards the Bristol Channel would still be lost.

The existing view from Viewpoint 10 is shown above

It is stated that housing will be introduced along a relatively short section of the road (approximately 150m) and that views of road users and pedestrians would be temporary and transient as they are likely to be focused primarily on the road corridor. This will always be the case, in terms of all receptors using road corridors, however, the impacts would be different for pedestrians using South Road. Nevertheless remains the fact that the residential element of the scheme would result in the loss of an important viewpoint of the Channel and Flat Holm.



The above comment is based solely on the impact of the residential element. On the basis that the upgraded sports facilities will be located on the eastern side of the site, the existing indoor sports hall and the proposed attached changing rooms/club house, gym and pavilion, in addition to the proposed 3G pitch and associated remodelling of ground levels, would (when viewed in context with the prosed residential development) markedly change the existing, generally open landscape setting of the site when viewed from South Road.

The new entrance to the sports club from South Road, with the retained indoor bowls building (right) and new clubhouse (centre)

Views from Wales Coast Path

The Atkins landscape architect and the Council agreed that that significant effects are expected for the users of the Wales Coast Path. Currently the views towards the Channel are blocked by a combination of shrubs and scrub along the south eastern section of the Wales Coast Path, while some views towards the Channel are afforded along the south western section of the Wales Coast Path. The direction of view of the PRoW users are generally expected to focus more towards the Channel rather than being inland facing. It has been noted that inland looking views would change to encompass a mixture of views comprising of back gardens, house frontages and the proposed caravan site with sports pitches in the background. Currently people walking along the Wales Coast Path can enjoy the wide grassland area at the southern end of the Sports and Social Club and it is expected that this area will be reduced.

The landscape framework strategy plan (illustrated above) indicates that the Proposed Scheme would incorporate a “landscape buffer” (approximately 20m wide as noted on the submitted illustrative masterplan), open in character and consisting predominantly of wildflower or grassland to provide a similar experience to the existing but within a narrower zone for the users of the PRoW.

In summary, both parties came to the same conclusion that there would be some significant effects associated with the proposed scheme.

<u>Deposit Local Development Plan</u>

As previously stated, PPW states that the weight to be attached to an emerging LDP (or revision) when determining planning applications will in general depend on the stage it has reached, but does not simply increase as the plan progresses towards adoption.

The LDP Strategy comprises four key elements as follows:

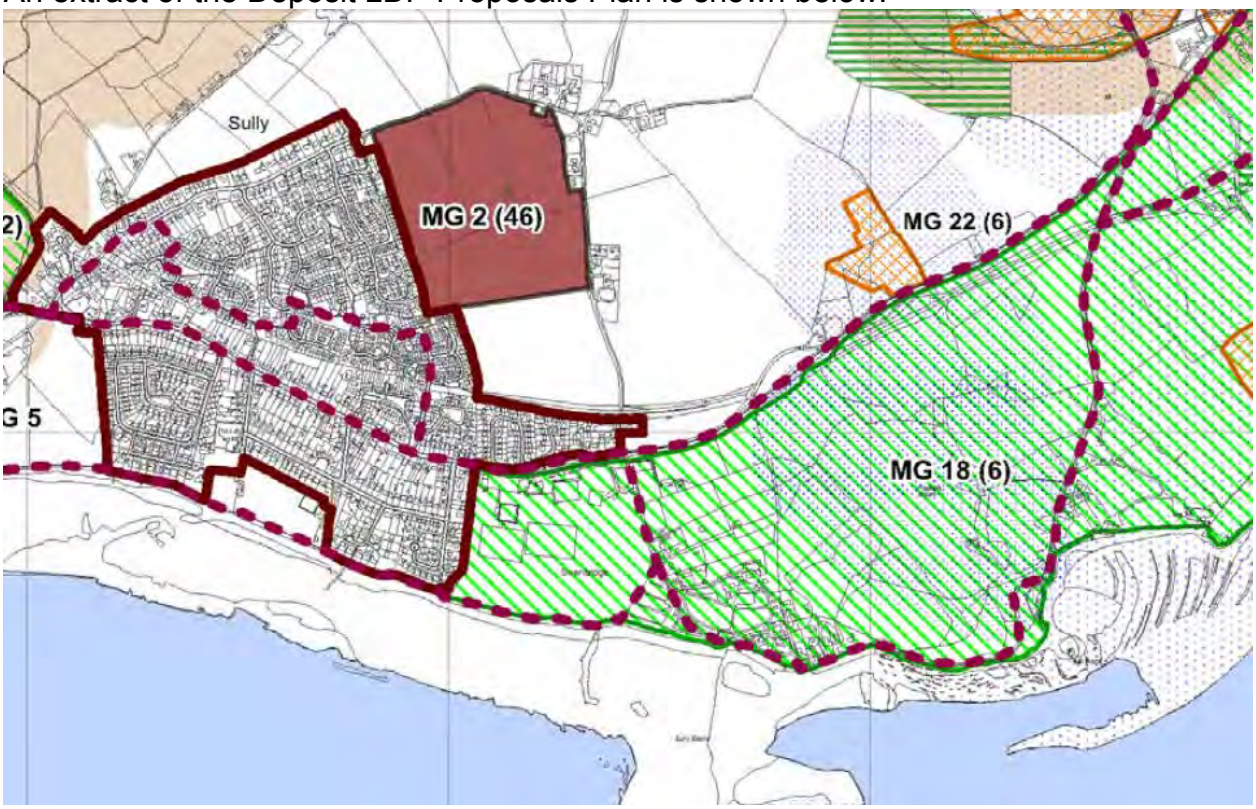
“To promote development opportunities in Barry and the South East Zone. The St. Athan area to be a key development opportunity and Cardiff Airport a focus for transport and employment investment. Other sustainable settlements to accommodate further housing and associated development.”

With specific regard to development within the “South East Zone”, where appropriate, the LDP Strategy seeks to promote new development opportunities in the ‘South East Zone’, which includes the urban settlements of Barry, Dinas Powys, Llandough (Penarth), Penarth and Sully.

It is acknowledged that the site does fall within the South East Zone and Sully is identified as a “Primary Settlement”, as being a sustainable settlement, which is capable of accommodating additional development during the (LDP) Plan Period.

Such “Primary Settlements” are considered to play in important role is providing housing need and some key local services and facilities. Such Primary Settlements are considered to complement the role of the service centre settlements.

An extract of the Deposit LDP Proposals Plan is shown below:



Notably, the settlement of Sully is subject to a single housing allocation under Draft LDP Policy MG2 – Housing Allocations (46) at Land West of Swanbridge Road, Sully for 500 units.

Members will recall that a resolution to approve outline planning permission for the development of part of the site for 350 units, has already been granted (subject to the applicant entering into a S106 Legal Agreement). The rationale for the approval of this application is set out below within the Housing Need and Supply section of the report.

In terms of the application site itself, a Public Right of Way runs along the southern edge of the site, which forms part of the All Wales Coastal Path. This route and the connectivity of the route, forms part of a wider designation under the Draft LDP Policy MG16 (Transport Proposals) for walking and cycling routes, as shown in dotted purple on the extract of the Deposit LDP Proposals Plan below.

In addition the only other designation on the site is the Proposed Green Wedge under LDP Policy MG18 (Green Wedges) which has been considered in detail above.

Housing Supply

Consideration should be given to whether there is a need for additional housing within the Vale of Glamorgan.

PPW (9.2.3) states that Local planning authorities must ensure that sufficient land is genuinely available or will become available to provide a 5-year supply of land for housing judged against the general objectives and the scale and location of development provided for in the development plan. As such, the housing land supply and the need for housing levels and mix are important factors that must be considered in the assessment of this application.

Members will be also be aware that Technical Advice Note 1 (TAN1) has been updated and a key change to the revised TAN1 guidance is that the use of JHLAS to evidence housing land supply is now limited to only those Local Planning Authorities (LPAs) that have in place either an adopted Local Development Plan or an adopted UDP that is still within the plan period. Previously, LPAs without an up-to-date adopted development plan were able to calculate housing land supply using a 10 year average annual past build rate. However, under the current TAN1 guidance the use of the past build rates methodology, which was based on the past performance of the building industry, is not accepted and those LPAs without an up-to-date development plan are unable to demonstrate a housing land supply for determining planning applications.

Adoption of the LDP is anticipated to take place in April/May 2017, or early summer, depending on the examination process. Local Planning Authorities that do not have either an adopted LDP or UDP will be unable to formally demonstrate its housing land supply position and will effectively be considered not to have a five year housing land supply and as such the need to increase supply would be given considerable weight (TAN 1, para 6.2).

In this regard officers have and continue to keep under review the housing land supply noting that it remains a material consideration (TAN 1, 3.3) in the determination of planning applications, particularly given the emphasis on evidencing a 5 year supply on adoption of its LDP. However, Welsh Government has advised that since the assessment will not be subject to the normal JHLAS process, it will not carry the same weight for planning purposes as a formal study. Nevertheless, officers will need to assess how planning proposals will contribute to both supporting delivery of the emerging LDP and the provision of a 5 year housing land supply on its adoption, and these are themselves considered to be important material considerations.

The determination of planning applications for residential development in advance of the LDP Examination would also need to fully consider all other material considerations, such as the LDP background evidence and the wider environmental, social and economic benefits of the scheme (including meeting local housing needs and the provision of local infrastructure).

The Council's last Joint Housing land Availability Study 2014 (JHLAS 2014) indicated that the Council had a 7.3 year supply of housing land. Accordingly, the Council had a sufficient supply of housing land to comply with paragraph 2.2 of TAN1. However, this JHLAS has now expired (therefore that figure cannot be relied upon), and the Council must maintain a supply of housing land in excess of 5 years when the LDP is adopted. It is, therefore, clear that the most recent housing figure cannot be relied on in perpetuity and does not imply that all further residential developments subsequent to that should be resisted, given the need to maintain sufficient supply at all times.

As the Council does not have an adopted LDP to enable it to produce its formal JHLAS report), TAN 1 is clear that housing land supply must nevertheless be kept under review, particularly if the Council should be able to evidence a five year supply on adoption of its LDP. It is considered that failure to have regard to the current housing supply figure (while not a formal JHLAS figure) would prejudice the Council's position in respect of housing supply at the time of LDP adoption.

The agent has raised the benefits of the scheme in contributing towards the housing land supply. Reference is also made by the agent (from the review of the Cog Road scheme) that the Council was at that time (Spring 2016), reporting a 3.6 year supply of housing which noting the wording used within the report provides a 'very significant material consideration' as to why residential development in this sustainable location is acceptable in principle.

It is not disputed that the site could provide a significant contribution towards the housing land supply. The agent requests that due consideration should therefore be given to this position in determining the merits of the application proposals in the context of the significant benefits that the scheme generates and the recognition that the site is within a sustainable location.

It is not disputed that there is a need to maintain an adequate Housing Land Supply for future JHLAS and when the LDP is adopted, however this does not outweigh in principle, all other material considerations, particularly if a development is considered harmful in any other respect. For example, if it does not accord with national policies, or if it would be harmful to the deliverability or wider strategy of the LDP. Rather the need to maintain a TAN1 compliant housing supply is a material consideration that must be balanced against all other material considerations, in any particular case for residential development.

Further to the above and of particular note, the Council's LDP housing land trajectory states that at April 1st 2016, the housing land supply is 5.1 years, and on adoption of the LDP it will be 5.6 years (April 1st 2017), and is anticipated to continue to rise over the period up to 6.3 years for the year 2020-21. Members should note that this is based on the Deposit LDP currently undergoing examination (as amended by the MAC Schedule September 2016 and further Hearing sessions).

The Council has recently approved a number of major planning applications on allocated residential sites in the emerging LDP, and there are a number of further applications currently being considered on such sites.

In summary, the Council's up to date LDP housing land trajectory, clearly evidences an (in excess of) 5 year housing land supply upon adoption of the LDP, without the need to allocate this site, on the basis that the development of the site, for the reason aforementioned, would impact on the countryside, undeveloped East Vale Coast and the proposed Green Wedge.

In addition to the above, the Draft LDP allocation (ref MG2 – Housing Allocations - 46) at Cog Road (Land West of Swanbridge Road, Sully) for 500 units has already been granted a resolution to approve outline planning permission for development of part of the site for 350 units. It must be noted that that decision was materially different to this application, where at the time of reporting to Committee, there was a 3.6 year supply of housing which was a 'very significant" material consideration as to why residential development of part of this Draft allocated LDP site was approved.

It is maintained that the Cog Road allocation (in addition to anticipated windfall development) at Sully provides an appropriate level of additional dwellings proportionate to the scale of Sully to satisfy anticipated growth and having regard to the capacity and infrastructure requirements of this Primary Settlement.

<u>Business Case</u>

The application has been supported by an Outline Business Case. Members of Planning Committee are advised to read the business case in full, however the following a summarised appraisal of the submitted case.

It is stated that the residential element of the planning application for the site is to facilitate the funding for the proposed new community sport and leisure facilities i.e. 'enabling' development.

Following review of other avenues by the Club, it has been concluded in the Business Case that there is no prospect of the capital required to deliver the facilities that the Club needs to be generated by any other means. The Outline Business Case is structured to provide an overview of the background, process and development planning that has been undertaken to arrive at the scheme proposals. The main focus of the Outline Business Case is to set out how the facilities will be sustainable for the long-term and how they will cement the future of the Club. It is stated that there is a need to provide a facility that is economically viable and sustainable for the Club to use, manage and maintain is the core purpose and objective of the redevelopment proposals.

It is stated that, "…*if granted planning permission, the development will secure the long-term future of a long established and important sporting club for the Vale of Glamorgan. The facilities themselves will contribute to helping the local area maintain and improve its sport participation levels and, importantly, its supply, quality and availability of sporting facilities. It will also support continued community cohesion and offer an important social outlet for residents and visitors. This will be done through a structured, sustainable and high quality approach to sport and leisure facility provision and sports development, which this Outline Business Case will demonstrate".*

Of relevance to the consideration of this application is a breakdown of the existing facilities at the site and history of the Club, based on the supporting information, as this is the rationale behind the application

Sully Sports and Social Club (SSSC) started its existence as the Barry Plastics Sports & Social Club in 1950, offering social and sporting activities to employees of British Resin Products Ltd. It is stated that there was rapid growth of the sporting clubs, which resulted in the provision of pitches, courts and greens on the site as well as a range of indoor clubs and activities. SSSC received Lottery funding in 1997, which facilitated the construction of an indoor bowls arena. In 2008, St. Modwen acquired the freehold of part of the site as part of a wider Barry Plastics land portfolio acquisition.

Sully Sports and Social Club has sporting and leisure sections as follows:

- Sully Bowls Club
- Sully Football Club (men's, women and junior)
- Sully Rugby Club
- Social/leisure clubs including skittles, darts and radio club

It is stated that membership numbers remain high, with approximately 2000 members across all sections, however over the past six years the Business Case stated that the trading position of SSSC has declined, operating financially at a deficit each year, with the trading position becoming increasingly worse, and the organisation now relies on its accrued reserves to underwrite this operating deficit each year with reserves are reducing at an increasing pace.

As a consequence, the Business Case states that there is a real threat that SSSC will be unable to survive for the long-term if action is not taken to permanently remedy the current trading position and provide a long-term and sustainable solution.

The reports adds that efforts have been made to reduce costs, however the facility now operates at a bare minimum staffing structure and has limited means to generate new income streams or to improve existing ones. Although the Club has assets (land and buildings) it is stated that there is limited cash in reserve, used to underwrite the operating deficit year on year, which and is reducing annually. At current levels, it is advised that SSSC is unlikely to survive much beyond the next year. SSSC has gone from a position of generating profits each year and building up a reserve, to having to utilise its reserves to underwrite operating losses. This is clearly unsustainable.

Membership levels remain high and participation in the sports clubs and activities is also good and in the case of the football club continues to grow. However, the facilities are clearly not sustainable through sport activity alone, and the large area of land occupied by the Club is not being used to the best economical advantage. Although there is plenty of space to mark out and rotate pitches to allow for resting, the club does not actually need the amount of pitch space it currently has available. What the Club states it needs are facilities that are of good quality and are available for use all year round.

Options to rationalise the existing facilities have been explored by SSSC's committee over the past six years when the Club's trading position became more challenging. Ways in which facility improvements might be delivered have been investigated with various projects explored. This has included refurbishment of the existing pavilion and options to convert part of the existing facilities for other uses, for example a gym. None were considered deliverable, in the main capital funding being the main barrier. The only viable solution that has been identified is to release value through redevelopment of part of the site and to put the land to alternative use, through which capital needed to improve the facilities can be generated. At the same time this would facilitate re-provision of the sports and social facilities in a more efficient configuration, simultaneously bringing them up to modern standards and, most importantly, creating new income opportunities.

Enabling development

It is stated in the supporting documents that the residential element of the planning application is to facilitate the proposed new community sport and leisure facilities i.e. "enabling" development.

There is no definition of enabling development in local and national Welsh Planning Policy Guidance and is not a statutory term. However the idea of "enabling" development is a well established principle for the preservation of a heritage asset. It is generally recognised that the beneficiary for enabling development has to be a "heritage asset". Enabling development, can be a legitimate tool by which a community may be able to secure the long term future of a place of heritage significance. It is an establish principle if the public benefit of rescuing and enhancing an important historic asses outweighs the harm caused by other material interests, such as whether enabling development would ordinarily be contrary to local and national planning policies. In such instances the benefit of to secure the preservation/future use of the heritage asset must outweigh the harm cause y the associated enabling development.

In the case of this application it is not considered that the proposal would constitute valid "enabling development". There is no a "heritage asset" as the proposal relates to the upgrading of enhancement of the sports facilities and social club. In light of the above, the proposal must be assed against the relevant national and local planning policies in the absence of any identified "heritage asset".

Nevertheless, the argument that the residential development would enable the long term future provision of sports and community facilities is a material consideration in favour of the development which must be weighed against all other material considerations and planning policy.

Impact on existing outdoor sport provision and proposed enhanced provision

UDP Policy REC1 (Protection of Existing Recreational Uses) states that development involving the loss of existing recreational facilities, whether in public or private ownership, will be permitted if:

i) Alternative provision or equivalent community benefit is made available or

ii) There is an excess of such provision in the area and

iii) The facilities are not important to the character of the conservation area or the setting of the town or village.

The consideration of criterion i) and ii) should be considered together given the nature of the application and the enhanced sports facilities being proposed.

The Open Space Background Paper (2013) is part of the evidence base used to inform the production of policies and site allocations for the Deposit Local Development Plan (LDP). This background paper seeks to identify the amount and distribution of a range of open space types within the Vale of Glamorgan and to determine areas of deficiency or surplus for the existing population that might be addressed through the emerging LDP. It also considers the impact of population growth on the availability of open space throughout the LDP period and how this additional demand for open space can be catered for.

In terms of outdoor sports, based on the identified population in Sully Ward and the provision of existing Outdoor Sports Space, based on the Fields in Trust Standards (FIT) per 1000 head of population, the requirements is 7.2ha, which given that the existing provision is 19.44, there is an overprovision of 12.17 ha.

Factoring in developments within Sully, based on the development of all of the proposed LDP allocation in Cog Road for 500 units and the developments of this site for 200 dwellings (including the loss of outdoor sport space within this development), the overall requirement would be 9.87ha, which would still result in an overprovision of 3.98 ha. Within the wider Sully Ward and the extended proposed LDP allocation at Cosmeston Farm for 576 dwellings, whilst this over provision would be further reduced, there would not be a deficiency in outdoor sport provision within the Sully Ward.

In relation to the criterion iii) of Policy REC1, the existing facility is important to both the character and setting of the village, however, it recognised that the proposal would only result in the loss of part of the site.

In light of the above the proposal as a whole not be contrary to Policy REC1 - Protection of Existing Recreational Uses.

In respect of the enhanced sport provisions, particularly the proposed 3G pitch, training pitch and new football / rugby pitches. There is general support under UDP Policy REC 7 (Sport and Leisure Facilities) and within national planning policy guidance. This element of the scheme is considered to have little impact on the undeveloped coast and would meet the aims and objectives of Policy REC7 and Policy ENV27 – Design of New Development. The proposed flood lighting would have an impact on the undeveloped coast and the impacts are considered further under the "Impact on residential amenity of existing residents" section of the report.

Impact of new Club House and other buildings

This building will replace the existing social club building. The original scheme proposed a detached building and higher building, which would given its location in the undeveloped coast appear as a large and over dominating building within the site, given the form and scale of the existing building on the site.

Following negotiation the replacement building is connected to the indoor bowls club and has been amended to a single storey building. The building is contemporary in its form and design and the use of a mixture of contemporary material. The building will provide changing rooms and other associated facilities to serve the outdoor sports facilities, in addition to function rooms to serve the social club side of the facility.

Whilst this building will have an impact on the site and the undeveloped coast, on the basis that it support the enhanced sports facilities, it is considered overall that amended design would be considered acceptable.

The other buildings within the site are small in scale and supporting structures to the sports provisions. Whilst the Gym building is not directly related to the sports provisions, its siting design and scale is considered appropriate.

Whilst the proposed buildings associated with the enhanced sport provision cumulatively will increase the built form of development on the eastern part of the site, in isolation these element are considered acceptable, where there level of impact would be outweighed by the enhanced sport provision as supported by local and national planning policies. However when viewed together with the proposed development of the eastern part of the site for 200 houses, the site as a whole would have a marked change in character, which as aforementioned would be harmful to undeveloped coast.

Proposed Caravan Park

Policy TOUR4 of the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011 advises that new caravan and tent sites will be permitted in principle outside of the Glamorgan Heritage Coast and Coastal Zone will be permitted subject to a series of criteria being satisfied.

In this case, as aforementioned the site lies within the Undeveloped Coast under Policy ENV 6 (East Vale Coast), where one of the main criteria is that a coastal location is necessary for the development.

However the Council have approved tent sites within protected coastal zones and the Glamorgan Heritage Coast on the basis that the impacts balanced against the tourism benefits were considered acceptable.

The following advice from PPW and TAN 13 is also considered to be of relevance and demonstrates support towards the principle of developments such as that proposed:

TAN 13: Tourism (1997), states:

"…. Holiday and touring caravan parks are an important part of the self-catering holiday sector and can contribute as much to the local tourism economy as serviced holiday accommodation, while using less land for the purpose. Holiday caravan sites can be intrusive in the landscape, particularly on the coast."

In terms of the potential tourism benefits, it is considered that the proposal would actively support the aims of the Council's Rural Local Development Strategy, by encouraging and improving access to the rural Vale, and strengthening the stock of tourism accommodation available to visitors.

Furthermore Planning Policy Wales is clear in stating that the planning system should encourage sustainable tourism in ways which enable it to contribute to economic development, conservation, rural diversification, and social inclusion. It also advises that in rural areas, tourist development is an essential element in providing for a healthy, diverse, economy.

Within the Vale, tourism is a primary sector through which the rural economy can be developed and it is considered that proposals such as this, where sited appropriately, should be encouraged so as to maximise those benefits. Accordingly, it is considered that the proposed development represents the kind of development promoted by Planning Policy Wales, which would provide benefits to the rural economy and assist the aims of Strategic Policy 6 of the UDP.

Regard should be given the characteristics of the site. The site shown for the location of the caravan park is in the south east corner and would abut an existing caravan park (Island View Caravan Park). On the basis that the proposal is for a touring caravan park, the impacts would be temporary and transient. Whilst the caravan park would be visible for the PROW (All Wales Coastal Path) any users of this path would not be adversely impacted upon given limited size of the park and the fact that it would appear as an extension to (Island View Caravan Park).

Given the wider tourism benefits of the caravan park and the unique circumstances of the site, when viewed in context with the adjoining caravan park, the proposed touring caravan park element of this scheme is considered acceptable, within this coast location, given the limited wider impacts.

Therefore to conclude, while the touring caravan park would result in the loss of an existing recreational facility, there is no policy that resists such a change of use in principle. Accordingly, it is considered that this element of the scheme would not adversely impact upon the provision of recreational facilities within the Vale that would positively contribute towards tourism in the area.

If planning permission were to be approved for the whole scheme, conditions would be imposed to ensure that the layout accords with the site licence and conditions of limitations on the occupancy of the site.

<u>Phasing of Development</u>

During ongoing discussions, the agent has agreed to the 70/30 split for the affordable housing tenure (see Affordable Housing Section), although this is based on a set phasing and delivery for the provision of the sports facilities.

In terms of a broad phasing guide, the agent has confirmed that for indicative guidance, the developers (St. Modwen) would expect:

- To develop around the entrance area of the residential (may be around a quarter of the site at the frontage area) while retaining some pitches on the remaining ¾ of the site (residential area) while the new facilities are being built.
- That the priority for the club would be to gain an income and the provision of the caravan area and road to it early on would be preferable, the pitches could then be developed and could settle in, then the club house could be developed.
- The external bowling green and pavilion would be last to be required in the priority of the order.

It is stated that a definitive position would need to be agreed with the club as it would likely involve the use of temporary buildings etc. for changing rooms (which are currently located in the proposed residential area close to South Road).

It is emphasised that the phasing set out above is “a guide” but in order to achieve a definitive position further discussions with the club would be required and therefore on this basis, the agent has requested that a formal position is agreed through a suitably worded condition seeking a phasing programme prior to commencement.

If the principle of development were to be supported, it is accepted that there would need to be a detailed phasing plan in place to ensure that the sports elements is brought forward in a timely manner. This would require significant further consideration and would be secured either by planning condition or through the S106 Legal Agreement.

Traffic impacts, access parking and PROW issues

Capita Property and Infrastructure has been commissioned by the Vale of Glamorgan Council to undertake a review of the traffic impact of the Transport Assessment (TA)

To conclude the traffic assessment, The TA is generally robust, bit there are issues to consider with regard to pedestrian safety at the southern end of Beach Road and whether the A4231 Barry Docks Link Road/B4267 Sully Moors Road/A4055 Cardiff Road roundabout should be assessed. Also there are issues with regard to the modelling and potential remediation at the B4267 South Road/Cog Road 3-arm priority junction and a Learner Travel Wales/Active Travel Wales (2013) Act assessment has not been undertaken, particularly to Sully Primary School in Burnham Avenue (Learner Travel)

In light of the above, the revisions to layout and to address comments made in respect of the Framework Travel Plan and Transport Assessment a Technical Note has been produced to address all of the outstanding matters raised and requested for additional information. In respect of the amended scheme namely:

1. A slight expansion in the residential area but with the proposed number of dwellings unchanged at up to 200 units;
2. A reconfiguration of the sports pitches;
3. A slight reduction in the size of the club house;
4. Repositioning of the social club and bowls area; and
5. Replacement of the food retail unit with a gym (approximately 465m2 gross floor area).

The alterations listed 1 – 4 will not affect the off-site impacts of the development proposal as considered in the TA and FTP and the replacement of the food retail unit with a gym is expected to result in a reduction in the number of trips generated by the development and thereby the impact of the site.

Reference is also made to the Sustainable Transport contributions sought in the Cog Road development, in addition to a contribution of £24,000 towards an improved layout of the 'McDonalds Roundabout' and the widening works to the Cog Road arm of the Cog Road / South Road junction.

In respect of the Learner Travel Wales Measure (2008) and the Active Travel Wales (2013) Act, it is stated that they are not normally required in the assessment of development proposals and as a consequence were not requested by the VoG at the scoping stage or undertaken for the nearby Cog Road development scheme.

The Highway Development Team have advised that the existing car parking provision in relation to the Sports and Social Club, will be increased from 150 to 232 spaces, which is acceptable. However, it has not been possible to review the proposed layout within the site, as the submitted drawings were not provided at an appropriate scale. Furthermore, it appears that there are no parking or manoeuvring facilities provided for servicing vehicles or coaches.

In addition, when reviewing the means of access, the audit informs that junction is yet to be finalised. However, it is noted that adequate visibility can be provided along the adjacent highway and the junction will operate within capacity. Nevertheless, in order that a full and formal assessment of the access can be undertaken, full engineering details, including vehicle swept paths of servicing vehicles/caravans/coaches etc. entering and existing the site are required to be submitted for consideration.

Therefore, it is considered that provided that the further details are submitted by way of condition, an objection in relation to the highway and transportation aspects of the development is not raised.

Further to the above, the agent has in any case submitted further information and detail to address a number of the outstanding concerns which could, in any case, be addressed by way of planning conditions. The Highway Development Team have considered these further details, but still requests a number of details (by condition) in relation to an internal footway line, acceptable parking, coach parking, swept paths.

In terms of the impact on the Public Right of Way No.4 which cross the southern part of the site, the proposal indicate that the route will be retained and safeguarded. The Public Right of Way Officer has advised that the Public Right of Way must be kept open and free for use by the public at all times, and no adverse effect should result to the Public Right of Way. Should the Public Right of Way require temporary closure to assist in facilitating works an order should be sought under the Road Traffic Regulation Act 1984. Temporary closure should not be sought in order to allow construction of permanent obstructions.

Whilst the PROW route will be retained, the users of the route as part of the all Wales Coastal path will be impacted upon as a result of the development, which has been addressed under the visual impact section of the report.

Impact on residential amenity of existing residents.

The greatest impact of the development is likely to be on the residents of the existing dwellings which adjoin the western boundary of the site. The layout of this residential element which is in outline is indicative. In light of this, consideration of the impacts of this part of the development on adjacent residential occupiers cannot be fully made at this stage. However the masterplan does show a buffer between the dwelling and the existing adjacent dwellings. On this basis if outline planning permission were to be granted, any subsequent Reserved Matters application would have to ensure that the layout, siting and design of the dwellings was such that they would not impact on the amenity of the adjacent occupiers, in line with the Amenity Standards SPG.

Consideration should also be given to the proposed enhanced sports facilities and any associated noise, disturbance and pollution that that may arise from these elements of the scheme, which is submitted in full and subject to detailed consideration.

Firstly, to enhance the sports provision the scheme includes flood lighting to the prosed 3G pitches, training pitch and car park/ access road. The application has been supported by a Technical Report prepared by Abacus, which considers the luminance levels required for specific uses, the environmental zone category for the site, minimum mast heights and the number and type of floodlights.

In summary the Technical report proposes a scheme of lighting which is appropriate to meet the minimum requirements and details mast locations, floodlight orientation and appropriate luminance levels on the pitch to reduce horizontal and vertical overspill, which will exceed the requirements for this environmental zone E3 location. The application is also supported by an external floodlighting plan, which details the location of all floodlights and masts, luminance levels and importantly the lux levels. In summary if the principle of development were to be supported and the enhanced sports facilities were approved, the details of the lighting would be generally acceptable, and necessary to maximise the evening use of the sports facilities. However conditions would be imposed to secure details of a lighting management plan, to control the management and use of lighting by the different clubs and include hours of illumination.

In addition to the above, in terms of noise, if planning permission were to be granted for new buildings on site, a conditions would be proposed, whereby if any air conditioning or condensing units were to be installed on any building, the full details of any such equipment would have to submitted by way of condition, to ensure that the amenities of any nearby neighbours is not impacted upon.

The application is supported by a Noise Impact Assessment of Land for Residential Development prepared by Atkins.

It is stated that the majority of the area proposed for residential development is predicted to fall within TAN 11 category A - “Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as desirable” with the exception of the northern extent of the site, nearest South Road, which is predicted to fall within TAN 11 category B “Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection”.

It is likely that this category B classification would be applicable to the front row of housing, which is directly exposed to road traffic noise from South Road; whereas housing further back would benefit from screening by this front row of housing. Such screening could be reasonably assumed to achieve approximately 10 dB of attenuation, thus it is expected that subsequent rows of housing would be deemed to be TAN 11 category A - “Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as desirable”.

Depending on the exact internal layout of the proposed residential developments, and also the location of any proposed external spaces, acoustic mitigation may be required to ensure all guideline values are met at the northern extent of the site. As the residential element is in outline if planning permission were to be granted a condition would be imposed to ensure that all dwelling that fall within TAN 11 category B are suitably mitigated to ensure adequate level of noise protection.

Sporting Noise has also been considered and calculations based upon current site layout plans indicate that a worst case sporting noise level arising from use of the proposed outdoor sports pitches is expected to be approximately 62dB LAeq, 15mins, with the nearest pitches having the greatest potential for adverse impact on the amenity of the proposed residential development.

Appropriate acoustic mitigation would enable the upper limits of TAN 11 category A, and WHO and BS 8233:2014 daytime outdoor threshold values to be met. The details of the appropriate acoustic mitigation will require careful consideration once the residential site plan is at an appropriately advance stage of design, to ensure any such a proposed barrier was of adequate height and length representative of the final site layout. Such a barrier should be designed so as to achieve approximately 10 dB of attenuation to ensure all target threshold criteria values can be met. This is discussed in detail in section 4.2 of the Noise Impact Assessment report and includes recommendations regarding the specification of acoustic barriers, the details of which would be required to be submitted by way of condition, should planning permission e grated.

It is also recognised in the Noise Impact Assessment report that functions held at the club house have the potential to impact on the amenity of the proposed nearby residential receivers. Entertainment and function noise emission should be controlled as part of the licensing agreement. Details of how such impacts may be minimized are in detail in section 4.3 of the Noise Impact Assessment report.

Plant to be installed at the club house should be specified as such that the cumulative plant rating noise level from all plant associated with the club house should not exceed 30 dB LAr,T at the nearest residential properties. Detailed calculations should be undertaken to ensure these conditions are met once the plant to be installed at the club house is confirmed. Ordinarily these matters would be addressed by planning condition if planning permission were to be granted.

In respect of the impacts of construction noise, this would be ordinarily be controlled through the submission of a Construction and Environmental Management Plan and associated phasing plan, secured by condition.

<u>Flooding, Drainage and coastal erosion</u>

In respect of flooding, the site is not located within NRW or DAM area of fluvial or tidal flood risk, although there is a low risk of surface water flooding along the western portion of the site adjacent to the highway. The application is supported by a drainage strategy which states that surface water will be discharged into the sea and a Flood Consequence Assessment (FCA). Based on the submitted FCA no objection has been raised in respect of flood risk from Natural Resources Wales (NRW) or the Council's Highways and Engineering Team.

However should planning permission be granted the Council's Highways and Engineering Team have specified conditions to ensure that a scheme of surface water drainage is submitted and approved, to include a Sustainable Drainage system (SuDs) management plan setting out future management responsibilities.

Similarly Dwr Cymru Welsh Water have also specified a number of conditions to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets in respect of :

- No building shall be occupied until a point of connection on the public sewerage system has been identified by a hydraulic modelling assessment

- No further surface water and/or land drainage shall be allowed to connect to the public sewerage system.

- No development shall be carried out within 3 metres of the centreline of the public sewer

- Prior to works commencing on site a hydraulic modelling assessment shall be undertaken to assess the effect of the proposal on the existing water supply network and ay necessary water infrastructure works have been undertaken.

NRW have advised concerns are also raised in respect of coastal erosion, although considers advice on such matters is discussed with the appropriate advisors. In this case the Council's Highways and Engineering Team as part of their costal protection remit have considered the shoreline management plan of for the life of the development and consider that the stated 20m buffer from the edge of the cliffs to the development is appropriate to account for the maximum rate of erosion. However prior to the commencement of any development the result or a geotechnical investigation on the stability of the cliffs should be submitted for approval, which would normally be required by way of planning condition.

<u>Trees and hedgerows</u>

The application has been supported by an Arboricultural Assessment and a Technical Note on Hedgerows, prepared by Atkins,

In respect of trees, the Arboricultural Assessment considers the impacts of the proposals of the existing tree stock at the site, likely mitigation measures or design solutions to facilitate the works. To accommodate the proposal 2 no individual and 5 no. groups of Category C trees (low quality, due to young age, condition and limited life expectancy) are to be removed. Whilst these are low category tree, they still have amenity value. The scheme includes mitigation planting or consideration of relocation of young trees. It is noted that the important and protected trees around the perimeter of the site are shown to be retained by the development proposals that is the tree along the western and eastern boundaries. Should planning permission be granted, tree protection measures would be required to safeguard to the protected trees and further consideration would be given to amending the layout in order to retain, as far is practically possible, the lower value Category C trees, or to secure their safe relocation.

The scheme proposes a new hedge along the central boundary between the sports/caravan park area and the residential development and would extend the full length of the boundary from the junction with the Wales Coastal Path to meet the open area to the front of the site, some 360 metres in length. It is stated that this would be species rich comprising of a diverse mix of native shrubs and trees to establish a densely planted, attractive and secure boundary. Details of onward management are included within these technical notes. There is no objection to this element of the scheme, although this element is only being proposed to serve as a green buffer and demarcation between the two parts of the site. If planning permission were to be granted the provision of a native hedge would be supported, which will enhance the bio diversity status of the site and would be subject to conditions in respect of full details of planting and aftercare / management.

The plan below details the Landscape Framework Strategy:

Ecology

Both Natural Resources Wales and the Council's Ecology Officer have considered the application following submission of additional reports in respect of the potential impact on bats. No objection has been raised, subject to a condition to secure biodiversity maintenance and enhancement.

Archaeology

UDP Policies ENV 18 and ENV 19 of the UDP state that where development is likely to impact on a known or suspected site of archaeological significant, archaeological evaluation should be carried out and that mitigation measures are required to ensure preservation on site or adequate recording prior to disturbance.

Glamorgan Gwent Archaeological Trust were consulted on the application and have state that there is a significant archaeological restraint to this application**.** As noted in their earlier letter, there are significant archaeological resources across the proposed development area, where evaluation work in 1992 found evidence for a Roman building and occupation material, and also an extensive flint scatter of Neolithic date. A Desk Based Assessment supplied in support of the application (ref: GGAT Projects report number 2014/059) also notes crop marks from aerial photography. It is therefore possible that the proposed development could reveal significant evidence about pre-historic, Roman and later settlement and land use.

GGAT initially recommended further archaeological evaluation works be carried out prior to any determination of this application. However following further discussion with the applicants archaeological contractors GGAT have revised their comments and recommendation and consider that the works be carried out as part of a pre commencement condition, and are content with this suggestion. This would require a programme of archaeological work in accordance with a written scheme of investigation to be submitted, by way of conditions.

However GGAT draw attention to the fact that significant risk is posed to the successful completion of their development in choosing to carry out archaeological works as part of pre-commencement condition. If significant remains are found it may be the case that development cannot proceed to completion, or it may be that significant redesign is required.

Therefore, it is considered that subject to the condition described, any archaeological resource could be adequately protected, in accordance with Policies ENV 18 and ENV 19 of the UDP and in accordance with the aims of PPW and Circular 60/96.

Village Green

For note and information, an application has been received to register part of the site as a Town or Village Green. The application is being duly considered by the Council in its capacity as the Commons Registration Authority.

Planning Obligations

The Council's approved Planning Obligations Supplementary Planning Guidance (SPG) provides the local policy basis for seeking planning obligations through Section 106 Agreements in the Vale of Glamorgan. In addition the updated Draft Planning Obligations SPG (approved by Cabinet on 14 December, 2015) is now used as a material consideration in the Development Management process. It sets thresholds for when obligations will be sought, and indicates how they may be calculated. However, each case must be considered on its own planning merits having regard to all relevant material circumstances.

The Community Infrastructure Levy Regulations 2010 came into force on 6th April 2010 in England and Wales. They introduced limitations on the use of planning obligations (Reg. 122 refers). As of 6 April 2010, a planning obligation may only legally constitute a reason for granting planning permission if it is:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

In this case the proposals as revised, relate to a development of 200 dwellings. On this basis, if the application were considered capable of approval the following planning obligations would be required through a section 106 agreement:

Affordable Housing

TAN 2 defines 'Affordable Housing' as housing provided to those whose needs are not met by the open market. It should meet the needs of eligible households, including affordability with regard to local incomes, and include provision for the home to remain affordable for future eligible households, or where stair-casing to full ownership takes place, receipts are recycled to provide replacement affordable housing. This includes two sub-categories: social rented housing where rent levels have regard to benchmark rents; and, intermediate housing where prices or rents are above social rented housing but below market housing prices or rents.

UDP Policy HOUS12 requires a reasonable element of affordable housing provision in substantial development schemes. The supporting text to that policy also states: '*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'*.

The Deposit Local Development Plan (October 2013) policy MG 4 required 35% affordable housing to be incorporated with any residential development of this site, based on an assessment of need and viability at the time. However, as part of the Local Development Plan process there has been an assessment of 'focused' and 'minor' changes to the draft Deposit Local Development Plan (DLDP). These changes are in response to subsequent consultations and the issues raised and are considered necessary to ensure that the LDP is sound. These focused changes include an amendment to the requirement for affordable housing as part of residential development.

In response to representations on affordable housing, the Council has commissioned a review of its viability evidence base to September 2014, taking account of matters raised by the Home Builders Federation (HBF) and the Welsh Government (WG). The latest viability evidence, contained within the Council's Affordable Housing Viability Update Report (2014), indicates a marked increase in viability within the Vale of Glamorgan, and recommends that the Council should increase the affordable housing targets set out in Policy MG 4 from 35% to 40% in the area of Sully. The Council has produced further evidence to support this position following the recent examination in Public of the LDP which is contained in the Action Point Responses for Hearing Session 6.

The Vale of Glamorgan Local Housing Market Assessment (2015) provides the latest evidence on affordable housing need. The LHMA identifies a net annual need for 559 Affordable Housing Units in the Vale of Glamorgan.

In light of the evidence contained within the Council's Affordable Housing Viability Update Report (2014) and the focussed change to Policy MG 4, a Draft SPG for Affordable Housing was approved by Cabinet on 14th December 2015 (Cabinet Minute C3022) and at the Council's Economy and Environment Scrutiny Committee on 5th January 2016. The SPGs are now being used as a material consideration in the Development Management process.

Based on an outline application for 200 dwellings, 40% affordable housing should be provided on site in line the draft Supplementary Planning Guidance on Affordable Housing, which equates to 80 dwellings. The Council require the affordable housing tenure to be provided at a ratio of 70% social rented, 30% low cost home ownership/intermediate rent consistent with the local housing needs identified in the Council's LHMA.

As the residential element of the scheme is in outline, the layout and unit sizes have to been determined and would ordinarily be considered in any subsequent reserved matters application, where the overall provision and tenure split would be secured by way of a legal agreement under the outline consent.

The applicant has, following negotiation, agreed to the overall provision of 40% and the required 70:30 tenure split.

Education

All new residential developments which are likely to house school aged children create additional demand on places at existing schools. PPW (Ed. 8, January 2016) Paragraph 4.4.3 emphasises that in order to achieve a 'More Equal Wales', development should promote access to services like education. PPW recognises that education is crucial for the economic, social and environmental sustainability for all parts of Wales. It makes it clear that development control decisions should take account of social considerations relevant to land use issues, of which education provision is one.

UDP Policy HOUS8 permits new residential development within settlements, provided that, amongst other things, adequate community and utility services exist, are reasonably accessible or can be readily and economically provided. Education facilities are clearly essential community facilities required to meet the needs of future occupiers, under the terms of this policy. Whilst the Council's Unitary Development Plan (1996-2011) is time-expired, this policy remains in line with national guidance contained within PPW.

The Council has based the Education contribution for this site on the adopted Planning Obligations SPG, given that the application was received by the Council some time before the 5th January 2016. This is considered a fair and reasonable approach.

Based on a 40% provision of Affordable Housing Units and the required mix by our Housing Team, No. x 1 bedroom flats would be required. These single bedroom flats are not considered to be of sufficient size to accommodate families that can generate children of a school age. Therefore the calculation is based on 180 dwellings which are likely to generate children of a school age.

The Council's Education Department have submitted preliminary advice as to whether there is sufficient spare capacity within the existing local schools to accommodate the increased demand as a result of this development in relation to existing capacity and permitted or identified developments. The comments are summarised as follows.

Firstly, based on the dwellings proposed, the anticipated 'pupil yield' has been calculated. The pupil yield from the proposed developments are as follows:

- 18 Nursery
- 50 primary
- 44 Secondary (37 aged 11 – 16 and 7 aged 16 – 18) .

The proportion of pupils attending the different sectors in the area serving the development as per the LDP education facilities paper, are as follows:

Primary
English Medium (Sully Primary School) = 91%
Welsh Medium (Ysgol Pen Y Garth) = 4%
Church in Wales (St. Andrews Major) = 2%
Roman Catholic (St. Josephs) = 2%

Secondary
English medium (Stanwell) = 93%
Welsh medium (Bro Morgannwg) = 4%
Denominational = 1%

The development serves, Sully Primary (EM), Ysgol Pen Y Garth (WM), St Andrews (CIW) and St Josephs (RC) for primary education and Stanwell (EM), Ysgol Bro Morgannwg (WM) and St Richard Gwyn (RC) for secondary education.

The Pupil Place requirement linked to schools applying the sector proportions are as follows;

Sully Primary	-	16 Nursery and 46 Primary
Ysgol Pen Y Garth	-	1 Nursery and 2 Primary
St Andrews	-	1 Nursery and 1 Primary
St Josephs	-	0 Nursery and 1 Primary
Stanwell	-	34 (11-16) and 6 (16 – 18)
Ysgol Bro Morgannwg	-	1 (11 – 16) and 1 (16 – 18)
St Richard Gwyn	-	1 (11 – 16)

Nursery

There is no spare capacity at nursery level within all types of provision to accommodate the development. The authority would therefore seek S106 contributions for 18 nursery age children at a cost of £14,463.26 per place, including professional, legal fees etc., totalling £260,338.68. The cost per place factor is contained in the Council's supplementary planning guidance document.

Primary

There is no spare capacity at Sully, St Andrews and St Josephs to accommodate the development. The authority would therefore seek S106 contributions for 48 primary age children at a cost of £14,463.26 per place, including professional, legal fees etc., totalling £694,236.48. The cost per place factor is contained in the Council's supplementary planning guidance document.

Secondary

There is no spare capacity at Stanwell Comprehensive School and Ysgol Bro Morgannwg to accommodate the development. The authority would therefore seek S106 contributions for 35 pupils aged 11-16 at a cost of £21,793.42 per place totalling £762,769.7 and for 7 pupils post 16 at a cost of £23,653.40 per place totalling £165,573.8, the overall total required would be £928,343.5. The cost per place factor is contained in the council's supplementary planning guidance document.

Overall S106 Contribution required

Nursery - £260,338.68
Primary - £694,236.48.
Secondary - £928,343.5

Total £1,882,918.6

The overall contribution required for nursery, primary and secondary would therefore be **£1,882,918.60.** The applicant has confirmed agreement with this contribution.

Public Open Space

Residential developments are expected to make provision for Public Open Space and/or recreational facilities to meet the needs of the future population they will bring to the area. Open space offers vital opportunities for sport and recreation, and also act as a visual amenity.

TAN 16: Sport, Recreation and Open Space (2009) states '*Planning conditions and obligations (Section 106 Agreements) can be used to provide open space, sport and recreational facilities, to safeguard and enhance existing provisions, and to provide for their management'.* UDP Policies HOUS8, REC3 and REC6 require new residential developments to make provision for public open space and the Draft Planning Obligations SPG provides further advice about how these standards should operate in practice.

The site lies within Sully Ward. The LDP Open Space Background Paper (2013) indicates that the Ward has an under-provision of children's play space of 0.94 ha and an over-provision of outdoor sport space of 12.17ha.

The indicative housing layout indicates a central area of public open space, which would provide for children's play space. Moreover there is over provision of outdoor sport in the Sully Ward as previously stated above. In this regard on the basis of on-site provision of children equipped and non equipped play space within the development, in line with the children's play space standards. no financial contributions would be sought.

The agent has confirmed agreement to a commuted sum for maintenance of the on site public open space of **£50,000.**

Sustainable Transport

Increasing importance is enshrined in local and national planning policies emphasising the need for developments to be accessible by alternative modes of transport than the private car. Planning Policy Wales (PPW) (ed. 8, January 2016), Paragraph 4.4.3 recognises that in order to create sustainable and cohesive communities within Wales, improvements to transport facilities and services are required. Paragraph 4.7.4 seeks to ensure that new developments are integrated appropriately within existing settlements, to minimise the need to travel by private car. National policy contained within Technical Advice Note 18 'Transport' (March 2007) Paragraph 9.20 allows local planning authorities to use planning obligations to secure improvements to the travel network, for roads, walking, cycling and public transport, as a result of a proposal.

In terms of local policy, UDP Policy 2 favours proposals which are located to minimise the need to travel, especially by car and which help to reduce vehicle movements or which encourage cycling, walking and the use of public transport. UDP Policy ENV27 states that new development will be permitted where it provides a high level of accessibility, particularly for public transport, cyclists, pedestrians and people with impaired mobility. Whilst the Council's Unitary Development Plan (1996-2011) is time-expired, these policies are supported by the advice in PPW, TAN 18: Transport and Manual for Streets and therefore remain relevant.

The Sustainable Transport Assessment (2013) and Transport Assessment of LDP Proposals (2013) identified the transport implications of growth planned in the LDP and outlined proposals for improvements to highway and sustainable transport infrastructure to address the increased demand for travel.

In accordance with the Planning Obligations SPG at the time of submission, the Council sought a financial contribution of £2000 per residential unit to provide sustainable transport facilities. For the proposals for 200 units this would equate to **£400,000**. This could be used towards improve cycle routes in the area; upgrading bus stops in the vicinity of the site; contributing towards enhanced bus services; and improving pedestrian links in the area and works ot enhance the coastal path. The applicant has confirmed agreement with this contribution.

Community Facilities

Community facilities are important for meeting a range of social needs and must be provided locally to serve the needs of the local community and reduce the need to travel. All new residential developments place pressure on existing facilities. Chapter 4 'Planning for Sustainability' of PPW (Ed. 8, January 2016), promotes the importance of equal and cohesive communities, and access to services such as community facilities. Paragraph 4.6.1 of PPW recognises that development can help to arrest the decline in community facilities.

UDP Policy HOUS8 permits new residential development where (inter alia) adequate community and utility services exist or can be readily provided. The SPG on Planning Obligations acknowledges that new residential developments place pressure on existing community facilities and creates need for new facilities. Therefore, it is reasonable to expect new residential developments of this scale to contribute towards the provision of new, or enhancement of existing, community facilities.

The Community Facilities contribution for the scale of development would be based on the formula of 0.75sqm of community floor space per dwelling or £988.50 per dwelling if not provided on site (based on the SPG requirement at the time the application was submitted). Given the scale and location of the development when considered in conjunction with the adjacent development, it is considered appropriate to require an off-site contribution of **£197,700.** This contribution could be used to provide improved facilities off site within Sully such towards the Provision of a new community building on land West of Swanbridge Road and to address the existing deficiency of library space provision.

Public Art

Technical Advice Note (TAN) 12 'Design' (March 2016) Section 5.15 recognises the importance role of public art, in creating and enhancing '*individuality and distinctiveness'* within a development, town, village and cities. Public Art can bring distinctiveness and material and craft quality to developments, enable local people to participate in the process of change and foster a sense of ownership. It is therefore an important part of achieving design quality.

The Council introduced a 'percent for art' policy in July 2003, which is supported by the Council's adopted SPG on Public Art. It states that on major developments, developers should set aside a minimum of 1% of their project budget specifically for the commissioning of art and, as a rule, public art should be provided on site integral to the development proposal.

The applicant has confirmed the public art would be integrated into elements of the club house with details to be agreed via condition. Whilst this may be acceptable such provision would have to equate to the 1% value set out above and fall within the definition of public art, rather than simply a build cost and as such would have to form part of a legal agreement and not secured by way of condition.

Off site Highway Works

The agent has set aside £20,000 for the proposed works to be undertaken towards an improved layout of the 'McDonalds Roundabout'.

RECOMMENDATION

REFUSE (W.R.)

1. The proposed residential development is outside the defined settlement boundary of Sully and is not considered an appropriate form of "rounding off" and there is no overriding justification or material consideration to outweigh the "in principle" policy presumption against such development. Moreover the development would be highly visible from South Road and the Public Right of Way No.4 Sully (part of the All Wales Coastal Path). As such the development would be contrary to Polices ENV1 - Development in the Open Countryside, and HOUS3 - Dwellings in the Countryside of the adopted Vale of Glamorgan Development Plan 1996 – 2011 and Planning Policy Wales (Edition 8, 2016).

2. By virtue of the parameters for development, the density and indicative site layout, the proposed development of 200 No. houses within the undeveloped coastal zone would fail to respect the coastal setting and open nature of the existing site and it setting against the existing settlement of Sully, where a need for a coastal location for such development cannot be demonstrated. Moreover the development would be highly visible from South Road, Sully and the Public Right of Way No.4 Sully (part of the All Wales Coastal Path). As such the development would be contrary to Policy ENV6 – East Vale Coast of the adopted Vale of Glamorgan Development Plan 1996 – 2011 and Chapter 5 of Planning Policy Wales (Edition 8, 2016).

3. By virtue of the parameters for development, the density and indicative site layout, the proposed development of 200 No. houses would result in an unacceptable and unjustified extension of the settlement of Sully eastwards, which would prejudice the open and undeveloped nature of the land and adversely affect the rural setting of Sully, contrary to the Local Development Plan background evidence contained within the Green Wedge Background Paper, and the advice contained within Chapter 4 of Planning Policy Wales (Edition 8, 2016).

CONCLUSION

For the reason set out above in this report, it is considered that whilst the sport elements of the scheme are considered acceptable and generally in line with local and national planning policy. However, the outline element of this hybrid application is considered unacceptable as contrary to the adopted Development Plan and emerging Local Development Plan policies and designations, without sufficient material considerations weighing in favour of granting planning permission.

The decision to recommend refusal of planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011.

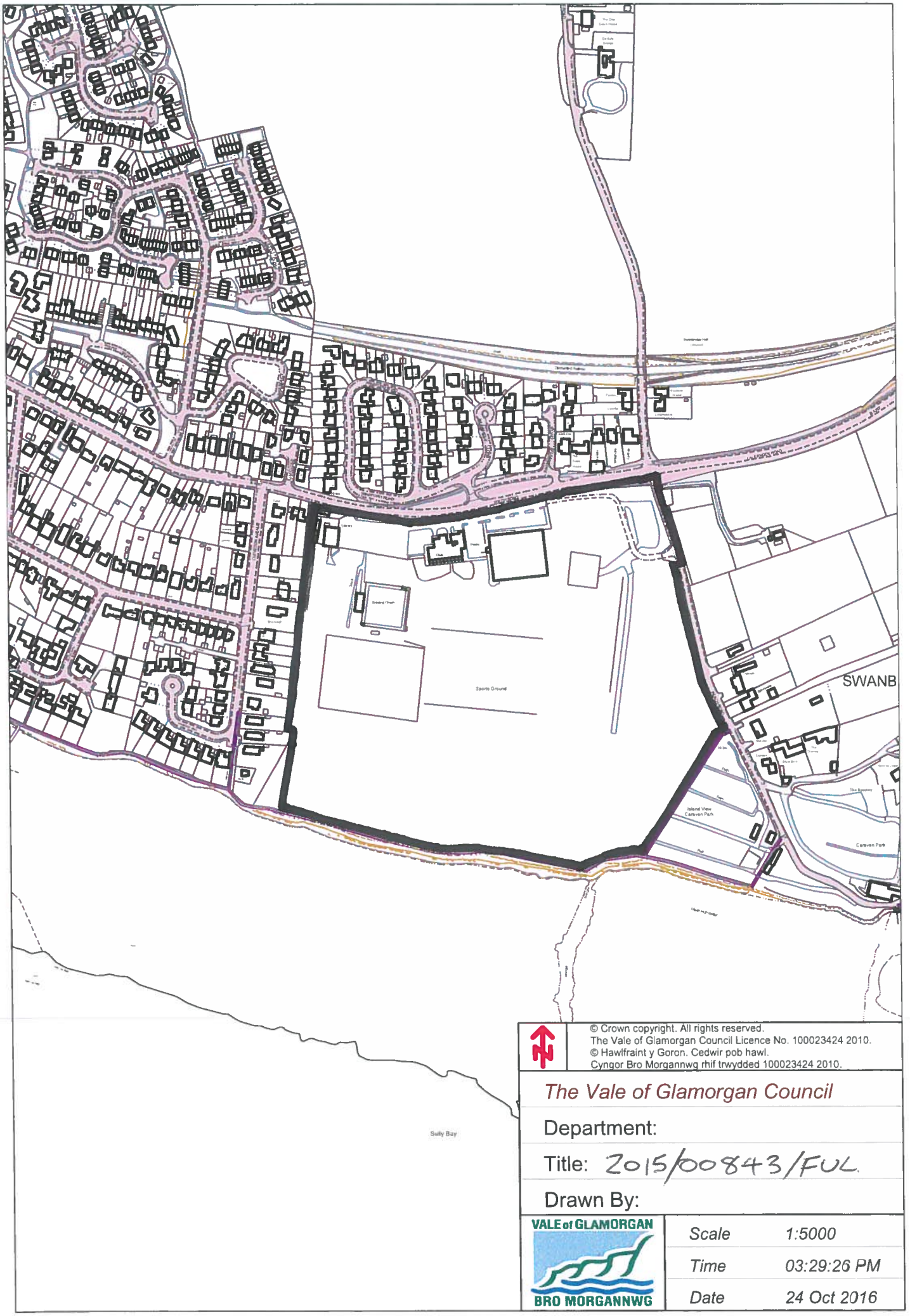
NOTE:

Please note that this consent is specific to the plans and particulars approved as part of the application. Any departure from the approved plans will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.

In addition, any conditions that the Council has imposed on this consent will be listed above and should be read carefully. It is your (or any subsequent developers) responsibility to ensure that the terms of all conditions are met in full at the appropriate time (as outlined in the specific condition).

The commencement of development without firstly meeting in full the terms of any conditions that require the submission of details prior to the commencement of development will constitute unauthorised development. This will necessitate the submission of a further application to retain the unauthorised development and may render you liable to formal enforcement action.

Failure on the part of the developer to observe the requirements of any other conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.



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The Vale of Glamorgan Council

Department:

Title: 2015/00843/FUL

Drawn By:

VALE of GLAMORGAN
BRO MORGANNWG

Scale	*1:5000*
Time	*03:29:26 PM*
Date	*24 Oct 2016*

2015/00843/FU
Appendix A.

VALE OF GLAMORGAN BOROUGH COUNCIL

APPEAL

by

BP CHEMICALS LTD

Town and Country Planning Act 1990

Section 78

Inspector: P V Farrow Dip TP MRTPI

Date of Inquiry: 27, 28 and 29 October 1992

File No: APP 72-20

Welsh Office
Cathays Park
CARDIFF

4 December 1992

To the Right Honourable David Hunt MBE MP
Secretary of State for Wales

Sir

1.1 I have the honour to report that on 27, 28 and 29 October 1992 I held an inquiry at The Council Offices, Barry into an appeal by BP Chemicals Ltd against the decision of the Vale of Glamorgan Borough Council to refuse outline planning permission for the comprehensive development for residential (approx 20 acres) and sports club (approx 17 acres), together with ancillary works including an off-site sewer on land off South Road, Sully.

1.2 This report includes a description of the appeal site and its surroundings, the gist of the representations made at the inquiry, my conclusions and recommendations. Lists of appearances, documents and plans are attached.

1.3 The outline planning application was accompanied by a layout plan (Plan B) which was stated to be for "illustrative purposes only". Prior to the inquiry the appellants sent an alternative layout plan to the council and at the inquiry they asked that this be taken as being illustrative of their revised intentions (Doc 10 WT6). Whilst the council did not resist this they asked for the inquiry to be adjourned so that they may seek the views of their elected members. As the revised layout plan had been sent to the council on 29 September 1992, some 4 weeks prior to the inquiry I considered that they had had sufficient time for such consultations and, as the application is for outline planning permission, I refused the request for an adjournment.

SITE DESCRIPTION

2.1 The site extends to about 14 ha (34.5 acres). It has frontage to the south side of South Road (northern boundary) of about 353m and to Beach Road (eastern boundary) of about 274m. Along the western boundary are the rear gardens of the houses and bungalows which front Clevedon

Avenue and to the south low cliffs and a rocky seashore. The site is presently occupied by a range of sports pitches (2 rugby, 2 soccer and a cricket square), a bowling green, car park and a large clubhouse. In the north-western corner are a range of single storey buildings which serve as changing rooms. The site is generally level but it falls from South Road to the top of the cliff edge by about 12m. A public footpath (No 4) runs along the cliff edge from the housing area (to the west) to the settlement of Swanbridge (to the east). Except where views are restricted by the clubhouse and a hedge around the bowling green the sea is visible from all parts of the appeal site.

2.2 Along the northern boundary (the South Road frontage) there is a row of conifers which are cut as a hedge (2.5/3m high). A row of trees along the western side of the site are covered by a TPO (Doc 13).

2.3 From Sully Island, which can be reached at low water, the site can be seen as an undeveloped gap between Sully and Swanbridge (Doc 10 WT 2 and WT 3). The development on the north side of South Road is obscured from view by the conifer hedge along the northern boundary of the site and other trees planted as a part of that development. Moreover. some of those dwellings are also at a slightly lower level than South Road.

THE CASE FOR THE APPELLANTS

The main points are;

3.1 From PPG 1 it can be concluded that the appeal proposal should be tested against the provisions of the development plan.

3.2 The appeal proposal provides for the relocation of all of the existing playing pitches, the bowling green and the erection of a new and better equipped clubhouse, changing rooms and a car park for 104 cars and 4 coaches. Original consideration of the scheme concluded that about 6.8ha (17acres) would be required to relocate the existing recreational facilities, leaving about 8.0ha (20 acres) for housing development (Plan B). However, further consideration has resulted in the revised scheme (Doc 10 WT6) which leaves some 8.2 ha (20.5 acres) for recreational use and only about 6.4ha (16.5 acres) would be developed for housing - at a density of 8 dwellings/acre. Substantial planting would be provided along the southern/eastern edge of the new housing area and a less barren appearance would result. The overall impact of the new development on the existing landscape would therefore be small. A number of photographs (Doc 10) together with a detailed appraisal of them (Doc 10 Section 6) are provided.

3.3 The advantages of the revised proposals are;-

(a) The housing would be along the northern and western sides of the site adjacent to, and rounding off, existing development.

(b) Only one vehicular access would be required, enabling the existing access to South Road to be closed.

(c) Open areas along the sea front and along Beach Road would be retained. These would act as a buffer between the proposed housing and the coast. The new housing would also be well related to the existing housing north of South Road and west of the site (Clevedon Ave).

(d) The public footpath along the cliff edge would continue to have playing fields along one side.

(e) Improved facilities could be provided in the new clubhouse.

(f) The proposed rising main could help to resolve existing problems.

3.4 In considering the appeal reference should be made to government policy in particular:-

PPG 1
PPG 3 (Wales) - paragraphs 12, 13, 15, 28, 46, & 56
PPG 12 - paragraphs 5.21 to 5.40
PPG 16 - paragraphs 6 and 30
PPG 17 - paragraphs 3, 4, & 42

3.5 In PPG 3 (Wales) it is stated that the more sites local planning authorities identify the better, and that housing sites should be well related to existing development and be well integrated with the existing settlement pattern.

3.6 It is considered that the grant of planning permission in this case would accord with the guidance of PPG 3 (Wales) as the housing would fully integrate with the existing settlement pattern and form a natural rounding off of the existing housing to the north and west. Moreover, those parts of the site which would provide views of the sea, across the playing fields, would be suitable for good quality housing as identified in paragraph 15 of PPG 3 (Wales).

3.7 Doc 18 which has been agreed with the council sets out the housing land supply position. Whilst this does not demonstrate that any special considerations need to be taken into account, it is considered that there is a need for housing land to be made available.

3.8 In 1980, when approving the structure plan, the Secretary of State (Doc 9 - JB12) stated that the definitions

he provides in respect of Policy H1 should be interpreted flexibly. Sully is not specifically mentioned in Policy H1, thus it is not clear whether the provision for "minor" sites is applicable in this case. However, having regard to some planning permissions granted elsewhere (eg Rhoose) and in excess of the defined sizes (eg Barry) it probably does and it is considered that the grant of planning permission in this case would not conflict with that policy.

3.9 Structure Plan Policy EV4 states that in urban fringes there will be a presumption against development in a rural area and it seeks to restrict development in urban fringe areas. This policy specifically refers to Cardiff, Barry, Penarth and Dinas Powys but not Sully. Furthermore, on the Key Diagram which indicates the general location of policy areas no such indication is given that Policy EV4 relates to the appeal site. The appeal site is not "rural" in character and for all of those reasons this policy should not be applied to the appeal site.

3.10 Policy 1 of the Penarth - Barry Coastal Local Plan is more specific (Doc 9 JB6). It identifies the beach/cliff top region as being within a "Coastal Conservation Zone" and it states that where there is a footpath along the top of a cliff (as in this case) the inland extent of the coastal zone is identified by the footpath. The proposals do not envisage any development within the designated coastal zone and therefore the proposal accords with this policy.

3.11 Policy 2 of the local plan designates "Country Conservation Zones". It specifically relates to those parts of the coast where agriculture predominates. The proposals map identifies where this policy applies, the appeal site is excluded and it is not used for agriculture. The provisions of this policy do not therefore apply to this proposal.

3.12 Policy 8 of the local plan is ambiguous. It contains a general presumption against new development on the coastal frontage except where it would be ancillary to certain identified recreational uses at defined sites - none are within the appeal site. However, in the light of policies 1 and 2 it is unclear whether the policy was intended to give a degree of further protection to the coastline as a whole or if it is intended as a positive policy relating to the 3 designated recreational areas. If the former applies it is accepted that the proposals illustrated on Plan B would have offended the policy whereas the revised proposal (Doc 10 WT6) does not.

3.13 The proposals would accord with structure plan policies EV 15, EV 17, EV 18, and EV 19. The site is not a designated conservation area, it does not contain any listed buildings or any other features worthy of preservation. It has been established that the site is not worthy of archaeological investigation (by the Glamorgan/Gwent Archaeological Trust - Doc 20).

3.14 PPG 20 states that local plans may identify a coastal zone. It is considered that the coastal zone defined in local plan Policy 1 accords with that described in PPG 20 (Paras 1.6 & 1.7) and that the appellants' proposals do not impinge into it. PPG 20 recognises (paras 1.6 & 1.7) that the "coastal zones" to which its advice relates are potentially very narrow and this proposal would not offend the advice of PPG 20 as the coast would remain free of development.

3.15 Paragraph 42 of PPG 17 states that playing fields should normally be protected subject to certain exceptions. Two of the exceptions to the guidance that playing fields should normally be protected are:

(i) That "sports and recreational facilities can best be retained and enhanced through the redevelopment of a small part of the site" and,

(ii) "that alternative provision of equivalent community benefit is made available".

In this case all of the playing fields would be replaced and the clubhouse replaced by an improved facility. Thus, the advice of PPG 17 would not be offended. In Policy R2 of the East Vale LP (Doc 8) (which adjoins the site) provision is made for an alternative playing field if the public access to the appeal site is restricted - a recognition by the council of the possibility of the development now proposed. Moreover, the council do not argue that there is any particular deficiency in open space/playing fields in Sully.

3.16 The appellants have already made land available for the cliff top footpath to be reinstated after erosion and the appeal proposal do not prejudice that facility. As a new footpath from South Road to the cliff top path (footpath No 4) would be provided the proposals accord with Policy 14 of the local plan as access to the coastal path would be improved.

3.17 All necessary services are or can be made available and the proposed rising main would be available to assist in the resolution of an existing problem.

3.18 As to the reasons for refusal:-

Reason 1: The revised illustrative plan (Doc 10 WT6) demonstrates that the development could be accommodated whilst retaining the open aspect of the coastal frontage. The pleasant setting of the coastal path would be retained and, given its present condition, enhanced. Policy 8 of the LP would not be offended.

Reason 2: The scheme illustrated on the revised illustrative plan (Doc 10 WT6) would not extend the development further east than the existing development on the north side of South Road. The proposal (Plan C)

would not result in either coalescence with another settlement or urban sprawl. In particular it would not diminish the existing rural gap between Sully and Penarth. The proposed development would be within logical and well defined boundaries and would not set a precedent. The substantial open space element allows for landscaping and screening

Reason 3: Having regard to the definitions contained in the Secretary of State's decision letter on the structure plan the residential aspect of the proposal (ie 6.5 ha) should not be regarded as "large scale". In that letter the Secretary of State refers to sites of over 10ha as being large scale.

Reason 4: East Vale LP is not relevant to this site.

Reason 5: Whilst the site is flat and grassed it has the characteristics of an urban and not a rural open space. Sully is not an historic town and there is no planning reason why any special emphasis should be given to its setting. The land is in private ownership and whilst the appellants are tolerant of unauthorized use the public have no right of access - other than along footpath No 4.

Reason 6: It is accepted that the site is not allocated for housing it is unallocated.

3.19 Documents 11 and 12 describes the existing highway situation, give details of traffic flows and the traffic which would be generated by the proposed development. The proposal for a new roundabout at the junction at the north eastern corner of the site is examined and the potential "calming" effect on existing traffic is also described. The highway authority raise no objections to the form of junction and site access which is proposed. This evidence was not contested during the inquiry, and it has been demonstrated that;-

(i) a safe access to the site in the form of a roundabout can be provided;

(ii) a roundabout junction can adequately and safely accommodate the traffic flows from the appeal site;

(iii) the proposed roundabout has adequate capacity for a design year of 2008;

(iii) that by positioning the roundabout at the cross roads junction to the north east of the site, safer turning movements on the existing road system will be possible;

(iv) the traffic speeds on the B4276, as vehicles approach Sully and travel through Sully, will be reduced

by a roundabout. This will bring significant safety benefits for the local residents.

THE CASE FOR THE LOCAL PLANNING AUTHORITY

The main points are:-

4.1 The appeal site occupies a significant position between the settlement at Sully (east) and Swanbridge (west). At Swanbridge there are 2 caravan sites, a public house and the causeway to Sully Island. It is an area popular with holiday makers.

4.2 The planning application, the subject of the appeal was refused in April 1992 and a copy of the Chief Planning and Development Officer's report is at Doc 13 appendix III. The replies to the consultations undertaken in respect of the application are at Page 7 of Doc 12.

4.3 PPG 1 (General Principles - March 1992) is an introduction to the planning system in general, Paragraph 5 states, inter alia, that:

"It should operate on the basis that applications for development should be allowed, having regard to the development plan and all material considerations, unless the proposed development would cause demonstrable harm to interests of acknowledged importance."

On the specific question of determining planning applications and appeals, Paragraph 25 states:

"The approach that decision-makers should take into consideration of planning applications is set out in sections 70(2) and 54A of the 1990 Act (the latter inserted by section 26 of the 1990 Act). Section 70(2) requires the decision-maker to have regard to the development plan, so far as it is material to the application, and to any other material considerations. Where the development plan is material to the development proposal, and must therefore be taken into account, section 54A requires the application or appeal to be determined in accordance with the plan, unless material considerations indicate otherwise."

It goes on to say that:

"In effect, this introduces a presumption in favour of development proposals which are in accordance with the development plan. An applicant who proposes a development which is clearly in conflict with the development plan would need to produce convincing reasons to demonstrate why the plan should not prevail."

Paragraph 26 states:

"Those dealing with planning applications and

appeals should therefore look to see whether the development plan contains policies or proposals which are relevant to the particular development proposal. Such material policies and proposals may either give support to a development proposal in a particular location or indicate that it is not appropriate."

It goes on to say that:

"If the development plan does contain material policies or proposals and there are no other material considerations, the application or appeal should be determined in accordance with the development plan."

4.4 Planning Policy Guidance 3 (Wales) - "Land for Housing in Wales" (March 1992). Paragraph 1 of the introduction states, inter alia, that:

"It must also ensure that established environmental policies are maintained and enhanced. These policies, to which the government is firmly committed, include the continuing protection of National Parks and Areas of Outstanding Natural Beauty; the conservation of natural habitats, and the protection of the countryside and the best and most versatile agricultural land; and the conservation and enhancement of the urban environment and built heritage."

Paragraph 13 goes on to state, inter alia, that:

"Sites proposed for new housing should be well related in scale and location to existing development. Schemes should be well integrated with the existing pattern of settlement and surrounding land uses ..."

Paragraphs 28 and 29 concern Open Space and stress the importance that should be attached to such areas, both existing and proposed. Paragraph 28 begins by saying that:

"PPG17 provides guidance on planning policies and the need to retain valuable open space in cities, towns and villages. Parks, playing fields, informal open spaces, allotments and private gardens can all be of great importance to the character of a neighbourhood. They can provide particularly valuable opportunities for recreation in heavily populated urban and suburban areas. Planning policies should, therefore, seek to achieve a reasonable balance between the need to make adequate provision for development, and the need to protect open land for development."

4.5 Planning Policy Guidance 7 - "The Countryside and the Rural Economy"-January, 1992. This replaced the former PPG7 and cancelled DCPN4, the annex to Welsh Office Circular 49/73 and Circular 25/87. The main aims of PPG7 as identified in Paragraph 1.1 are:

- to encourage economic activity in rural areas;

- to conserve and improve the landscape, and encourage opportunities for recreation;

- to conserve the diversity of our wildlife particularly by protecting and enhancing habitats.

4.6 Planning Policy Guidance 17 - "Sport and Recreation" is specifically referred to in PPG3 (Wales). This document identifies the government's general policy of the importance sport and recreation play in all aspects of life. It states, inter alia, in paragraph 2 that:

"Sport and recreation have a valuable social and economic role. It is the policy of the Government to promote the development of sport and recreation in the widest sense: to enable people to participate in sport, whether as players or spectators, and to encourage the provision of a wide range of opportunities for recreation, so that people can choose those which suit them best."

It states in paragraph 3 that:

"It is a part of planning authorities' responsibilities to take full account in their development control decisions of the community's need for recreational space, to have regard to current levels of provision and deficiencies, and to resist pressures for the development of open space which conflict with the wider public interest."

Paragraph 4 states:

"Local planning authorities need to take into account the value of open space not only as an amenity but also as a contribution to the conservation of the natural and built heritage of the area."

The footnote refers to the definition of open space in the Town and Country Planning Act, 1990 and goes on to say that the guidance note is intended to apply to all types of open space of public value.

4.7 Planning Policy Guidance 20 - "Coastal Planning" was published in September, 1992. It advises, in determining applications for schemes in coastal areas, that local authorities should only consider providing for development which specifically needs such a location. In respect of policies for development, it states in paragraph 2.9 inter alia, that:

"... in the coastal zone, development plan policies should normally not provide for development which does not require a coastal location."

Paragraph 1.2 of the note states:

"Against this background, it is the role of the planning system to reconcile development requirements with the need to protect conserve and, where appropriate, improve the landscape, environmental quality, wildlife habitats and recreational opportunities of the coast. This is achieved through development plans and planning decisions, which implement policies for the conservation and improvement of the coastal environment, acknowledging the special character of the coast."

The note also identifies 6 uses and activities which require a coastal location. These are:

tourism;

recreation;

developments, including ports, marinas and industries importing bulky raw materials, that depend on access to the sea;

mineral extraction;

energy generation; and

waste water and sewage treatment and disposal.

With regard to recreation, paragraph 3.4 states:

"The coast is a popular destination for recreational activities and there have been growing pressures on its capacity. The natural beauty and landscape variety of the coast, its nature conservation interest and its various natural resources for recreation, such as water, beaches and cliffs, make it a major attraction. In most coastal areas, the aim should be to balance and reconcile these interests and contain the impact of these activities through appropriate management measures."

4.8 The South Glamorgan Structure Plan was first approved on the 14th January, 1980, with its first review formerly approved by the Secretary of State for Wales on 31st May, 1989 (Alteration No 1).

4.9 Policy H1 entitled "New Dwellings" states:

"Land will be made available for some 23,600 new dwellings within the period 1981-1996, of which 16,000 will be in Cardiff and 7,600 in the Vale of Glamorgan. Some of the demand for these new dwellings will be met by:

(i) Giving priority to the provision of infrastructure and services for the development of housing sites with planning

permission or identified in adopted local plans;

(ii) The redevelopment of suitable cleared sites in urban areas and the replacement of unfit or substandard housing;

(iii) The release of land and provision of infrastructure and services for the development of a range of minor sites within and adjoining the urban areas of Cardiff, Barry and Penarth, taking into account the provisions of policies H17 and H18.

The following criteria should be taken into account when such proposals are considered:

a. The compatibility of the proposed developments with the scale of existing commitments in the appropriate area;

b. The sites do not unreasonably conflict with the interests of either agriculture, conservation or landscape protection;

c. The development of any site does make undue demands on the provision of infrastructure and services."

4.10 . Policies H17 and H18 referred to above, originate from the former Welsh Office Circular 30/86 which was cancelled in March, 1992, by PPG3 (Wales). These policies state:

Policy H17: "Consideration will be given to the siting in appropriate locations in and adjoining towns and villages and proposed new settlements of a limited number of individually designed residences commanding high standards of privacy and space. These may be sited either singly or in small low density groups in locations which do not prejudice policies for the protection of Sites of Special Scientific Interest, nature reserves, conservation areas, the Heritage Coast and open countryside."

Policy H18: "Wherever possible existing residential areas characterised by high standards of privacy and spaciousness will be protected against over development and insensitive or inappropriate infilling."

4.11 Policy EV4 concerns the urban fringe and states:

"In the urban fringe areas of Cardiff, Barry, Penarth and Dinas Powys, other than those areas favoured for development in other policies of the Structure Plan, there will be a presumption against development proposals unsuitable in a rural area. Any development proposals will be considered in the light of the needs and interests of agriculture, recreation, landscape and countryside conservation.

Countryside zones, where protection of sensitive or vulnerable environments will be paramount, will be defined in local plans as appropriate."

4.12 The second review of the Structure Plan (Alteration No 2) was published for consultation purposes in January, 1991 with the consultation period expiring on 1st March, 1991. The results were reported to County Committee in May, 1991. At Committee, it was resolved that further work needed to be carried out, particularly the new settlement policy, motorway related sites and the issue of "Green Belts". However, work is being delayed so that the results of the 1991 census can be incorporated. The new Structure Plan will a much slimmer document, concentrating on matters of strategic importance.

4.13 Policy H1 of the structure plan makes provision for the release of "minor sites". In 1980 in his letter approving the structure plan (Doc 12 JB 12) the Secretary of State defines these as:-

In Cardiff .....up to 10 h
In Barry and Penarth .....up to 4 ha

Even the reduced area shown on Plan C for housing (6.4 ha) exceeds the figure for Barry and Penarth and it is considered that the proposal does not accord with Policy H1.

4.14 As well as providing an important range of recreational facilities, because of its position between the built up areas of Sully and Swanbridge, the site is a significant visual feature when seen from South Road, the coastal footpath, Sully Island and from the Bristol Channel. It is therefore argued that the site should be considered as a part of the "urban fringe" of Penarth. The significance of the open character and appearance of the site can be seen on the photographs and maps produced by the appellants in Doc 10.

4.15 It is therefore strongly argued that Policy EV4 of the structure plan is very relevant and should be applied. The proposal does not satisfy that policy because the development would be unrelated to the needs and interests of agriculture, the landscape or countryside conservation. It relates to recreation only in so far as certain recreational facilities would have to be relocated so that the proposed houses could be built. Furthermore, in the letter which approves the 1st Alteration of the Structure Plan it is stated:-

"The Panel's conclusions and recommendations have been generally accepted but their proposed wording of Policy EV4 has been adapted to further clarify the guidance provided as regards urban containment and the protection of important and vunerable natural and semi-natural environments. It is considered that Policy EV4 (together with other relevant policies) adequately reflects the concern expressed in the Secretary of State's notice of approval of 14 January, 1980, that it is essential to avoid urban sprawl and the fusion of the built up areas of Cardiff, Penarth, Barry and Dinas Powys."

4.16 As the site occupies the whole of the gap between Sully and Swanbridge it is considered that its development would be contrary to the general thrust of Policy EV4 and the intention to prevent urban sprawl and the fusion of settlements.

4.17 The appeal site is within the area of The Barry-Penarth Coastal Area Local Plan which was adopted by the Borough Council as a statutory local plan on the 1st August, 1983.

Policy 8 of the plan states:

"There will be a presumption against any new development on the coastal frontage except that which is ancillary to the existing recreational uses at the sites already developed at Swanbridge, St Mary Well Bay and Lavernock."

4.18 The appeal site is not within one of the 3 designated areas to which this policy applies and although the Plan does not define a "coastal frontage" the recreational uses to which the policy relates extend inland for up to 330m. Virtually the whole of the appeal site is within 330 m of the coast and therefore it is argued that there is a further policy presumption against the proposal.

4.19 Although the appeal site is outside the area covered by the East Vale LP, and therefore cannot be regarded as a part of the development plan for the purposes of Section 54A, as it abuts the appeal site on 2 sides its provisions must be a material consideration. Policy H1 of that plan states:-

"There shall be a presumption against any residential development involving the extension of the Dinas Powys, Sully, Penarth and Llandough urban areas beyond the residential development boundaries as defined on the proposal map, unless such development can be justified in the interests of agriculture of forestry."

Clearly this proposal would extend the residential area of Sully to the east and is not related to agriculture or forestry and would offend the objective of Policy H1.

4.20 The recently published PPG 20, at paragraph 2.9 states:-

"..... in the coastal zone, development plan policies should normally not provide for development which does not require a coastal location"

Residential development does not appear in the list of those land uses which require a coastal location. This, it is considered, represents a further presumption against the proposal.

THE CASE FOR SULLY COMMUNITY COUNCIL

The main points are:-

5.1 Referred to their letter to the council (Doc 12 appendix iv) and said that in 1981 there were only 830 houses in Sully. Now there are 1330 houses and the proposed development of about 130 more would represent a further increase of 10%. The development would link Sully and Swanbridge and they expressed concern about the ability of the facilities in the village to cope.

5.2 The development would contravene Policy H1 of the East Vale LP, Policy 8 of the Barry-Penarth LP, be contrary to the advice in PPG 17 where it talks about small areas for development and PPG 20 which seeks to resist inappropriate development at the coast.

THE CASE FOR OTHER INTERESTED PERSONS

The main points are:-

6.1 "Sully Against Development" (SAD) have submitted a petition against the proposed development signed by 1500 people - about 53% of the electorate of Sully. They support the council in opposing the proposed development.

6.2 Mr J Butler, Mrs P M Y Winn-Jones, Mr G John, Mr I Knights, Mrs A M Reece and Mrs S Stewart consider that the evidence presented against the proposed development is very strong, supported the advice contained in PPG 20 against coastal development, expressed concern that the proposed development would link Sully and Swanbrige and doubted the ability of facilities in the village to cope with a large number of new residents. Concern was also expressed about the possible effect of the development on sea birds, effect of smells from the nearby BP factory on the new residents and that the consequent increase in traffic along South Road would increase traffic danger. They all supported the council.

6.3 The Campaign for the Protection of Rural Wales have written (Doc 3) to oppose the proposal (Doc 23) on similar grounds to those advanced by the council.

6.4 A large number of people have submitted written representations. These are generally opposed to the development and refer to many of the arguments advanced by the council and others.

CONCLUSIONS

NB In this section of the report references contained in parentheses thus [ ] relate to the source on which I have drawn.

From the foregoing I have concluded:-

7.1 Policy H1 of the structure plan provides for the development, for housing, of sites (within and adjoining the urban areas of Cardiff, Barry and Penarth) other than those specifically allocated [4.9]. The Secretary of State's definition of a "minor" site in Cardiff (ie 10ha) clearly does not apply. If any of those definitions are relevant it would be that for Barry and Penarth (ie 4 ha) [4.13] - as the appeal site is situated between those 2 towns [Doc 10 WT1]. At 6ha the residential element of this proposal is 2ha larger than is considered appropriate in Penarth and Barry and it would be a significant addition to the east side of Sully. However, the Secretary of State advised that his definition should be interpreted flexibly [3.1], planning permissions have been granted in and around Barry and at Rhoose on sites larger than 4 ha [Doc 25] and I saw some of these. Whilst in all cases there are circumstances which distinguished those cases from the appeal site, I do not consider that the application of structure plan Policy H1 would alone justify the refusal of planning permission in respect of the appeal proposal.

7.2 Policy EV4 (of the structure plan) establishes a presumption against development in the urban fringe areas of Cardiff, Barry, Penarth, and Dinas Powys [3.9 & 4.11]. Whilst the appeal site may not abut any of those towns it is within the general area contained by them and, on the same basis as the appellants argue that Policy H1 is probably applicable [3.8], I consider that this policy is also relevant.

7.3 As the appellants pointed out the structure plan key diagram [Doc 6] does not contain a notation (in the key) for Policy EV4. Instead, Policy EV4 is indicated by the notation "EV4" at intervals around the edges of urban areas. However, those notations are at intervals and, having read the policy and looked at the key diagram (and especially the spaces between the "EV4" notations and the coast) it would be unreasonable to interpret the key diagram other than as Policy EV4 applying to the east side of Sully.

7.4 The letter approving the 1st Alteration of the Structure Plan refers to the Secretary of State's concern, expressed in 1980, that it is essential to avoid urban sprawl and the fusion of the built up areas of Cardiff, Penarth, Barry and Dinas Powys [4.15]. The objective of Policy EV4 is

to prevent the coalesence of those 4 towns. Notwithstanding that there is an area of open countryside area between Sully and Penarth which has been designated as a "countryside conservation area", it would be perverse if the Secretary of State's objective was undermined, not by the spread of the 4 towns, but by sprawl from, and/or the fusion of, towns and villages between them - in this case Sully and Swanbridge.

7.5 The various maps and aerial photographs [Doc 10] confirm what is apparent on the ground, that the appeal site is the only gap between Sully and Swanbridge. The illustrative layout [Doc 10 WT6] shows that there would be the proposed 2 storey clubhouse, car park and the playing fields in what would remain of that gap. The clubhouse would be only about 90m [Doc 10 WT6] from the nearest house in Swanbridge (Treboath) and elsewhere there would be only about 160/170m between the proposed housing and a caravan site. From the coastal footpath (Footpath No 4) and Sully Island the existing development on the north side of South Road is not easily seen due to the houses being on land which is generally lower than South Road, trees and other vegetation (including the hedge along the northern boundary of the appeal site) [2.3]. Although the proposed playing fields would be in front of the proposed housing [Doc 10 WT6) I consider that it would be very conspicuous until any planting became substantial and, being so close to the sea, that may take some time.

7.6 Policy 8 of the Barry-Penarth Coastal Area Local Plan clearly seeks to prevent unnecessary residential development on the coastal frontage except when ancillary to certain recreational uses [4.17]. The site is not within one of the designated recreational areas and it adjoins the coast [4.18]. The appellants argued that the coastal frontage would remain open [3.3 & Doc 10 WT6]. However, if permitted, the proposal would bring housing much closer than it is now (in places to within 120/130m of the cliff top footpath) and it would be seen across a narrow belt of playing pitches. At present the housing to the north of South Road is well screened and much further away [Doc 10 WT6]. Therefore, whilst if there were a particular housing need the application of this policy may not alone justify the refusal of planning permission for some housing in the northern part of the site the application of this policy adds weight to the balance against this appeal

7.7 Whilst the site is not within the area of the East Vale Local Plan, as it adjoins the appeal site on 2 sides, it is a material consideration [4.19]. Policy H1 of that plan establishes a presumption against any residential development which would extend Sully - unless required for agriculture or forestry. Clearly this proposal is not related to either of those uses, it would extend Sully and would be contrary to the objective of the policy.

7.8 Although paragraphs 1.6 and 1.7 of PPG 20 offer advice on the definition of "coastal zones" that is something

to be undertaken as a part of the preparation of a local plan. Nevertheless, I have considered whether the appeal site would be appropriate for inclusion in a "coastal zone" designated in accordance with PPG 20 and therefore subject of the policy advice contained in that document. Because the Barry-Penarth Coastal LP was adopted some 9 years prior to the publication of PPG 20 I consider that it would be inappropriate to to apply its "coastal zone" in the context of PPG 20. However, because in para 1.7 of PPG 20 it states that "such zones may include areas which are directly visible from the coast", I consider that it would be appropriate to consider the site as if it were in a "coastal zone", pending the adoption of a district wide local plan.

7.9 Therefore, notwithstanding that PPG 20 also states that "coastal zones" may, where there are cliffs, be quite narrow, I consider that the general thrust of the whole document leads to the conclusion that development not requiring a coastal location should not be allowed on this site where the maritime influence is great.

7.10 Although the appellants stated that their original proposals (Plan B) would offend LP Policy 8 in December 1991 [3.12] (before the introduction of Plan B) the County Council said that there are no strategic objections to the proposed development [Doc 12 appendix v].

7.11 Whilst a coastal position and a sea view would be an advantage to the site as a location for housing, especially good quality housing, those considerations do not outweigh the public interest in keeping coastal locations free from unnecessary development.

7.12 The proposals would maintain the same number of playing pitches and a new clubhouse would be provided [3.2 & 3.3]. Thus, as the council did not claim any particular shortage of playing fields in Sully the proposal appears to strike a reasonable balance in terms of the advice contained in PPG 17. There would be some "gain" by relieving the existing sewerage system [3.3] and the "calming" traffic at the South Road/Beach Road junction [3.18]. There is a 5 year supply of land and the appellants did not claim that any special considerations should apply [3.7]. However, it should also be noted that PPG 3 (Wales) states that where such a supply is shown to exist the weight to be attached to policies in the plan will be strengthened. Without prejudice to their case the council suggested a number of conditions which they had previously "agreed" with the appellants [Doc 22].

7.13 Therefore, whilst the proposal may have some merits I do not consider that they outweigh the substantial policy objections which have been identified or that they are capable of being overcome by any planning conditions, including those agreed by the principal parties.

RECOMMENDATION

8.1 I recommend that planning permission be refused

I have the honour to be,
Sir
Your obedient servant,

P V FARROW
Inspector

2015/00843/FUL
Appendix B

SULLY AND LAVERNOCK COMMUNITY COUNCIL
CYNGOR CYMUNED ABERSILI A LARNOG

Council Office
Jubilee Hall
Smithies Avenue
Sully
Penarth
CF64 5SS

Tel: 029 2053 0006
Email: sullycouncil@btconnect.com
Clerk to the Council: David Roberts

Swyddfa'r Cyngor
Neuadd Jiwbili
Smithies Avenue
Abersili
Penarth
CF64 5SS

Ffôn: 029 2053 0006
Ebost:
sullycouncil@btconnect.com
Clerc i'r Cyngor: David Roberts

26 August 2015

M Goldsworthy Esq.
Operational Manager
Development and Building Control
The Vale of Glamorgan Council
Dock Office
Barry Docks
BARRY
CF63 4RT

BY HAND

RECEIVED
- 1 SEP 2015
ENVIRONMENTAL AND ECONOMIC REGENERATION

Dear Mr Goldsworthy

RE: PLANNING APPLICATION 2015/00843/FUL (SDB)
LOCATION: SULLY SPORTS AND SOCIAL CLUB, SOUTH ROAD, SULLY
PROPOSAL: HYBRID APPLICATION PROPOSING DEVELOPMENT AT SULLY SPORTS AND SOCIAL CLUB ETC

I refer to the above planning application.

The Community Council hereby notifies you of the objections that it wishes to make against the proposed planning application, which are set out on the attached schedule.

I shall be grateful if you would acknowledge receipt of this letter and enclosures.

Yours sincerely

David G Roberts
Clerk to the Council

D.E.E.R	
RECEIVED	
ACTION BY	12/5 DB
NO:	52
ACK:	

RECEIVED
- 1 SEP 2015
ENVIRONMENTAL AND ECONOMIC REGENERATION

20

SULLY AND LAVERNOCK COMMUNITY COUNCIL

RE: PLANNING APPLICATION – 2015/000843/FUL (SDB)

LOCATION: SULLY SPORTS AND SOCIAL CLUB, SOUTH ROAD, SULLY

PROPOSAL: HYBRID APPLICATION PROPOSING DEVELOPMENT AT SULLY SPORTS AND SOCIAL CLUB

OBJECTIONS BY SULLY AND LAVERNOCK COMMUNITY COUNCIL RELATING TO THE PLANNING APPLICATION 2015/000843/FUL

The Sully and Lavernock Community Council wish to the raise the following objections in relation to this planning application as follows:

1. This site was the subject of a planning appeal in 1992. The local authority refused the application at that time and an appeal was made against the decision to the Welsh Office, which also failed. The same reasons for its refusal continue to exist today. In fact, there are more compelling reasons at this time as the highways situation has worsened in those 22 years with an increase in the overall volume of traffic on the roads and increased issues relating to the drainage and sewerage problems in the area. A copy of the report from the Welsh Office is enclosed for your reference.
2. There is a current problem relating to the drainage and sewerage position. The Cog works is working at maximum capacity and is overloaded. Additional development will cause further problems for drainage and sewerage in the area. We understand that a single house was refused connection to the drainage system in that area so how is it proposed that 200 houses on this proposed site will be able to do so and that in addition to any further developments in the area that may get approval.
3. We understand that a traffic survey was undertaken on one day only i.e. 8 July 2015. At this time some of the children in local secondary schools would have not been in school as a result of completing examinations etc. Therefore the Community Council do not feel that this is a true representation of the traffic flows throughout the year and as a result consider that the figures to be flawed. Further traffic surveys should be undertaken during the week and at weekends to get a true picture.
4. The Community Council consider that there will be highway issues relating to touring caravans using Beach Road to access the site on the eastern side of the proposed development. The access road of Beach Road to the caravan site is not wide enough for 2 caravans to pass each other coming in opposite directions.
5. The proposed junction for the sports facility is very close to the existing crossroads of South Road/Lavernock Road/Beach Road/Swanbridge Road.
6. In relation to the proposed residential site at Cog (land west of Swanbridge Road) the Transport Assessment Analysis only included 350 units. The site is allocated for 500 units and therefore the Community Council considers that this assessment is unsound. St Modwen's have not allowed in their proposal for any growth in traffic and once again this is considered to be unsound. In fact under Policy SP7 – Transportation of the draft LDP it is stated that 'all new developments that have a direct impact on the strategic transportation infrastructure will be required to deliver appropriate improvements to the

network'. St Modwen's have not included anything in the planning application about any such improvements, presumably because, as referred to above St Modwen's do not consider that there will be any increase in traffic.

7. The main focus of the Vale of Glamorgan's Local Biodiversity Plan is to 'conserve and enhance biodiversity' and recognises the biodiversity of plants and animals and the habitats in which they live. The Community Council understands that they have been identified as 'Local Priorities'. Currently, there are a number of protected species living on the land referred to in this planning application and there are 'red' and 'amber' listed birds that visit the area. The wildlife that live in the area use the trees in the area as their habitat and some of these trees have Tree Preservation status. Under the aforementioned Biodiversity Action Plan the object is to protect wildlife in all its forms. Could you please advise this Community Council how this development can fulfil its objectives to protect all the habitats and the wildlife that use those habitats, to promote the best management of these sites and to promote a healthy environment for those more common species?
8. The Welsh Assembly Government has an objective to get more people actively engaged in regular physical activity in whatever forms that may take. The Vale of Glamorgan Council has also referred to this in the draft LDP under 'Creating An Active Wales'. The loss of more than 50% of open sports field and the building of some 200 houses and retail units etc support either the Vale of Glamorgan Council's strategy or that of the Welsh Assembly Government.
9. If Policy SP1 in the Vale of Glamorgan's draft LDP is correct and which states that 'it will protect, enhance the built, natural and coastal environment then surely this planning application must be refused and it completely 'flies in the face of' the local authority's stated strategy.
10. Policy MG24 (2) of the draft LDP considers that special environmental qualities of an area must be preserved and enhanced and this very much applies to the coastline and especially the Wales coastal path. Development should only be allowed if it is deemed necessary for agriculture, nature conservation, low impact tourism or coastal access. Therefore to allow a development of this nature and size is totally contrary to the Vale of Glamorgan Council's policy and does not satisfy the relevant policy. There is no provision in the existing draft LDP or in the previous plan, which makes allowance for any housing in the coastal belt in this area. In the existing draft LDP there are 2 sites included which this Community Council considers to be an over supply so this site must remain as 'green wedge' – playing fields and coastal belt (Policy MG2).
11. If this development at Sully Sports Field were allowed to proceed then it would lead to an incremental loss of open land which would have a clear detrimental impact on agriculture, the overall landscape and playing fields. It would 'blur' the boundary between settlements and the countryside (Policy MG18 (6)).

Sully and Lavernock Community Council 26 August 2015

2015/00843/FUL
Appendix C 1

Treboeth
Beach Road
Swanbridge
Sully
Vale of Glamorgan
CF64 5UG
13/09/2015

The Vale of Glamorgan Council
Development Control
Dock office
Barry Docks
Barry
CF63 4RT

Ref: Planning Application BP Sports Field 2015/00843/FUL

Dear Sir,

We wish to object to the proposed development at BP Sports field'

There are as number of reasons for our objection.

1. Overdevelopment of area (in conjunction with proposed development at Cog Road).
2. Increased traffic.
3. Local infrastructure e.g. schools/roads are not catered for.
4. Loss of green space.
5. Loss of amenities.
5. The proposed floodlit pitches are just outside our house. At the moment when the existing floodlit area is used (sometimes up to 10pm), the noise can be heard despite the area being some way away.
If the pitches are nearer and used late into the evening this would spoil the enjoyment of our house.
6. Loss of hedgerow along Beach Rd (possible if not probable).
7. Restriction/erosion of coastal foot path.

Thank you for your consideration in this matter,

We would be grateful if you could acknowledge this letter.

Yours faithfully,

E.S. & K. Jones

2015/00843/Ful.
Appendix C 2.

Tel. [redacted]
Email: [redacted]

40 Cog Road
Sully
Penarth
Vale of Glamorgan
CF64 5TD

Mr Butler
Planning Dept
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry

RECEIVED
D.E.E.R
RECEIVED
ACTION BY: SJR
NO:
ACK:

11 April 2016

Dear Mr Butler,

RE: Planning Application 2015/00843/ful

I wish to register my objections to this application on the following grounds:

1. Council Policy MG24(2) requires that development in areas like this should only be allowed if deemed necessary for agriculture, nature conservation or coastal access. The planning application makes no reference to any such use of the land.
2. The Welsh Government's **Active Wales** strategy, reflected in the Council's emerging Local Development Plan (LDP), is to encourage more people to take part in regular physical activity. The Application if passed will reduce the land available for such by over 50% on the proposed site.
3. Given the allocation of land at Swanbridge Road and Cosmeston Farm for 500 houses in the LDP there is no need for further housebuilding in Sully. This is reflected in the LDP, where no mention is made of housing development on this site.
4. An application in 1993 for housing development on this site failed at hearing and appeal due to the pressure the proposed development would put on highways and sewers. Since 1993 these pressures have only increased.
5. The developer's traffic survey was taken at a time (July) when traffic flows are unrepresentative of the true picture. Traffic is heavier outside holiday periods. Further, in their transport assessment analysis they have only included 350 units at

the proposed site at Swanbridge Road. The LDP allocates 500 new homes in Sully and Lavernock. They should recognise this additional pressure on the roads.

6. The developers state that there will be no growth in traffic numbers resulting from their development. This beggars belief. The emerging LDP states that all new developments that have a direct impact on the strategic transportation infrastructure will be required to deliver appropriate improvements to the highway network. The developers make no such provision.
7. There is no additional demand in the village for retail outlets. The application proposes a further 5,000 sq ft. For whose benefit?
8. The land in question is classified in the emerging LDP as covered by Green Wedge Policy MG 18(6). It is outside the line of settlement. It's playing fields are on the urban fringe and a boundary must be maintained between settlement edges.
9. The site is host to or is visited by a number of protected species and birds on the red and amber lists. To allow the development to proceed would contradict the Council's Local Biodiversity Action Plan, the objective of which is to conserve and enhance biodiversity by protecting all the habitats and species, promoting site management and helping to improve the degraded habitats, thus creating a healthier environment for the commoner species.

For these reasons I wish to record my strong objection to the proposed development. Please acknowledge receipt of this letter.

Yours sincerely,

[redacted]

Robert Clynn

2015/00843/FUL.
Appendix J)

Payne, Adrienne J

From:	Anthony Ernest (Cllr.) [redacted]
Sent:	30 March 2016 12:33
To:	Planning
Subject:	Application No. 2015/00843/FUL
Importance:	High

Good Afternoon,

As Elected Member for the adjoining Ward of Plymouth, I wish to submit the following observations on the above numbered Application.

I OBJECT to the above application on the following grounds:

1. The site is designated for Leisure Use in the LDP - the designation does not change in the emerging UDP.
2. The site has previously been rejected on appeal by a Welsh Office Inspector
3. There is an identified shortage of Playing Fields in the East Vale for leisure use - new housing would remove the existing provision in Sully, a village of around 3,500 people.
4. The site provides a clear demarcation between the urban fringe of Penarth and the built settlement of Sully and should be retained as such.
5. The site's location on the coast between Penarth and Barry forms an integral part of the important protected coastal strip.
6. The traffic implications for the principal feeder routes through Penarth towards Cardiff, where inevitably the majority of workers will travel to, are already well trafficked and no improvements are proposed by the Local Authority or developers to overcome such issues.
7. The designated Secondary School - Stanwell - is already at peak capacity, and would be unable to accept increased numbers arising from the new development.
8. The proposed density of the application, together with the ancilliary uses proposed, would provide insufficient amenity space requirements for the new occupiers.
9.. For all of the above reasons, I recommend rejection of the application.

'indly acknowledge receipt. Thank you.

RECEIVED
30 Mar 2016
Regeneration and Planning

Cllr. Anthony M. Ernest, F.T.S., M.R.S.G.B.
Elected Member & Ward Councillor for the Plymouth Ward of Penarth,

6 Kymin Terrace, Penarth, Vale of Glamorgan. CF64 1WW
e-mail:[redacted]
T[redacted]

web: www.anthonyernest.com
Twitter: @anthonyernest

RECEIVED
ACTION BY: IR
NO: 63

26

2015/00843/FUL.
Appendix E

King, Vicky e OBJECTION

From: Davies, Andrew RT (Assembly Member - Conservative)
[redacted]

Sent: 04 April 2016 15:04
To: Planning
Subject: Planning application 2015/00843/FUL

To whom it may concern,

I write to express a number of objections regarding the proposed planning application (detailed above) at the Sully Playing Fields.

I recently took part in a very well-attended public meeting in Sully and a number of substantial concerns were raised and these should be considered in full.

Firstly, I would like to join the chorus of many who have expressed their dismay at this proposal, particularly given the area of land in question is outside the line of settlement and is classified in the emerging LDP as 'green wedge'. The Sully Playing Fields (SPF) are clearly situated on the urban fringe and developments of this kind clearly blurs the boundary between the settlement edges.

Secondly, there are serious concerns regarding the environmental qualities of the Glamorgan Coast. This proposed development puts these into question and clearly contradicts the council's policy (MG24(2)) which states development in areas such as SPF should only be allowed if it is deemed necessary for agriculture, nature conservation or coastal access. There is clearly no aspect in the above planning application which implies any such requirement.

The emerging LDP has no allocation for housing at the SPF site. With two other sites already allocated nearby, this application should be thrown out immediately.

Within the planning application there is an area identified for 5000 square foot of retail – given the size of Sully and the close proximity of both Penarth and Barry, there is clearly already adequate enough retail provision in the locality. The addition of more is therefore not necessary.

The site in question was also subject to a planning application in 1993 which was refused by the local planning authority. The reasons for refusal in 1993 are still applicable today, with the highways, drainage and sewage far worse.

The transport infrastructure is already at breaking point and this proposed development will only heap more pressure onto our roads. Without a dedicated train station, commuters cannot be attracted or pushed onto rail and this should be of utmost concern.

In closing, at the meeting a number of concerns were raised regarding a potential conflict of interest between a councillor and his role with the Sports Club directly impacted by this planning application. There is a clear conflict of interest and while I have no doubt the individual concerned would make the necessary declarations, there are serious questions over the potential influence, conscious or not, over the final outcome.

I know a number of other valid points will undoubtedly be made but I hope the above outlines my primary concerns on the issue.

With kind regards,

Andrew

RECEIVED
- 5 APR 2016
Regeneration and Planning

D.E.E.R
RECEIVED
ACTION BY: SDB/JR
NO: 4
ACK:

(27)

CarolynJones
Planning Services
Carolyn Jones BSc (Hons) Dip.TP MRTPI
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carolynjonesplanning@gmail.com .e

RECEIVED
Regeneration and Planning

2015/00843/FUL
Appendix F

D.E.E.R
RECEIVED
ACTION BY: SOR
NO: 3
ACK:

Steve Butler
Senior Planning Officer
The Vale of Glamorgan Council
Dock Office
Barry Docks
BARRY
CF63 4RT

29th June 2016

Dear Mt Butler

Town & Country Planning Act 1990 – Application: 2015/00843/FUL
Sully Sports and Social Club, South Road, Sully

I refer to the above application and to our recent telephone conversation with regards to the recently submitted amendments to the scheme. From our conversation I understand that the amendments are relatively minor in that the retail unit has been deleted and replaced by a gym, the Sports Club building is now single storey and the area for the residential development has been altered slightly. However, the residential element remains at 200 units which is still considered to be unacceptable.

You will be aware that I have previously submitted representations on behalf of the Saving Sully Group. Those representations still stand. The development remains to be unacceptable.

There are already proposals for 350 units at Cog and an allocation in the emerging LDP for 235 dwellings at Cosmeston Farm. An additional 2000 units are not required and would swamp the village. There are only limited facilities available in the village and it is considered that any development on the site will place undue pressure on the existing facilities.

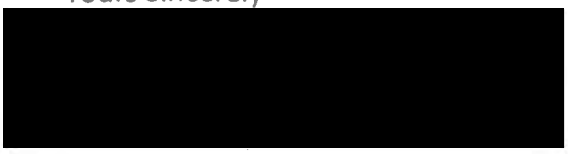
In addition, the development would have an unacceptable impact on the highway network. The roads in the locality and further afield are already heavily congested. The additional residential development plus the upgraded sports facilities will generate a significant level of additional traffic which, together with the traffic that will result from the other two proposed residential developments will have a significant and detrimental impact on the highway network. The location is unsustainable and will result in a heavy reliance of the use of private cars.

The other policy issues outlined in my original letter of 29th September still stand and the conclusions in that letter remain.

I trust that these matters will be taken into consideration as and when the application is

presented to Committee for determination.

Yours Sincerely



CAROLYN A JONES

Cc Save Sully Group

RECEIVED

Regeneration
and Planning

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Planning Services
Carolyn Jones BSc (Hons) Dip.TP MRTPI
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02920 764 984 .t
07581 713 525 .m
carolyn.jonesplanning@gmail.com .e

Marcus Goldsworthy
Head of Planning
The Vale of Glamorgan Council
Dock Office
Barry Docks
BARRY
CF63 4RT

Fao Steve Butler

29th September 2015

Dear Sirs,

Town & Country Planning Act 1990 – Application: 2015/00843/FUL
Sully Sports and Social Club, South Road, Sully

I refer to the above hybrid planning application by St Modwen and the Sully Sports & Social Club for the redevelopment of the Sports & Social Club facilities, new retail facility, touring caravan site & building, car parking, access and landscaping plus the construction of up to 200 dwellings (in outline).

I act on behalf of the Saving Sully Group and submit representations on their behalf opposing the proposed development. Whilst the upgrading of the Sports facilities within Sully is to be welcomed, there are elements of the proposal which are considered to be wholly unacceptable. On this basis the proposed development should be rejected.

In policy terms the application falls to be assessed against the policies of the Unitary Development Plan. In this respect, the site lies outside the defined Settlement Boundary for Sully, within the designated Underdeveloped Coast area.

Policy HOUS 2 of the UDP allows for infill, small scale development and redevelopment proposals for residential ***WITHIN*** the settlement boundary of Sully. Policy HOUS 8 does allow for residential development within or closely related to the defined Settlement Boundaries subject to certain criteria. The aim of this policy is to stop inappropriate development within urban areas and town cramming. The overall purpose of the policy is to avoid insensitive infilling or development which will be contrary to these policies.

With the site being located within the defined Underdeveloped Coast for the East Vale. Policy ENV 6 of the UDP is therefore also relevant. This allows for development in the underdeveloped coastline only where a coastal location is necessary or when the proposal would not have any unacceptable environmental effects. The proposal does not fall within these criteria, hence the proposal is also contrary to Policy ENV 6 of the UDP.

Being located outside the Settlement Boundary, the site is, 'de facto', considered to fall within the open countryside. Policy ENV1 is therefore also relevant. This policy aims to restrict the countryside from inappropriate development. Clearly this proposal is an inappropriate development in the countryside and will result in the merger of the open countryside between Sully, Swanbridge & Penarth.

Whilst the UDP remains as the adopted Development Plan document, the emerging LDP also has relevance with regards to the proposed development. In this respect the site now lies within the Designated Green Wedge under Policy MG 18(6) which states that development which prejudices the open nature of these area will not be permitted. The current proposals do not meet the requirements of this policy. Consequently it is concluded that the proposed scheme does not meet the requirements of Policy MG 18 (6).

There are also major concerns with regards to the impact on highways and access resulting from the proposed development. There are clearly current traffic difficulties throughout the village and the proposed development will only add to these difficulties. Please see the attached Highway Analysis from Transport, Planning & Highways produced by Andrew Tranter. From this it is clear that the proposed development will have an unacceptable impact on the surrounding highway network and traffic flows in the area.

It is understood that the residential element of the scheme is required in order to fund the redevelopment proposals for the Sports Club facilities. However, there are questions over the need for any additional residential development within Sully. The Focused Changes document to the LDP has identified a need for a reduction in the housing numbers for the Plan period. There is therefore no requirement to release any further land for residential development. Indeed, representations have already been submitted with regards to the Cog allocation which is considered to be unnecessary to meet the housing requirement. This additional residential proposal is therefore both unnecessary and surplus to requirement.

The cumulative impact of these potential residential proposals will totally swamp the village. If the current proposals for new residential are accepted the size of the village will be almost doubled. This is considered unacceptable with regards to the infrastructure and facilities which the village can support.

The provision of a new retail facility is also questionable. No retail impact assessment has been submitted. The impact on the current facilities within the village has, therefore, not been assessed. The post office and shop are valued facilities but could be severely affected by any new retail outlet in an unsustainable edge of settlement location.

It is noted that no EIA has been required following the Screening Opinion issued by the Council earlier this year. Given the nature of the application and the sensitive location of the site, this decision is considered questionable. Additional detailed information should be sought from the applicants in order to ensure a comprehensive proposal is presented to the Planning Committee.

In conclusion, the current proposal for the redevelopment of the Sports Club site is considered excessive and whilst the upgrading of the sports facilities would be welcomed, the residential

element is considered to be unacceptable. The village cannot and does not need such a major residential element. On this basis the application should be rejected.

Yours faithfully

CAROLYN A JONES

Enc

Cc Save Sully Group

Saving Sully Group

TRANSPORT, PLANNING& HIGHWAYS

Sycamores, School Road, Jersey Marine
Swansea Bay SA10 6JE
Tel: 01792 813670
Mob: 07824 336583

RECEIVED
30 SEP 2015

18th September 2015

Application 2015/00843/Ful Sully Sports and Social Club

Transport Planning & Highways Ltd are commissioned by Saving Sully Group to consider the transport and highway implications surrounding a proposed mixed use development set on an existing sports club site immediately south of South Road, Sully, Vale of Glamorgan. The site is subject to a twofold planning application; an outline submission for the construction of up to 200 residential units in conjunction with a full submission in respect of a 50 pitch touring caravan park, a convenience food retail store, re-provision of the sports facilities and retention of the library.

Comments are provided on the submitted planning application 2015/00843/Ful based on the following documents:

Transport Assessment (TA) dated June 15
Framework Travel Plan (TP) dated June 15

Vehicular Access

In order to access the residential and sports sites the development proposes the construction of two new access junctions on the southern side of South Road. As such, from the existing library access to Beach Road a total of 6 junctions will be provided over a distance of approximately 300m. Although the TA demonstrates that each individual junction should be able to operate within capacity, due to their close proximity there will clearly be interaction which will inevitably result in queuing and delays to vehicles travelling on South Road together with increased accident risk.

Highway Safety

A highway safety assessment was undertaken by Corun Associates Ltd in December 2013 on behalf of the Saving Sully Group, the following being identified:

'Excessive vehicle speed on South Road has been recorded at four separate locations along its length. To the west of Weston Avenue, more than 40% of all vehicles travelling eastbound did so in excess of the 30mph speed limit. At the Highbridge Close ATC site, in excess of 70% of eastbound vehicles exceeded the speed limit. Enforcement action will therefore be required to curtail persistent offenders.

These surveys, undertaken by VoG, provide evidence that speeding along South Road is a historic problem. A self-enforcing traffic calming solution should be found, as enforcement (by South Wales Police) will be sporadic at best.

Should the proposed residential development proceed, the same percentage (40%-70% plus) of additional traffic will more than likely disobey the current speed limit to the detriment of highway safety. Excessive speed for the prevailing road conditions is heavily linked to accident risk. According to RoSPA, 400 people a year are killed in crashes in which someone exceeds the speed limit. Whilst it would be untrue to say that more traffic equals more accidents, as statistics do not back up this theory, the more vehicles that disobey the speed limit, the higher the potential accident risk.

A brief review of Personal Injury Accident (PIA) Data was provided within the Transport Assessment considering South Road, Cog Road, Swanbridge Road, Sully Moors Road to the A4055 Cardiff Road roundabout junction with Barry Docks Link Road and short section of Cardiff Road (both north and south). PIA data was obtained encompassing the period 01/10/2009 to 30/09/2014. The TA reports that 48 accidents occurred during this period resulting in 74 casualties, of which, one resulted in a fatality with 4 being of serious severity.

The fatal accident occurred on Cardiff Road (A4055) with the four serious accidents occurring north of the site on Sully Road, one on the A4231 (Barry Docks Link Road) / B4267 (Sully Moors Road) / A4055 (Cardiff Road) roundabout, with two located in close proximity to one another on the A4055 Cardiff Road.

The TA identifies that these are located distant from the development site. However vehicle generation from the development site are highly likely to travel on these arterial routes and therefore potentially add to accident risk at these locations.

Although not specifically reported within the TA, Figure 2.12 identifies a significant cluster of accidents centred on the Cardiff Road / Barry Docks Link Road roundabout; it is therefore evident that this junction has an inherent safety issue that will likely be exacerbated by additional traffic generated by the development proposal.

A further cluster of accidents is recorded at the Sully Moors Road / South Road / Hayes Road roundabout junction; again the advent of additional traffic generation as a result of the development proposal will likely add to accident risk.

A further 6 accidents have been recorded within the immediate vicinity of the site. Two were recorded at the South Road / Beach Road / Swanbridge Road junction; the first as a result of a goods vehicle travelling north to south (Swanbridge Road to Beach Road) failing to see a car travelling west to east on South Road. The second was attributed to a vehicle failing to notice a vehicle slowing to turn right to Beach Road, subsequently colliding with the rear. These incidents may have occurred due to poor visibility.

A third incident occurred on South Road, west of Clevedon Avenue resulting in a vehicle leaving the carriageway and colliding with a telegraph pole. Three further collision were recorded on South Road; one vehicle exiting a side road colliding with another on South Road, another where a vehicle pulled into the path of a cyclist and the third involving a three vehicular collision.

To complement the above, the most up to date Personal Injury Accident (PIA) Data has been sourced from Vale of Glamorgan Council to 30th December 2014. An additional PIA occurred on South Road where a vehicle has veered across the carriageway colliding with a stationary vehicle.

Clearly there are existing safety concerns on this section of highway that will increase as a result of development traffic.

Capacity analysis

Traffic surveys were undertaken at 5 junctions on 8th July 2014 during a period when the majority of college and university students had completed their studies and when a fifth of school pupils had completed their school year having undertaken their GCSE exams. It is therefore considered that background traffic flows during this period would be considerably less than if the surveys were undertaken during a neutral month. On this basis the results of analysis cannot be relied upon as being a robust assessment of the network.

Committed developments have been included within the TA analysis inclusive of the 350 residential units proposed at Cog Road. However up to 500 units should be considered as this represents the

potential developable site in its entirety. This is further evidence that capacity analysis undertaken may not be robust.

Analysis has revealed that South Road/Cog Road junction will experience capacity issues in 2023 with and without development, although this is exacerbated by development traffic. The developer proposes no mitigation and has simply removed traffic growth in order for the junction to operate satisfactorily; stating that growth is made up of committed development traffic. This is considered unacceptable; suitable mitigation should be provided such that development traffic can be accommodated on the highway without detriment to existing conditions.

Sustainability

The TA has identified, via 2011 Census data, that at present 80% of Sully residents travel to work via private car and that it is expected that new residents will adopt similar commuting characteristics. Current travel to work model split as reported within the TA is set out below.

Train	3%
Bus, Minibus & Coach	3%
Taxi	0%
Motorcycle, Scooter & Moped	1%
Driving a Car / Van	80%
Passenger in Car / Van	5%
Bicycle	2%
On Foot	4%
Other Mode	1%

Further investigation of the Census data has revealed that within the Vale of Glamorgan (VoG) travel to work by car is undertaken by 71.6% of residents whereas nationally (Wales) the value is approximately 71%.

This demonstrates that Sully is already an unsustainable location when compared to the VoG and Wales with approximately 9% additional residents travelling by private car compared to the average. Increased car travel in Sully compared with the rest of VoG and Wales could be as a result of poor public transport services and the distance from the rail network.

The TP submitted in support of the application does not suggest any targets for reduction of travel via private car; we consider that these should provide at least an 18% reduction, 9% to reduce this value to the national average with a further 9% to provide a sustainable development. It is not clear how any reduction will be achievable due to the location of the site.

Trip rates provided within the TA are derived from TRICS and therefore it is likely that these are based on sites with a lower vehicular trip rate resulting in an underestimation of traffic generation. This is further evidence that the analysis is not robust.

Conclusion

The introduction of two additional junctions on South Road within close proximity will undoubtedly result in additional congestion on the local highway network resulting in delays for local residents and vehicles travelling this route.

The TA produced in support of the application has not used low trip generation predictions in order to determine the impact of development traffic; trip generation does not account for the existing high level of car travel in Sully.

Traffic surveys have been undertaken during a non-neutral month and therefore background traffic is lower than would ordinarily be expected. Capacity analysis is not considered robust.

Accident statistics demonstrate that inherent safety issues exist on the local highway network; these will be exacerbated by the introduction of additional traffic generated by the development proposal.

Analysis has revealed that South Road/Cog Road junction will experience capacity issues in 2023 with and without development; being further exacerbated by development traffic. The developer proposes no mitigation resulting in unacceptable delay for residents.

In transport terms the site is considered unsuitable for development.

[redacted]

Andrew Tranter
Director
Transport Planning & Highways Ltd

Sully
SPORTS &
SOCIAL CLUB

2015/00843/FUL
Appendix G 1

South Road, Sully
Vale of Glamorgan, CF64 5SP
tel: **029 2053 0629**
info@sullysportsclub.com
www.sullysportsclub.com

S D Butler
The Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

RECEIVED
5 AUG 2016
Regeneration and Planning

D.E.E.R
RECEIVED
ACTION BY: SDB
NO: 7
ACK:

1st August 2016

Dear Mr Butler,

00843/FUL - Sully Sports and Social Club, South Road, Sully.

Support on behalf of the Rugby Section

I write to stress to you the importance of the continuation of the rugby section of the club.

The Sports and Social Club has been in existence since the 1960's and rugby has been played at the club ever since the start of the club. We have two main rugby teams for adults that play at the club and would be extremely disappointing to lose the history of the club and especially rugby being played in this area should the club close.

The facilities at the moment are in a very poor state, which applies to the club house as well as the pitches. The new proposals submitted as part of the planning application (reference above) would not only improve the facilities in terms of the new club house but would provide rugby pitches, a separate training ground and an all-weather pitch, which has a special surface using crash pad technology, that would enable rugby to be played on this should the grassed ones be unplayable due to poor weather conditions. The new proposals would safeguard the existing membership but would most likely improve membership. There would also be

capacity to improve the scope and allow mini rugby to be played, opening the sport up to other age groups.

Rugby is considered to be our national sport and as such we should provide the right facilities to encourage the youth of the Country to participate in it so that hopefully they will continue with the game in later years. Sport should be promoted at every opportunity for fitness and health, with existing facilities being enhanced for their survival and provision for future generations.

The club is in real danger of closing within a very short period unless the new facilities are approved and with the cost of providing these facilities being by way of the residential development, these modern community facilities can be provided at no financial cost to the public or the Council. As such, I request on behalf of the rugby section of the club that you approve the submitted application to ensure the future survival of the facilities.

Please consider this application favourably and allow this application to be approved to ensure the future survival of the club for the community.

Yours sincerely

[redacted]

Richard Gully
Chairman – Rugby section

Sully Sports and Social Club
South Road,
Sully
CF64 5SP

RECEIVED
Regeneration
and Planning

2015/00843/FUL
Appendix G2

Mr S Butler,
Operational Manager Development & Building control
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

Dear Mr Butler

Sully Sports and Social Club, Sully – Application number 2015 00843/FUL

I support the above planning application at the Sully Sports and Social Club for the following reasons:

- It is well used, particularly by local people.
- The building is used by a variety of local clubs.
- These facilities are available to the local community and are used by children and adults of all ages.
- The rooms can be used for private hire, functions, wedding receptions and conferences.
- The new proposals will provide a boost to tourism with the caravan park and provide a benefit to the local economy.
- The new facilities will provide new jobs and protect the existing ones.
- The new pitches, especially the new 3G pitch will provide desperately needed all weather facilities for local clubs.
- The club has very little funds available to it to keep the club going, which could see the club fold within 2 years if nothing is done. The redevelopment, using the housing to enable the new facilities to be built, will ensure the continued existence of the club and preserve its future for generations to come.

Please grant planning consent for this proposal.

Yours sincerely [redacted]

434 Gladstone Rd
Barry
CF63 1QG

RECEIVED
4 - AUG 2016
Regeneration and Planning

From: Bry Clarke
To: LDP
Subject: RE: LDP Feedback
Date: 28 October 2016 15:02:25

[redacted]

Thank you

Get Outlook for Android

On Fri, Oct 28, 2016 at 3:01 PM +0100, "LDP" <LDP@valeofglamorgan.gov.uk> wrote:

Dear Bryan Clarke,

Thank you for your email which is acknowledged.

However, to validate your representation can you please supply your home address. This will allow your representation to be inputted in to the database.

Many thanks,

LDP Policy Team
Planning and Transportation Services / Gwasanaethau Cynllunio a Thrafnidiaeth
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704762
mob / sym:
e-mail / e-bost: LDP@valeofglamorgan.gov.uk

Consider the environment. Please don't print this e-mail unless you really need to.
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.

Visit our Website at www.valeofglamorgan.gov.uk
Ewch i'n gwefan yn www.bromorgannwg.gov.uk

Find us on Facebook / Cewch ddod o hyd i ni ar Facebook
Follow us on Twitter / Dilynwch ni ar Twitter

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

From: Bry Clarke [redacted]
Sent: 28 October
To: LDP
[redacted]
Subject: LDP Feedback

I'm writing to you today regarding Examination of the LDP for the consultation period running until Friday 28th October.

The additional housing planned for Upper Cosmeston Farm is extremely oversized and not in keeping with the local area. The current estates of Brockhill Way, Cosmeston Drive and Upper Cosmeston Farm don't come close to totalling 576 houses as they currently stand. To plan to add 576 houses in an area which is already stretched on transport, health and school infrastructure is ludicrous.

There are already considerable difficulties on the roads getting out of the Cosmeston Drive estate which I currently reside upon. I know others who leave the estate at peak times can spend several minutes at the junction, trying to get onto the road. This is further exacerbated by the inadequate speed control measures that are placed on the road which seemingly very few people abide by.

If these houses are meant to be affordable for new first time buyers then this simply won't be the case. A three bedroom house on these estates will retail from £230k for a semi-detached to almost £300k for a detached three bedroom. So a combined salary of between £57.5k and £75k will be required for such a mortgage. In section 3.12 of the Deposit Plan, you state the average income in the area is £30,900. Considering younger first time buyers will be considerably below this average wage, then I struggle to see where the demand for these houses is going to come from in the uncertain economic outlook following the referendum result.

In section 3.21 you acknowledge the problem with house prices and peak time congestion in the eastern Vale of Glamorgan, yet your revised plan for 576 houses completely contradicts these issues.

Furthermore, the plan to include a park and ride facility at Cosmeston seems completely unnecessary. If people on the Brockhill Way, Cosmeston Drive, Upper Cosmeston Farm estates want to take a bus into town instead of driving, then there's already a Cardiff Bus service (94) to serve them. If people living in Sully are meant to use the park and ride, then the same bus service also applies. If people in Barry are to use the P&R, then it seems silly for them to drive all that way, when they are already served by several railway stations with parking facilities providing more frequent travel into Cardiff. By the time they reach Cosmeston, their train could already be in the centre of Cardiff. The P&R will be completely unsuitable for anyone else from further afield as they will have to deal with either Culverhouse Cross, Leckwith or Ferry Road Interchanges.

Finally, the way in which this consultation has been run without proper notification to those in impacted areas is extremely disappointing and represents what can only described as a continued poor connection between the Vale of Glamorgan council and it's residents.

Regards
Bryan Clarke

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. …….7461……

Date Received…….28/10/2016……

Date of Acknowledgement …28/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name Mr D Reade		
Address: [redacted]		
Postcode; [redacted]		
[redacted] **one No:** [redacted]		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 30 and subsequent changes		X	X	X	X
MAC 42		X	X	X	X
MAC 81		X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

MAC 30 – is objected to on the basis of the settlement boundaries being applied to Minor Rural Settlements (MRS). Craig Penllyn is defined as a MRS and plays an important role in 'underpinning sustainable rural communities'. The proposed boundary is to be drawn tightly around the village of Craig Penllyn and reflects the previous UDP boundary. This means that development will be/maybe granted within the village boundary but no expansion outside the village boundary, limiting opportunities for small scale growth. Infill within the boundaries can be overdone and will in time spoil the "special character" of Minor Rural Villages and is not sustainable as the Vale Council intends.

Small scale development adjacent/close proximity to existing village boundaries should be considered for sustainable/moderate growth using contours of the village suitable for development. The Vale Council hould take full advantage of this.

MAC 42 – In respect of policy MG2 housing allocations. In order for the plan to meet the required soundness tests, there is a need for some low growth provision in villages such as Craig Penllyn, not only to make them sustainable and to allow a degree of certainty as to what actual growth will be allowed. This will also provide a better balance and spread of proportional development in view of the disproportional allocations in some of the other MRS. There are no allocated sites for some minor rural villages.

MAC 81 – In respect of policy MD1 location of development fails for Craig Penllyn as development which would otherwise reinforce the role of the settlement is now proposed to be severely restricted. Again, not sustainable growth.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	X
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	26th Oct 2016

If this form represents a petition please indicate how many people it represents.	3

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Representor ID 7462
Date Received 28/10/2016
Date Acknowledged 28/10/2016

[redacted]

28TH October 2016

Vales of Glamorgan Development Plan (MACS)

I wish to make the following points about the Vale of Glamorgan LDP

Increasing the number of proposed properties to over 570 homes will place additional strain on the already stretched infrastructure in Penarth. It is practically impossible to get a GP appointment in Penarth at the present time; the proposed additional homes can only exacerbate the problem.

Traffic volumes in lower Penarth are already high, there is inadequate public transport provision currently, and again these additional homes will simply make the problem worse. I note that some are suggesting that the additional traffic will travel to Cardiff via Port Road – this is simply not the case and is an ingenious response to a valid question.

Lavernock Road is not lit between Cosmeston Park and Brockhill Way, at best this stretch of road is hazardous, increasing volumes of traffic will make this stretch of road even more hazardous, in addition there is little in the way of protection for pedestrians in this area, and again the increase in traffic will increase the danger to pedestrians

Yours faithfully

Jonathan Cole

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7465
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Rhian Churchill	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 50	☐	☒	☒	☒	☒
MAC 112	☐	☒	☒	☒	☒
MAC 217	☐	☒	☒	☒	☒
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
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2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

This rural area would not be an appropriate site for the proposed development. There are no local amenities such as shops or medical facilities, and there are limited places at the local school. The roads around the area are narrow and winding, making them unsuitable for large numbers of towing vehicles. Increased traffic through the villages in the area, brought about by the nearby industrial estate, already poses a risk to pedestrians and the development would only exacerbate this problem.

Please use additional sheets if required.

Please state how many additional sheets have been used ……

Part 3: What Happens Next?

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☒
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28.10.16

If this form represents a petition please indicate how many people it represents.	

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REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7466
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Cllr Adam Riley	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

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			Test 1	Test 2	Test 3
MAC32	☐	X	☐	X	☐
MAC42	☐	X	☐	X	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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The number of new dwellings exceeds the housing land requirement as calculated. New housing should be built according to the level of actual demand, not to a number in excess of the demand.

Since the housing land requirement calculation has reduced I object to the number of proposed new dwellings at Land north of the railway line, Rhoose, increasing by 50. The LDP acknowledges that the greatest area of demand is Barry and Penarth so in these circumstances it is not appropriate to increase the provision of new homes in Rhoose.

Rhoose has already expanded beyond capacity in terms of new housing over the last decade. In spite of building many hundreds of homes in Rhoose over the last ten years or so, the village's facilities and infrastructure have not improved to any degree. Rhoose Point has nothing at all in terms of shops, leisure facilities or community facilities (excepting childrens' playgrounds). Rhoose village does not have a High Street worthy of the name and there is no off-street parking apart from the community hall car park. Apart from a very small number of shops there is minimal SME presence which means that local employment is skewed towards large employers (Cardiff Airport, Tarmac, RWE) which has a distorting effect on the local economy.

Over-development of Rhoose over the last decade has resulted in its population increasing towards the level of a small town. At the same time there has been no planning towards the transition of Rhoose from a village to a town. The effect is that the infrastructure is no longer fit for purpose and therefore no significant further development should take place in Rhoose until the infrastructure has been improved to take account of previous over-development.

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I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28 October 2016

If this form represents a petition please indicate how many people it represents.	

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Midnight on Friday 28th October 2016

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VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7467
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Anna Corden Vivard Ltd	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAP MAC 51 as it relates to MD5 and deletion of MD6.	☐	X	☐	X	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
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See attached.

Please use additional sheets if required.

Please state how many additional sheets have been used ……

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	
I want to speak at a hearing session.	**x**
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	
The logic of the settlement boundary.	

Signed:	[redacted]	**Dated:**	28/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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Vivard Ltd; Representations on MAC MAP 51

As part of the Matters Arising Changes, the Council is proposing to introduce settlement boundaries for minor rural settlements, including Llanmaes.

Our representations relate to a plot of land to the south of St Cattwgs Church (outlined in red in the attached plan). The proposed boundary for Llanmaes excludes this site and the settlement boundary has been drawn along the southern boundary of the Church. As background, the settlement boundary was changed as part of the preparation of the UDP to *include* the site, seemingly to allow 'rounding off' of the village. There have been no changes in circumstances during this time so it is difficult to understand the rationale for this retraction of the settlement boundary.

Vivard Ltd has an option agreement with the landowner. We have submitted a planning application for a single dwelling on this site and we are currently in the process of appealing against the Vale of Glamorgan's refusal to grant planning permission. The only logic that seems to have been applied to the amendment to the settlement boundary compared to the adopted plan is to prevent development of the site.

The site is a suitable housing plot and could make a contribution to the provision of housing as a windfall site.

The Council's stated approach is to draw boundaries close to the existing built form so that new development in these settlements will be limited to housing allocations (where applicable), infill or redevelopment of plots within the boundary, and rounding-off at the edge of settlement where it closely relates to the settlement and satisfies the criteria set out in the relevant development management policies. The photographs below demonstrate that the built form extends beyond the appeal site and beyond the proposed settlement boundary.

According to the Local Plan glossary, the settlement boundary 'identifies the physical limits of the existing built up area'. However in reality the built up area extends beyond the Appeal Site on both sides of the road. On the eastern side of the road there are several suburban dwellings which are included within the settlement boundary. On the western side beyond the Appeal Site to the south east there are maintained playing fields, a children's play area, a barn and a dwelling house. These are all excluded from the settlement boundary along with the Appeal Site. These are all clearly functionally part of the village rather than the open countryside.

The photographs below show a progression of views along the lane.

The first photograph shows Great House Farm which is outside the proposed settlement boundary and suburban housing on the other side of the road which is inside it.

The second photograph shows the childrens' play area and Great House Farm barn – this is outside the proposed settlement boundary.

The third and fourth photographs shows the playing fields coming into view and suburban housing on the opposite side of the road.

It is clear that the character of the approach to the village is already dominated by suburban houses and associated elements such as a garage and parked vehicles. The playing fields are clearly managed open space that forms part of the settlement rather than open countryside. It is worth noting in this respect that the LPA granted planning permission for hard standing fencing around the playing fields (2003/00032/FUL). Though this was not implemented, it demonstrates that it is considered to be managed facility which is part of the settlement, rather than countryside.

The fifth photograph shows the site, Pond Villa and Brown Lion Cottage. Brown Lion Cottage and Pond Villa are inside the settlement boundary but the plot to the south of the church is excluded.

We are seeking a change to the plan so that this site is included on the basis that it is a suitable housing site and logically forms part of the settlement rather than open countryside. There is no evidence for changing the settlement boundary from that shown in the adopted UDP and no

rationale for the change has been given. The footpath to the south of the site forms a logical and defensible boundary in line with the Council's methodology and general good practice for defining settlement boundaries.

We therefore request that the settlement boundary is amended to include the site outlined in red on the attached plan, on the basis that the current boundary is not sound and appropriate in the light of the evidence.

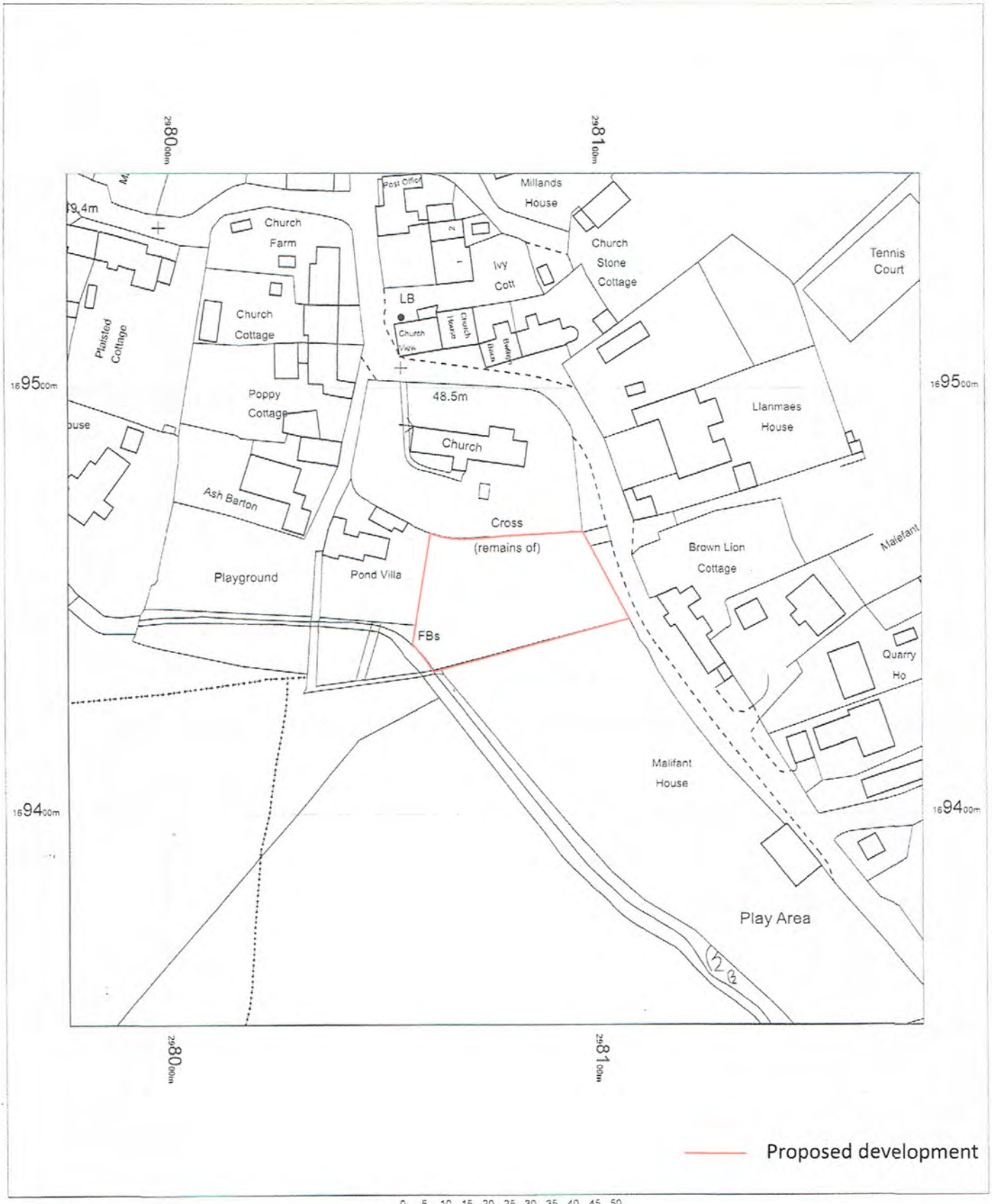

Figure 1: Location Plan (OS Siteplan, 1:1250)

N

OS MasterMap 1250/2500/10000 scale
12 March 2015, ID: BW1-00409802
www.blackwellmapping.co.uk

1:1250 scale print at A4, Centre: 298077 E, 169451 N

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Mapping sourced from Ordnance Survey

BLACKWELL'S
www.blackwellmapping.co.uk
TEL: 02920 228 779
maps.cardiff@blackwell.co.uk

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7469
Date Received	
Date of Acknowledgement	

Vale of Glamorgan Local Development Plan 2011-2026

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Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	GEOFFREY CHEASON	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

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I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☑
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

Signed:	[redacted]	**Dated:**	28/10/2016

If this form represents a petition please indicate how many people it represents.	

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SEE ATTACHED PAGES 1+2.

Please use additional sheets if required.

Please state how many additional sheets have been used 2

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Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC 30	☑	☐	☐	☐	☐
MAC 36	☑	☐	☐	☐	☐
MAC 77	☐	☑	☐	☑	☐
MAC 82	☑	☐	☐	☐	☐
MAC 85	☑	☐	☐	☐	☐
MAC 192	☐	☑	☐	☐	☑
MAC 195	☐	☑	☐	☑	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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Penarth Civic Society

Vale of Glamorgan Local development Plan 2011-2026
Matters Arising Changes Consultation Representation Form

MAC30: 5.16. While Penarth as a whole has good public transport provision, Lower Penarth and Sully are poorly served by buses and are considerable distance from a train station.

We support bus priority measures at the Merrie Harrier junction; however there is often very significant congestion on Redlands Road.

We support any bus initiatives into Cardiff via the Cardiff Bay barrage link.

We support the essential requirement for a nursery and primary school on the Upper Cosmeston Farm site given the already high demand for school places in the Penarth area.

MAC61: The proposals relating to the expansion of Upper Cosmeston Farm will require significant highways improvements. This is likely to require traffic lights/pedestrian lights, the latter to facilitate access to the bus stop and to Cosmeston Lakes Country Park. The (existing) bus stop (in the hedge) on the north side of Lavernock Road on the boundary of the golf club is particularly poor.

The society strongly supports all initiatives to enhance opportunities for walking and cycling.

MAC77: Any development immediately adjacent to the coast should have restrictions to retain a reasonable buffer area between existing and or new developments and the Wales Coast Path. The retention of existing trees and hedgerows is vital.

We support the planned extension of open space and recreation facilities attached to developments to Headlands School and Upper Cosmeston Farm, and the proposed extension to Cosmeston Lakes Country Park.

MAC78: POLICY MG25 - PUBLIC OPEN SPACE ALLOCATIONS
10. LAND AT UPPER COSMESTON FARM, LAVERNOCK (1 HA).
An allocation of POS on this site is needed adjacent to the coastal path, for informal recreation. There's plenty of POS in the Cosmeston Country Park and this side of Penarth/Sully has sufficient playing fields.

MAC82: We strongly support the safeguarding of an accessible environment for all users with priority for pedestrians, cyclists and public transport users.

MAC85: We are concerned by the striking of policy MD6 in its entirety.

MAC87: 7.41. This section should include a reference to the Wales Coast Path.

MAC117: This section should include a reference to the Wales Coast Path.

MAC125: 4.11. We stress the importance of producing Trees and Development planning guidance within one year of the adoption of the plan.

MAC192: We are concerned with the sustainability of the proposed Cosmeston Farm development in general; the proposed housing density is very high, road traffic generation would be significant, and existing transport links are poor at this distance from the town centre. We are also concerned

with the retention of the cliff top footpath and the means by which this can be buffered from the housing development.

Any development proposals should retain the major topographical features, retaining existing hedgerows and trees. The old railway embankment should be retained to enable an extension of the footpath and cycle route through to Lavernock Road. There are considerable gaps in the provision of safe cycling between Penarth and Barry. (See page 457 below) We are concerned with the deletion of the need for developer contributions towards the delivery of NCN route 88 between Penarth and Sully.

MAC194: We would stress the need for further evaluation of the impact that new traffic will have on the local highway network and associated road junctions.

MAC195: We would stress the need for further evaluation of the impact that new traffic will have on the local highway network, particularly in view of the fact that this traffic will add to the already peak traffic over congested Lavernock/Redlands Road.

Page 457: We strongly support the expansion of NCN cycle routes. However, routing this though the main Penarth-Sully road (B4267) is not considered a safe option with its narrow pavements and on-street parking making cycling difficult.

Overview:

While the society is not overly concerned with the principles or need for extending the housing provision in Penarth and Sully, we are concerned about the significant impact this will make on the existing infrastructure, particularly on the peak traffic, already very congested road system. Further housing developments in Llandough and Dinas Powys could further exacerbate this.

The existing road system in Penarth is dependent on the junctions at Redlands Road at the Merrie Harrier and Windsor Road at Barons Count with no alternatives for travel into Cardiff and the motorway links beyond.

---------- Prepared for Penarth Civic Society --------- 26th Oct.2016

From: Davis, Kate
To: LDP
Subject: FW: LDP observations [redacted]
Date: 27 October 2016 15:15:56

[redacted]

Consider the environment. Please don't print this e-mail unless you really need to.
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.

Visit our Website at www.valeofglamorgan.gov.uk
Ewch i'n gwefan yn www.bromorgannwg.gov.uk

Find us on Facebook / Cewch ddod o hyd i ni ar Facebook
Follow us on Twitter / Dilynwch ni ar Twitter

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

From: Jane Barker [redacted]
Sent: 27 October 2[redacted]
To: Davis, Kate
Subject: LDP observations [redacted]

As previously, I am sending you this email on behalf of my neighbour as it keeps bouncing back from the address given.

Many thanks.

Begin forwarded message:

From: Jane Barker [redacted]
Subject: LDP
Date: 26 October 2016 at 15:40:14 BST
To: ldp@valeofgamorgan.gov.uk

[redacted]

[redacted]

Vale of Glamorgan Council

Dock Office
Barry Docks
Barry
CF63 4RT

Ref: Vale of Glamorgan LDP - MG2 (23) Land at Upper Cosmeston Farm, Lavernock.

As an elderly person living on the estate opposite Cosmeston, and a non-driver, I am a regular user of public transport. Due to the sheer volume of traffic along Lavernock Road, I often have a problem crossing to the bus stop. The proposal to build an additional 576 houses will create far more traffic and make it virtually impossible to cross the main road, effectively trapping me on the estate.

Why are the council planning to build so many houses in an already severely conjested area? Penarth does not have the infrastructure to support this development on any level. All schools are currently over subscribed, the roads are over used and parking in Penarth is nigh on impossible. The doctors and dentists in the area are full to capacity.

The main arterial route from Sully to Penarth already suffers from flooding problems. If you remove the natural soak away of 22.2 hectares of FARM LAND, this flooding will increase and Lavernock Road will more regularly be reduced to one lane, causing utter chaos.

I object in the strongest possible terms to this proposal.

Yours sincerely,

PATRICIA SWEAT

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7471
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Madeleine Attridge	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
MAC 192	☐	■	☐	■	☐
Mac 36	☐	■	☐	■	☐
Mac 192	☐	■	■	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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ALL RELATES TO UPPER COSMESTON FARM DEVELOPMENT:

Mac 192. We live in Lavernock so have a good understanding of the problems faced by living in this area. This is not a very good area for sustainable transport and I do not object to a development of 500 houses in the site in principle but I object to unless it involves heavy investment in public infrastructure.

I note the clause for the developer to contribute to the Penarth to Sully cycle route has been removed. We cycle on this route regularly. It involves getting off the railway pass and cycling through a housing estate and then next to busy Lavernock Road. It is essential that the railway cycle pass is extended to encourage people to cycle in a traffic-free uncongested environment. It would be ideal if a cycle path was extended as far as the Marconi holiday village as a significant amount of traffic comes from here.

Also the cliff path at whitcliffe drives bans cyclists, a separate cycle path should be placed here also. The more cycle paths – the more it will encourage people to cycle!

I note there are plans for a new school and public open space. However, the nearest swimming pool is at Cogan. The improvements in Sully sports club should include the provision of a public swimming pool – or this could be part of the planned new primary school.

There are already plans for a park and ride at Cosmeston – however, there is no mention of bus lanes so this is a very slow form of transport from cosmeston – it is a very long way from Cardiff!

If a development of 500 houses is to be allowed this should include provision for rail services - ?by getting rid of railway path and relying on cycle rout along the cliff path/lavernock road. There is a lot of urban sprawl in lower Penarth and facilities should be made which encourage community cohesion – e.g. pub, sports ground, restaurant, café.

The area of upper cosmeston farm/lavernock is an area of outstanding beauty so any development here should reflect that - ?eco houses.

MAC 36 – why is there no longer electrification of the Penarth line – it is very slow and does not go very far!

Please use additional sheets if required.

Please state how many additional sheets have been used …….

Part 3: What Happens Next?

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comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

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3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	■
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:		**Dated:**	

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

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21 October 2016

savills

LDP Team
The Vale of Glamorgan Council
Dock Offices
Barry Docks
Barry
CF63 4RT

ldp@valeofglamorgan.gov.uk

[redacted]

Dear Sir / Madam,

Representations on the Vale of Glamorgan LDP – Matters Arising Changes (MACS)

Savills is instructed by Amy Davies, a landowner of a parcel of land adjacent to (and including) allocation MG2(46) Land West of Swanbridge Road, Sully.

The representations centre around the settlement boundary changes proposed under Map MAC36 (HS12/AP01) whereby amendments are proposed to the settlement boundary east of Sully (Policy MD5).

Enclosed is a plan showing the additional land owned by our client and the suggestion to extend the line of the settlement boundary around it in order to provide for a further windfall opportunity.

As the plan demonstrates, the inclusion of this parcel of land forms a logical rounding off to the settlement boundary, confined as it is by Cog Road and Swanbridge Road as defenceable boundaries to further development.

It is acknowledged that the setting of nearby listed buildings would need to be addressed through any windfall development but this can be undertaken sensitively, subject to detailed layout and design.

The objection raised therefore is to the extent of the settlement boundary changes proposed under Map MAC36, which can be resolved by extending the settlement boundary as shown on the attached plan to include the additional, logical rounding off of the boundary.

Should you require any further information, please do not hesitate to contact me. I also enclose a copy of the representation form as required.

Yours faithfully

Paul Williams
Associate Director

Encs: as above

[redacted]

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. ……

Date Received……

Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Amy Davies	Savills
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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			Test 1	Test 2	Test 3
Map MAC36	☐	×	☐	×	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
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See cover letter –

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It is acknowledged that the setting of nearby listed buildings would need to be addressed through any windfall development but this can be undertaken sensitively, subject to detailed layout and design.

The objection raised therefore is to the extent of the settlement boundary changes proposed under Map MAC36, which can be resolved by extending the settlement boundary as shown on the attached plan to include the additional, logical rounding off of the boundary.

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I want to speak at a hearing session.	☐
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Signed:	[redacted]	**Dated:**	27/10/16

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Vale of Glamorgan LDP 2011-2026 Matters Arising Changes
Map MAC36 (HS12/AP01) Proposed Amendments to Settlement Boundary - East of Sully - Policy MD5

Key:

Area to be included within settlement boundary

- PROPOSED EXTENSION TO SETTLEMENT BOUNDARY CHANGE

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 7473
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Mark Donovan	Geraint John
Address	C/O Agent	[redacted]
Postcode	C/O Agent	
Telephone No.	C/O Agent	
Email Address	C/O Agent	
I.D.No.* *(if relevant)*		

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Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC95	☐	✓	☐	✓	✓
Map MAC09	☐	✓	☐	✓	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Please refer to Cover Letter.

Please use additional sheets if required.

Please state how many additional sheets have been used …….

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	✓
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	28/10/2016

If this form represents a petition please indicate how many people it represents.	N/A

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Geraint John Planning

Geraint John
[redacted]

28th October 2016

The LDP Team,
Vale of Glamorgan Council

By Email: ldp@valeofglamorgan.gov.uk

Dear Sir /Madam

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011-2026
MATTERS ARISING CHANGES CONSULTATION REPRESENTATIONS
HMS CAMBRIA, HAYES LANE, SULLY CF64 5XU

INTRODUCTION

We write on behalf of Mark Donovan of Penarth Industrial Services Ltd, as landowner of HMS Cambria, to provide representations to the Vale of Glamorgan Local Development Plan 2011-2026 (LDP) Matters Arising Changes (MAC) Consultation.

A completed MAC Consultation Representation Form is enclosed with this letter.

These representations specifically provide comment on the following MACs in relation to HMS Cambria:

- MAC95 – objecting to the proposed change; and
- Map MAC09 – objecting to the proposed change.

The location and extent of HMS Cambria is shown on the plan overleaf:

HMS Cambria: Site Location Plan

REPRESENTATIONS ON MAC95

Summary of Change

MAC95 includes a new policy provisionally numbered Policy 16 A – PROTECTION OF EXISTING EMPLOYMENT SITES AND PREMISES. The Atlantic Trading Estate, Barry is identified within the Plan as an Existing Employment Site 16A (03).

Representor's Comments on Change

The Representor objects to the proposed allocation of HMS Cambria as an Existing Employment Site. The reasoning for the objection based on the site's context and site proposals are outlined below.

<u>Site Context</u>

HMS Cambria is located to the southern end of Hayes Lane and adjacent to the coastline. It was previously occupied by the Royal Naval Reserves as a training facility. The operations associated with HMS Cambria are being re-located to central Cardiff, as referred to in the appended Ministry of Defence Freedom of Information correspondence in **Appendix A**. It is accordingly evident that the use of facility and its land use context is distinct and separate from the Atlantic Trading Estate. As such, it is not considered appropriate for the site to form part of the proposed Existing Employment Site allocation with the adjacent Atlantic Trading Estate.

Notwithstanding the current position of the site, its previous use was predominantly residential in nature with the majority of buildings being construction as dwellinghouses for naval personnel in post war years. Eight residential dwellings are currently located on-site with their approximate

accommodation measurements provided in the site's sales particulars in **Appendix B**. Images of the buildings on site are provided below:

Aerial Photograph of HMS Cambria : Looking North

As can be seen from the images above and overleaf, the site has an underlying residential nature and character. Moreover, it is discreetly accessed from Hayes Lane, and does not share its approach or access point with the wider employment uses of the Atlantic Trading Estate. It is accordingly considered that the site's character is more akin to a residential settlement, as opposed to the Atlantic Trading Estate to the west and an Existing Employment site. Its residential character, along with the adjacent 'Spider Camp' site (which was used for barracks), is shown on the historical photograph below dating from 1968.

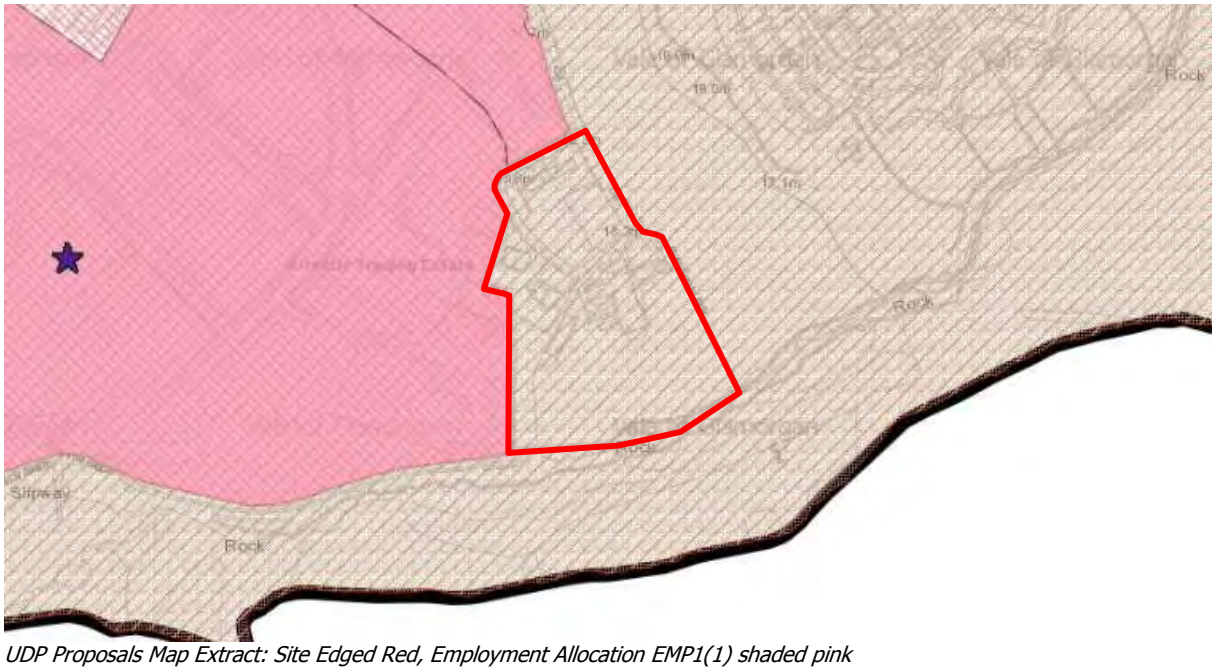
Historic Photograph (dated 1968) of HMS Cambria (adjacent to coast) and Barracks of Spider Camp (to the north)

Whilst the site is positioned adjacent to the east of the Atlantic Trading Estate, where a range of business uses are present, to the east of the site is located the former Sully Hospital, which is now in residential use. Residential uses are also located to the north of the site at Hayes Road and Bendrick Road. In addition, it should be noted that the site lies within proximity of a proposed Housing Allocation within the LDP (MG 2 (16) for 55 units. Accordingly, the wider area has a residential character and this will be furthered through the positive allocation of a site within the LDP. The positioning of the site relative to these residential uses is shown on the aerial photograph overleaf:

Aerial Photograph: illustrating HMS Cambria, employment uses and other residential uses (existing and allocated)

In addition to the differences in character between the site and surrounding employment uses in the area, there is a substantial change in levels between HMS Cambria and the Atlantic Trading Estate. This ensures that there is an element of visual separation between HMS Cambria and the Estate.

In planning policy terms, the site is currently not allocated for any particular use, and is within a 'Countryside' location, as shown on the UDP extract below:



UDP Proposals Map Extract: Site Edged Red, Employment Allocation EMP1(1) shaded pink

In light of the residential character and nature of the site, and it being discrete and separate from the employment uses of Atlantic Trading Estate, it is considered more appropriate for the extent of the proposed Existing Employment allocation to follow the alignment as currently shown for Employment Allocation EMP1(1) within the UDP.

Site Proposals

Preface and Context

Proposals for the site are currently being advanced in conjunction with being worked up in conjunction with the Former Spider Camp Land and Land at Hayes Wood. These two parcels of land are described relative to HMS Cambria (a) and shown on the aerial photograph below:

b) *Former Spider Camp Land:* Located to the north of HMS Cambria, and to the west of Hayes Lane, which is comprised of currently vacant land and includes some derelict structures and hardstanding areas, albeit substantially cleared. The land was previously used for vehicle sales, dismantling and processing, and prior to this, was a former barracks site, and therefore has previously been in residential use. The site therefore represents previously developed, brownfield land.
c) *Land at Hayes Wood:* The site is located to the east of Hayes Lane which is currently undeveloped and bound by the access road to Atlantic Trading Estate to the north and Hayes Wood to the south.

Aerial Photograph illustrating Site subject to Proposals

The proposal for the site, which has been the subject of pre-application engagement with the Council (VoG Ref: 2016/00059/PRE) is for a comprehensive residential scheme across the whole of the site.

The enclosed sketch masterplan (in **Appendix C**) indicates the potential site capacity and layout. The current masterplan provides for approximately 155 units across the whole site (including existing dwellings of HMS Cambria as discussed below), with associated private garden spaces and a number of areas of public open space throughout the site. Car parking, including private garages, will be provided in accordance with relevant standards.

A range of house types are proposed including detached, semi-detached and terraced properties, in order to ensure that a range of local needs are met.

The scheme includes a landscaped buffer zone to the site's western boundary, in order to ensure that the proposal is set-off from the adjacent Atlantic Trading Estate, and provides an appropriate amenity relationship between the existing businesses uses and proposed residential development.

As outlined above, within the former HMS Cambria site, a number of existing residential dwellings are provided within the site. These are proposed to be retained within the proposed scheme – as highlighted on the plan extract below. The existing dwellings provide for approximately 8 units, which will therefore be incorporated into the wider development site.

The existing Hayes Lane is proposed to be removed, with a new access is proposed to be created to the east of Hayes Lane, which will provide a central access point to the whole site. The new access road will run through the site, with a number of spurs coming off this to provide access to the dwellings.

An assessment of the material considerations which relate to the proposal - outlining the suitability of the site and wider proposal for residential use - is provided below:

Residential Use

The wider site relative to existing residential and employment uses is shown on the map extract below:

As highlighted above, the proposed allocation of the adjacent land at Hayes Wood (MG 2 (16)), also confirms that the location itself is considered suitable to provide for residential uses, and indeed, that the nature of the area is changing to become more residential in focus. The strategic location has

therefore been confirmed to be sustainable and appropriate to provide for a residential development by the Council.

In addition, as highlighted on the below plan extract, the site is surrounded by a number of existing and proposed residential uses. This includes the former Sully Hospital site to the south-east, which provides circa 245 flats, residential dwellings on Hayes Road and Bendrick Road, the existing residential uses at the HMS Cambria and the proposed residential allocation at Hayes Wood (as discussed above).

The above therefore demonstrates that the approach to Atlantic Trading Estate is changing, to become more residential in nature. Accordingly, it is considered that the proposed residential uses are more appropriate in this context then the proposed Existing / Proposed Employment Uses of the site(s).

Bringing forward the three sites in combination, will ensure for a well planned development, which will ensure that the whole area is comprehensively planned to provide an appropriate relationship with the emerging residential development at Hayes Wood (MG 2 (16)), as well as linking appropriately to the adjacent Atlantic Trading Estate.

The development of HMS Cambria for further residential use, and the incorporation of a landscape buffer zone between any proposals and the adjacent Atlantic Trading Estate would therefore allow for a clear distinction to be made between the residential and employment uses, whilst also ensuring that the amenity of both uses is protected.

'Loss' of Employment Allocation

It should be noted that the former Spider Camp Land and the Land at Hayes Wood are currently proposed for allocation for Proposed Employment Use within the emerging LDP. Furthermore, both sites have been allocated for employment uses within the UDP, which was adopted in 2005, and which covered the period for 1996 - 2011. As previously discussed, HMS Cambria is not allocated for any specific use within the UDP.

However, both the Spider Camp Land and the Land at Hayes Wood have been on the market for a considerable period of time. In this regard, market conditions have varied significantly throughout the period referred to (of circa 20 years) – with there being numerous periods of growth lending themselves to investment in employment land in the area. Despite this, there has been no substantial interest in the sites for employment uses. It is not therefore considered that there is any opportunity for the sites to be brought forward for employment uses in the short-medium term.

The Spider Camp Land and the Land at Hayes Wood have not been progressed for employment purposes despite being continually marketed and allocated as such over this period. This is evidenced in the appended Statement from the Agent's responsible for marketing the site in **Appendix D**. In terms of this, it should be noted that other employment sites within the Authority have been marketed for a significantly lesser period of time (e.g. 7 years at the HTV site 2013/01152/OUT) and *'as a consequence the Local Planning Authority [was] of the view that to resist the loss of the site to residential development would be difficult to justify in planning terms'.* Whilst it is acknowledged that accept that each site must be treated on its merits, it is considered that the same lack of demand for employment use at the site would also be prevalent here.

Furthermore, and in terms of the Spider Camp land, despite the grant of planning permission for various uses (e.g. bus/coach depot and ancillary facilities under Ref: 2003/01394/FUL and waste management transfer depot under Ref: 2004/01505/FUL), it remains vacant and this site has not

come forward for commercial use. This further highlights that there is no demand for the use of sites within the vicinity of HMS Cambria for employment uses.

The land to the east of Hayes Lane, to the north of an unnamed estate road (Site C) is currently vacant, and its previous 1993 permission (93/0035/OUT) for industrial and warehouse (B1 and B8) units has not been progressed. This permission imposed a number of conditions (7: imposing noise restrictions, 8: requiring a landscape buffer of 10 metres along all boundaries with all residential properties abutting the site and 9: requiring equipment and plant to be stored inside) which seek to safeguard the amenity of the surrounding residential areas. Such restrictions may limit the potential for employment use to progress at the site, and again, suggests that the site may be better suited to residential use. These conditions also apply to the Atlantic Trading Estate, and assist in ensuring that the potential for residential amenity impacts can be effectively managed and safeguarded. Moreover, it is understood that the unit adjacent to HMS Cambria is not used for any heavy industry purposes, but rather storage and distribution – which would assist in enabling a compatibility of uses.

Indeed, parcels B and C's allocation with the UDP, which was adopted in 2005 and therefore has been the development plan for the authority for more than 10 years' time, has not resulted in the development of either site. This in itself clearly demonstrates that, despite being allocated for such use, there has been no interest in bringing these sites forward.

It is also pertinent to note that there are a number of other deliverable sites on the market and available for employment purposes within the vicinity of HMS Cambria. Sales particulars for examples of these (at Fford y Millennium and St Modwen leased areas) are enclosed at **Appendix E.** Further land is available for employment use within the Atlantic Trading Estate – which contains the requisite infrastructure to enable such uses, albeit the need for this employment land has not been forthcoming.

Accordingly, it is considered that there is no demand for additional employment land in this specific location, and therefore that the sites are likely to remain vacant for the foreseeable future if alternative uses are not considered. Having regard to this, the proposals would not result in any actual 'loss' of employment land, as despite being allocated for such uses, it is not considered that either site will yield any employment use due to the proven lack of demand.

Furthermore, as discussed above, it has been demonstrated that the character of the area is changing to become more residential in focus, particularly with the recent development of Sully Hospiral and the proposed LDP allocation for residential uses at Hayes Wood.

Sustainability

The HMS Cambria site is located close to a wide variety of shops, services and employment facilities. In particular, the site is circa 1.6 km from the centre of Barry, and circa 1.6km from the centre of Sully, where a wide range of shops, services and facilities are available.

Bus stops are located along Hayes Road to the north, which are circa 0.1 miles from the site. From these, frequent services are provided to a range of destinations including Penarth and Barry.

Furthermore, the site is adjacent to Atlantic Trading Estate where a range of employment opportunities are available.

The location has been assessed by the Council and been considered to provide for a sustainable location where residential development is appropriate, through the LDP's residential allocation of the land at Hayes Wood (MG 2 (16)). In particular, the Council's sustainability appraisal for the site confirms the following:

'Although located on the outskirts of Barry the site is afforded access to services and facilities by public transport with a bus stop located some 200 metres away from the site.'

Accordingly, the location has been assessed and confirmed to be a sustainable and accessible location where residential development is considered to be appropriate. The proposed development is therefore appropriate in this context.

Highways and Transport

The proposed site has of course existing uses at HMS Cambria which generate highways movements. Furthermore, through the Council's allocation of parts of the wider site for employment uses within the UDP and LDP, it has been accepted that the highway network can capably provide for the highways movements associated with the commercial uses.

Having regard to the above, it is not considered that the proposed residential development will have a significantly different highways impact to the employment uses, and accordingly, that the highways movements that would be generated from the development could be appropriately accommodated within the local highway network.

The existing Hayes Lane is proposed to be removed, with a new access proposed to be created to the east of Hayes Lane, which will provide a central access point to the whole site. It is considered that a suitable access point, with appropriate vision splays can be provided. In addition, the proposed development would provide appropriate levels of car parking and cycle parking within the site.

Other Material Considerations

Flood Risk: The site is not located within any flood zones as indicated by the Welsh Government Technical Advice Note 15 - Development Advice Maps.

Trees: It is noted that there are a number of trees within the site / on the site boundaries. The detailed design of the proposal would take these trees into consideration and it is considered that a suitably designed development can be provided in this regard.

Ecology: Any planning application will be accompanied by an ecological survey. However, it is not considered that ecology will be a significant constraint to the development of the site, particularly as the majority of the site comprises of brownfield land.

Summary

Having regard to the above, and in summary, it is considered that the development of the wider site for residential use is acceptable in light of the following key factors:

- the site's location in an area where housing is considered to be appropriate and provides the emerging site context;
- the lack of need and demand for employment use on the site;
- the site is located in a sustainable and accessible location;
- an appropriate access can be provided and highways movements can be accommodated within the network; and,
- as there are no other material planning considerations which would withhold planning permission.

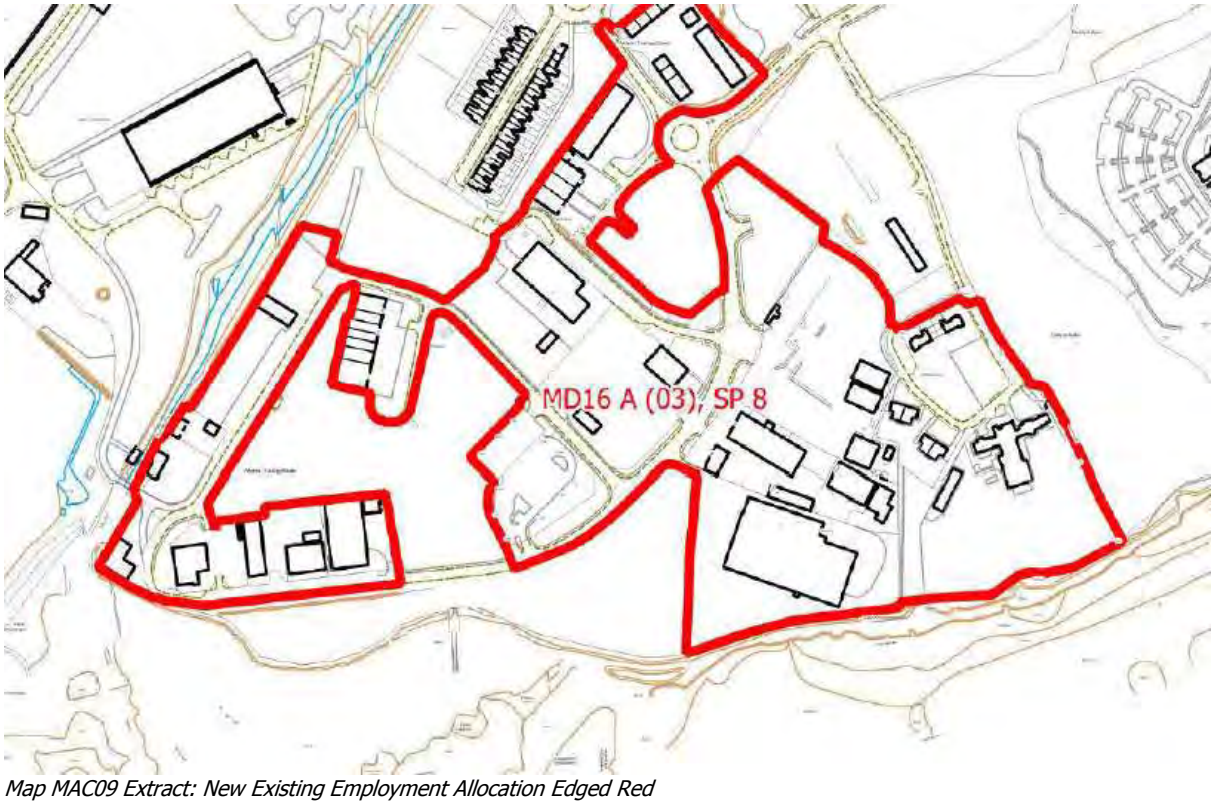
Accordingly, in this emerging site context therefore, active protection of 'Employment Uses' at HMS Cambria is not considered appropriate – not least as the proposed residential development provides

for a more suitable use of the site, which will assist in providing a clear break between the employment uses at Atlantic trading Estate and the residential uses to the east. In this context therefore, it is considered that the compatibility of commercial uses would be questionable.

Representations on Map MAC09

Summary of Change

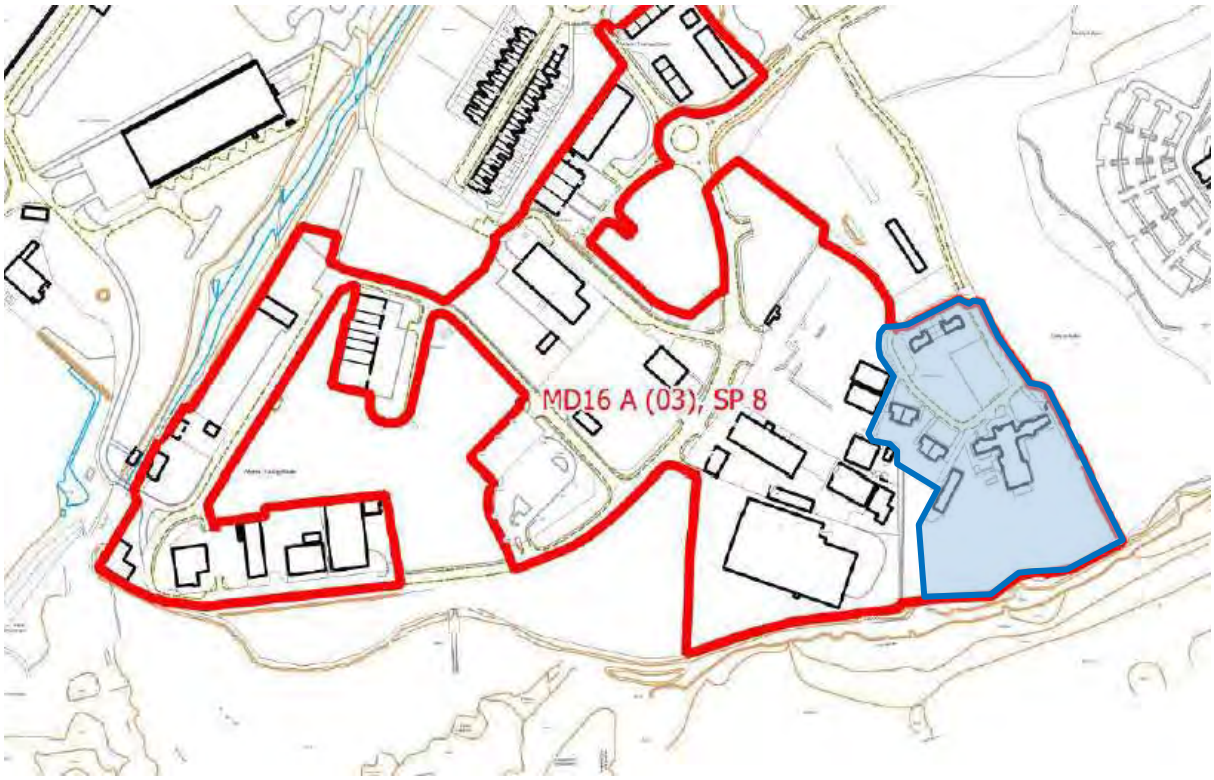
Map MAC09 documents the proposed Existing Employment Allocation of the Atlantic Trading Estate under Policy MD16A, as shown on the extract below:



Map MAC09 Extract: New Existing Employment Allocation Edged Red

Representor's Comments on Change

As referred within the Representor's Comments on MAC95, it is considered that the Existing Employment Allocation would be more appropriately defined should it not include HMS Cambria, as shown on the amended Map MAC09 extract overleaf:



Amended Map MAC09 Extract: New Existing Employment Allocation (Edged Red), Suggested Amended Boundary to exclude HMS Cambria (Edged Blue)

Conclusion

In conclusion, we respectfully urge, for the reasons given herein and to ensure the Plan's soundness, that the HMS Cambria site is excluded from the Existing Employment Uses allocation provided for by MAC95, and by association is excluded from the Existing Employment Allocation boundary, as shown in Map MAC09.

Given the detailed nature of these representations our client would be happy to discuss any aspect of the submission made and credentials of the land when your Authority (and the appointed Inspector in turn) comes to evaluate matters. Appearance at the Public Examination in due course is also considered necessary and beneficial.

We look forward to hearing from you in due course. In the meantime we hope and trust that all is in order with this submission. Please do not hesitate to contact us in the event that further information is required or considered beneficial.

Yours faithfully,

[redacted]

Geraint John
Director
Geraint John Planning Ltd.

Enclosed Documents

- *Completed Matters Arising Changes Consultation Representation Form*
- *Appendix A: MOD FOI Correspondence on Relocation from HMS Cambria, 08/05/2015*
- *Appendix B: DTZ Sales Particulars*
- *Appendix C: Sketch Masterplan of Wider Development Proposals*
- *Appendix D: Letter from Agent Marketing adjacent Spider Camp*
- *Appendix E: Sales Particulars for Fford y Millennium and St Modwen leased areas*

Ministry of Defence

Navy Command FOI Section

[redacted]

2015-03275

[redacted]

8 May 2015

Dear [redacted]

Release of Information

Thank you for your correspondence dated 23 March 2015 requesting information on the relocation of HMS CAMBRIA and disposal plans for the land on which it is currently located. Your enquiry has been considered to be a request for information in accordance with the Freedom of Information Act 2000.

I can confirm that the department holds the following information within the scope of your request.

The Future Reserves 20 White Paper announced that to support the recruitment and retention of Maritime Reservists (RNR & RMR) there is going to be a major upgrading of its supporting infrastructure.

> Phase One: The Upgrading of the Existing is now complete and all Maritime Reserve units have received major improvements in their infrastructure, this includes the development of the Maritime Reserves Sub Unit in Swansea.
>
> Phase Two: This involves the development of five large projects to develop new, modern and fit for purpose facilities in Edinburgh, Tyneside, Cardiff, Portsmouth and Bristol.

A copy of the Future Reserves 20 White Paper is available at the following web address:

> https://www.gov.uk/government/consultations/future-reserves-2020-consultation

The Royal Navy has an aspiration to relocate HMS CAMBRIA to central Cardiff by 2018 and a project team has been formed to develop a number of options for achieving that. The Project Team have consulted widely with a number of stakeholders in South Wales including the Welsh Assembly, Cardiff City Council, Universities of Wales Military Education Committee, local Chamber of Commerce and the Lord Lieutenancies.

A modern facility in central Cardiff will allow the Royal Navy to play a larger part within the Welsh community and support its recruitment and retention targets.

With regard to the disposal of the land on which HMS CAMBRIA is currently located no decision has yet been taken but any disposal will be in accordance with the normal departmental process.

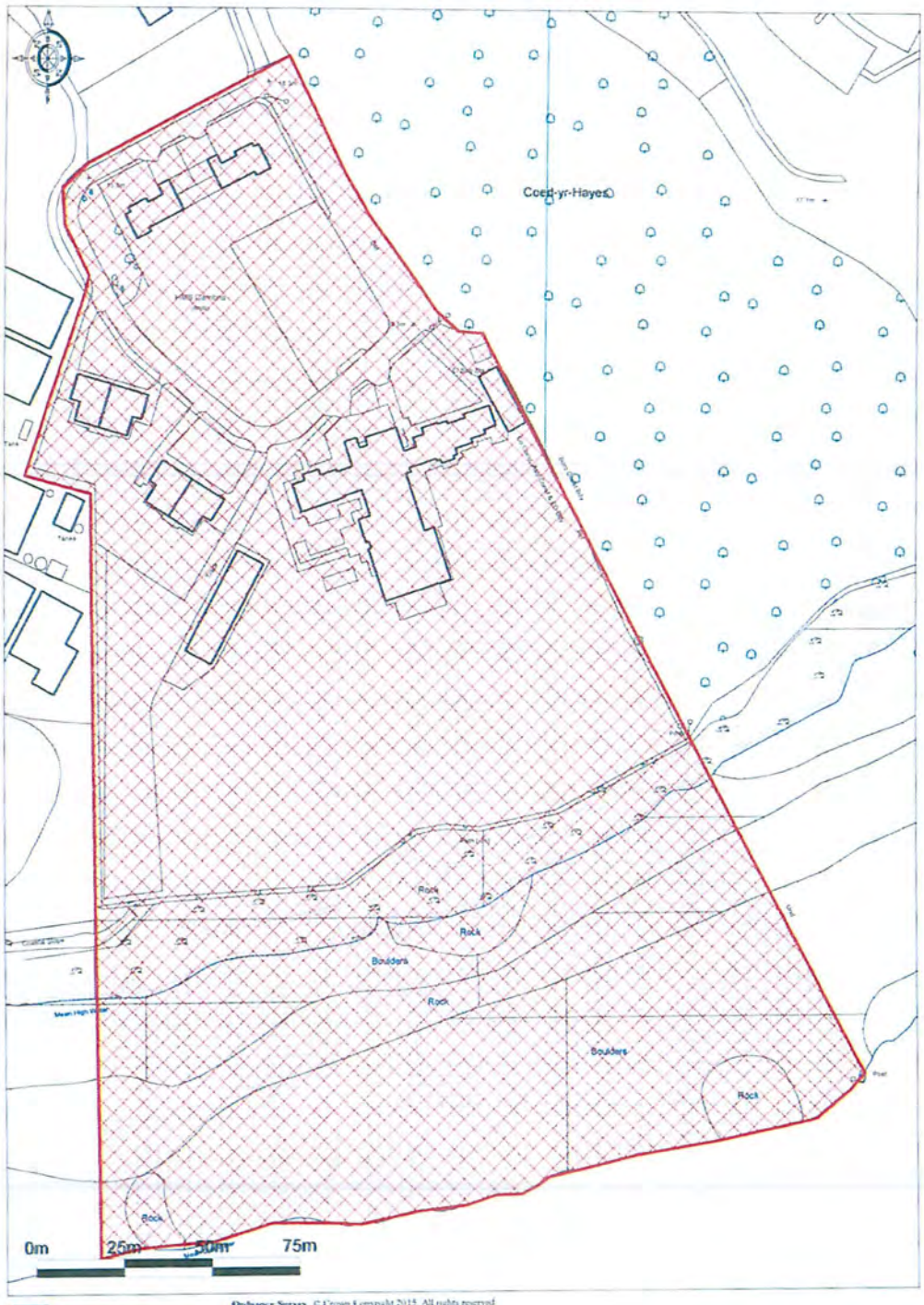
If you are not satisfied with this response or you wish to complain about any aspect of the handling of your request, then you should contact me in the first instance. If informal resolution is not possible and you are still dissatisfied then you may apply for an independent internal review by contacting the Information Rights Compliance team [redacted] Please note that any request for an internal review must be made within 40 working days of the date on which the attempt to reach informal resolution has come to an end.

If you remain dissatisfied following an internal review, you may take your complaint to the Information Commissioner under the provisions of Section 50 of the Freedom of Information Act. Please note that the Information Commissioner will not investigate your case until the MOD internal review process has been completed. Further details of the role and powers of the Information Commissioner can be found on the Commissioner's website, [redacted]

Yours sincerely

Navy Command FOI Section

Site Plan
HMS Cambria
Sully



Ordnance Survey © Crown Copyright 2015. All rights reserved.
Licence number 100022432. Plotted Scale - 1:1922

Promap®

burnett davies
Chartered Surveyors

HMS Cambria, Hayes Road, Sully

HMS Cambria, Hayes Lane, Barry

DTZ Debenham Tie Leung Ltd

[redacted]

3. HMS CAMBRIA [redacted]

1. Location:

1.1 The property indicated on the attached Title Plan is situated on the western fringe of Sully close to Atlantic Trading Estate and to the east of Barry town centre.

1.2 It abuts the coast overlooking the Bristol Channel with views across to Somerset.

1.3 It has good access to Barry Docks Link Road which in turn leads to the Culverhouse Cross Interchange and thereto junction 33 of the M4 motorway to the north and Cardiff and Cardiff Bay to the south.

2. The Property:

2.1 The property, photographs of which are attached, comprises a site of approximately 11.6 acres upon which is constructed a variety of buildings occupied by the Royal Naval Reserves as a training facility.

2.2 The majority of buildings were originally constructed as dwellinghouses for naval personnel in post war years.

2.3 They appear to be of traditional construction for their age and type the main walls being of cavity construction having brick faced elevations under pitched timber roofs with tiled coverings.

2.4 Eaves detail is of timber and gutters and downpipes are UPVC.

2.5 Windows are UPVC double glazed units.

2.6 Units 5-6 and 7-8 are semi detached and units 3 and 4 are detached.

2.7 Units 1 and 2 have been converted and extended to the rear to provide the main building.

2.8 The buildings are used for a variety of training purposes and include classrooms and a mess hall.

3. Accommodation:

3.1 All measurements are on a net/gross internal basis, approximate only and in metres.

3.2 All measurements were taken on site and are in accordance with the R.I.C.S. Code of Measuring Practice.

3.3 The available accommodation at present comprises the following:-

Main Building:	**1,540.2m² (16,572ft²)**
House 3:	**164.5m² (1,770ft²)**
House 4:	**164.5m² (1,770ft²)**
House 5:	**158.9m² (1,710ft²)**
House 6:	**158.9m² (1,710ft²)**
House 7:	**158.9m² (1,710ft²)**
House 8:	**158.9m² (1,710ft²)**
Ancillary Building:	**228.9m² (2,463ft²)**

4. Repair and Condition:

4.1 No Building Survey was carried out as this is beyond the scope of your instructions whilst providing a valuation for loan security purposes.

4.2 All of the properties appear to be well maintained and in a good state of repair and condition. The tenant occupies on a full repairing and insuring basis.

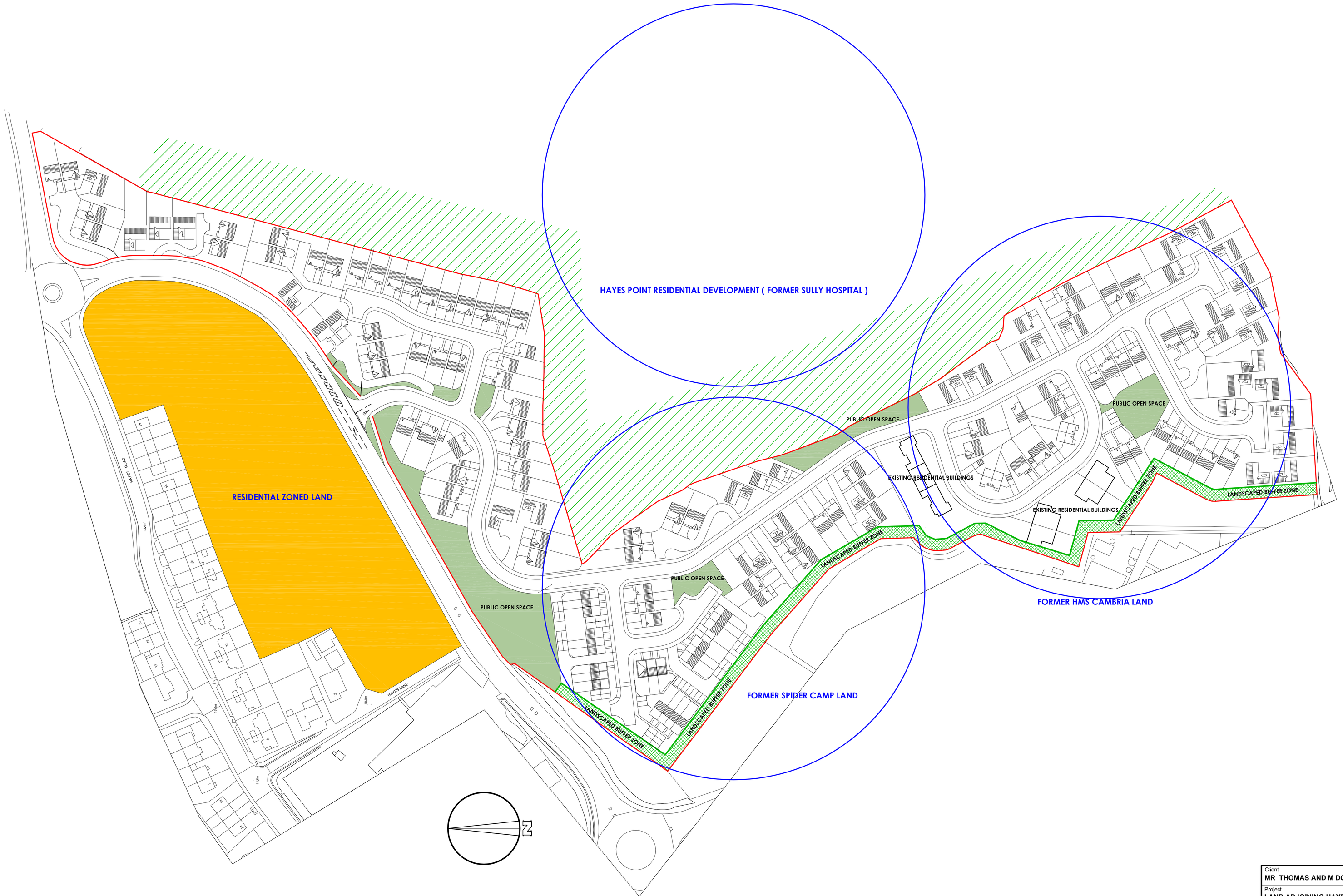
4.3 The properties have an economic life in excess of 50 years.

5. Services:

5.1 Mains water, drainage and electricity are available to the property.

5.2 There are a number of LPG gas tanks on site which we understand provide heating to the houses.

5.3 In addition a number of the buildings have wall mounted electric heaters.



Client
MR THOMAS AND M DONOVAN

Project
LAND ADJOINING HAYES LANE (FORMER SPIDER CAMP AND HMS CAMBRIA)

Title
SKETCH MASTERPLAN

Status	Date	Scale	Drawing No.	Rev
Design	May 2016	1:1000 @ A1	39414:02	

● nigel arnold / architect

- The Studio,
- 5 Penarth Head Lane,
- Penarth,
- Vale of Glamorgan, CF64 1BB
- t: 029 2070 2501
- e: studio@nigel-arnold.com

Knight Frank

Mr J Ayoubkhani

[redacted]

11 August 2016

Dear Joe

Hayes Lane, Barry

As requested the following provides an overview of the marketing of Hayes Lane since it was purchased by our mutual client in 2014.

Background

The site was purchased in May 2014 and immediately our mutual client undertook clearance works to remove the older dilapidated buildings, dispose of the Asbestos on site and clear all waste vegetation. This work resulted in the site presenting better as it offered clear open space.

Below are some photographs of the site when the purchase was completed:

As opposed to the condition and presentation after the clearance works:

[redacted]

Prior to purchase by the current owner, the previous owner, Mr Colin Stephens, marketed the site for a number of years without success. Over this period adverts appeared within the Business Section of the Western Mail in the early 2000's outlining the sites availability and requesting offers.

Planning History

Whilst the site was being cleared we examined the Planning History to allow us to provide appropriate marketing advice to our client.

We were able to establish that the site is allocated within the deposit Local Development Plan as being suitable for employment within B1 and B8 use classes (light industrial / warehouse / distribution).

Furthermore our enquiries revealed an application was made in 2004 for use of the site as a waste transfer station, which was granted but never implemented. This application also noted that the previous planning history and use was as a bus coach depot and also as a site for commercial vehicle sales, storage, dismantling and processing.

Initial Targeting

With the knowledge that Waste Transfer uses had been considered in the past we immediately contacted a number of operators that were in the market at that time seeking land to construct such a facility. Unfortunately many of these operators were not interested as the site was not big enough. Many with an initial interest in the South Wales area had decided to withdraw from South Wales due to Viridor progressing their £220 million facility at Trident Park, Cardiff.

In addition we targeted Solar Panel operators and Alternative Power Generators who both dismissed this site. The former as the site was too small and the latter because the costs of connecting to a substantial substation was too high.

Marketing

It was then decided in September 2014 to commence with the full marketing of the site to expose as widely as possible. The marketing included the following:

- Board erected to the corner of the site facing the main road
- Marketing brochure (attached) was produced in pdf format
- Mailshot was undertaken to:
    - Occupiers with a requirement on our database
    - Plant Hire / Scaffolding companies in the area

- Occupiers on Atlantic Trading Estate
- Commercial agents who may have a client with a requirement of this nature

- Websites – Knight Frank, EG Property Link, Focus Costar and more recently Zoopla

In addition the details of the site were sent to the Welsh Government for inclusion on their property database which is often accessed by occupiers and inward investors.

Interest

This exercise has been on-going for the last 18 months and interest has been limited to the following:

- Hawthorn Travel – wanted space to park their fleet. Viewed but never discussed terms.
- Roperhurst – wanted land to construct a building but the costs of new build resulted in them purchasing an existing unit on Ty Verlon Industrial Estate
- Heinne Hayes - wanted land to construct a building but the costs of new build resulted in them purchasing an existing unit on Atlantic Gate Industrial Estate
- Hot Diggidy Dog – wanted land to construct but after inspecting did not progress
- Dainton – site was not deemed visible enough for their operation. Purchasing land on Cardiff Road

In addition to Dainton we have had other more local self-storage / container storage operators enquire but none have had the financial ability to progress.

In addition to these users we have more recently had enquiries from companies wanting overflow car parking close to the airport. This site being to the south east of Barry was deemed as being too far away from Cardiff Airport to make it a viable option.

Conclusion

The site has been actively marketed for almost 2 years and we are no closer to securing an occupier or purchaser for part of the whole. When you consider that there is still 5 acres plus of land available on the Atlantic Trading Estate, over 130 acres on the St Modwen owned site adjacent to Dow and a further 20 acres of roadside land on Ffordd Millennium it is evident that there are many options in the area but very limited activity of any significant size.

The cost of new build industrial / warehouse space, and the infrastructure required, versus the rent or price needed to make such projects viable is such a high differential in the returns that banks are reluctant to fund development. Occupiers are therefore searching cheaper more viable options such as expanding / refurbishing existing buildings or acquiring second hand accommodation.

I trust that this overview is of assistance and if you wish to discuss further please contact me direct.

Yours sincerely

[redacted]

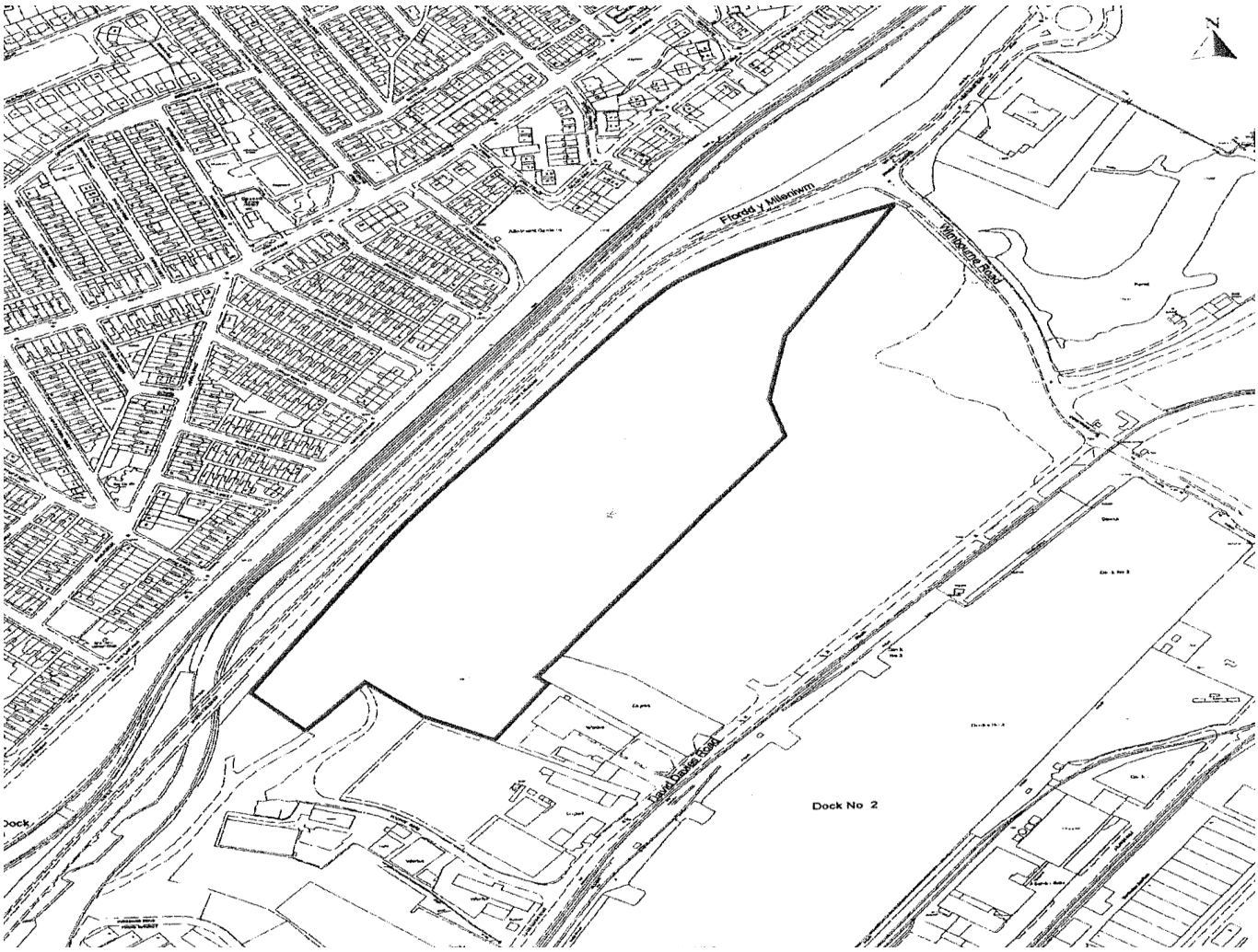
Neil Francis BSc (Hons) MRICS
Partner

[redacted]

[redacted]

Industrial

To Let / For Sale



Ffordd y Millennium, The Waterfront, Barry

Development site of approximately 22 acres

- Sites from 5 acres upwards available
- New build opportunities
- Bespoke industrial / warehouse units
- Available to let or for sale

Contact:
Rob Ladd
[redacted]

Contact:
Neil Francis
[redacted]

DTZ
[redacted]

[redacted]

Industrial – To Let / For Sale

Development Site

Not to scale – for identification purposes only

Not to scale – for identification purposes only

Location

Ffordd y Millennium is situated to the south of Barry in close proximity to The Waterfront Development and adjacent to the Port of Barry. Barry town centre is within a mile of the site which also benefits from being in close proximity to Barry Docks Train Station, which provides regular routes to Bridgend, Cardiff and the Valleys.

The site is within an established commercial / retail location with nearby occupiers including Morrisons, Argos, Halfords, Dow Chemicals and Hexion Chemicals.

Description

The site is situated fronting Ffordd y Millennium, a busy by pass road away from the town centre, and offers a relatively level site benefiting from roadside prominence.

The site measures approximately 22 acres and is immediately available for a mixed use of development, subject to gaining the necessary planning.

Accommodation

The site has the ability to offer a full design and build package from approximately 1,393 sq m (15,000 sq ft to upwards.

Services

We are informed that all main services including gas, electricity, water and drainage will be available to the site.

Planning

The site has outline planning consent for Use Classes B1, B2 and B8 as defined by the Town & Country Planning Act Use Classes Order 1987.

Terms

Our client will consider developing bespoke buildings by way of a pre-sale or pre-let agreement.

Alternatively sites of 5 acres and above can be offered on a freehold or leasehold basis.

Rent / Price

Dependant on final property specification – further details on request.

Legal Costs

Each party to bear their own legal costs incurred in the transaction.

Viewing / Further Information

Further information or to arrange an inspection please contact the sole agents:

Neil Francis
Rob Ladd
[redacted]

AUGUST 2008

IMPORTANT NOTICE
DTZ gives notice to anyone who may read these particulars as follows: 1.These particulars are prepared for the guidance only of prospective purchasers. They are intended to give a fair overall description of the property but are not intended to constitute part of an offer or contract. 2. Any information contained herein (whether in the text, plans or photographs) is given in good faith but should not be relied upon as being a statement or representation of fact. 3.Nothing in these particulars shall be deemed to be a statement that the property is in good condition or otherwise nor that any services or facilities are in good working order. 4 The photographs appearing in this brochure show only certain parts and aspects of the property at the time when the photographs were taken. Certain aspects may have changed since the photographs were taken and it should not be assumed that the property remains precisely as displayed in the photographs. Furthermore no assumptions should be made in respect of parts of the property which are not shown in the photographs. 5. Any areas, measurements or distances referred to herein are approximate only. 6. Where there is reference in these particulars to the fact that alterations have been carried out or that a particular use is made of any part of the property this is not intended to be a statement that any necessary planning, building regulations or other consents have been obtained and these matters must be verified by any intending purchaser. 7.Descriptions of a property are inevitably subjective and the descriptions contained herein are used in good faith as an opinion and not by way of statement of fact.

Printed by Ravensworth [redacted]

Jones Lang LaSalle

Real value in a changing world

On The Instructions of St Modwen Developments Ltd

TO LET – LAND FOR HEAVY INDUSTRY / POWER / PROCESSING USES (Subject to Necessary Consents)

Sully Moors Road, Sully, Barry, CF64 5RP

From 2.02 ha (5 acres) to 12.83 ha (31.7 acres)

- From 2.02 ha (5 acres) to 12.83 ha (31.7 acres)

Photo : Unit 218

For identification purposes only. Not to Scale.

For identification purposes only. Not to Scale.

Location

The industrial development land, formerly occupied by Ineos Chemicals, is located adjacent to the Cabot, Centrica and Dow heavy industrial sites on Sully Moors Road. The unit is located a short distance from the A4055 which links to the A4232 dual carriageway link road providing access to both Cardiff City Centre and M4 motorway at Junction 33.

Description

Formerly occupied by Ineos Chemicals, the subject land has recently been cleared and is available as a whole or in part. At the southern part of the site is Unit 218 (1,353 sq m/14,560 sq ft) which is available to let individually or as part of the wider site.

Services

The provision of services will be discussed according to the likely demand requirements of potential occupiers. The landlord will work with the tenant to ensure the availability of power, water and sewerage through mains connections or self-contained on-site solutions.

Tenure

The land is held under a long ground leasehold interest expiring in 2045 and can be made available by way of assignment of sub-letting.

Disposal Options

Sites are available from 2.02 ha (5 acres) to 12.83 ha (31.7 acres). Alternatively, buildings can be constructed to specification. Full rental terms upon application.

Rates

The property has not yet been separately assessed.

Legal Costs

Each party to bear their own legal costs.

Viewing/further information

Strictly by appointment through sole agents:

[redacted]

[redacted]

JUNE 2011

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ID-7474

Dear Vale of Glamorgan,

Please accept this email as an objection to the proposed development of 576 houses on upper Cosmeston Farm.

This is an increase of 341 houses from the last iteration of the plan and a huge increase from the initial proposal to accommodate 85 new houses.

The proposal includes the building of a new road junction onto Lavernock Road. In addition there are rumours that alongside this additional junction on to the already saturated Lavernock Road, a new road is being planned to run from the enlarged Cosmeston estate into the cul de sac end of Whitcliffe Drive which would add further congestion to the Brockhill Rise junction onto Lavernock Road and destroy the peaceful Clifftop community. This would affect not only the residents but the many dog owners and recreational walkers who frequent one of the only green spaces to walk in Penarth.

I hugely object to this suggestion on several grounds:
1) instability of the cliff and having such large flow of traffic would increase cliff erosion and be very dangerous
2)this is part of the Wales coastal path and should not be transformed into a highwa
3)there aren't many green spaces in Penarth to walk dogs and allowed a holder to play and this would destroy 1 of the most picturesque.

In terms of the development itself I strongly feel that this is too big and the infrastructure could not support so many extra houses:
1) roads- traffic into and out of Penarth is already unacceptably busy taking an hour to get from silly to the merrie harrier at rush hour. Having cars from an extra 576 houses exacerbate this problem and make Penarth a far less attractive place to live.
2) GP surgeries and schools are already overcrowded. Can the sewerage system cope with such extra demands?
3)flooding- building do any houses on green belt farm land will increase the risk of flooding. A site survey has found that there is surface water flooding and i ask what work is being undertaken to manage this flooding?

The plan states that the site is currently in agricultural use and the development would not result in the loss of a specific community facility. However, potential highway access onto the clifftop, creating a rat run next to our recreational path would have a detrimental effect on the clifftop community and would certainly have more than a slight negative impact on maintaining, protecting and enhancing community spirit.

I would be very grateful if this could be reconsidered.

Yours sincerely,

Emma hudson

ID: 7475

Dear sirs

Re: Gypsy and Traveller Site in Llangan

We write to express our comments and objection to the proposed expansion of the gypsy and traveller site at the land to the East of Llangan.

We do not agree with the proposed changes to increase this site to make it larger. We do not object to the site remaining as it is as this does not appear to cause any issues. However, if the site were to be expanded then we believe that there would be the following issues:

1. There would clearly be access problems. The access to the site is limited and is off a single track road off the main road. The road is in poor condition but it also very narrow and could cause major problems for those occupying the site now, for those who move to the site and other road users. The junction at which the single track road joins the main village road does not offer overly clear vision and there is often passing traffic which could cause problems. The main road through the village is also narrow in parts. Clearly there would be an increase in traffic using the single track road if the site were to be expanded.

2. There would be an issue with drainage and other amenities that the site requires. At present these are stretched and if the site were to be expanded then there would be further issues. This could have a major impact on the houses already in the locality.

3. The location does not support expansion well. The neighbouring farm land is farmed by us and at present the site does not cause any problems to this however an expansion might and this again may cause issues for access to the site if the traffic and number of people is increased.

4. The local school is already almost at capacity and moving more people to the site will further stretch and impact upon the resources that the school has to offer.

Overly the proposed expansion of the site is wholly inappropriate and we do not support it but we feel keeping the site as it is does not cause any issues for the local community. The expansion will Impact upon the local resources to the detriment of the current villagers and those already occupying the site. The expansion should not go ahead.

Kind regards

Natalie Lewis and Owen Harries

[redacted]

7477

[redacted]

7/10/16

LDPTeam
Planning Department
The Vale of Glamorgan Council
Dock Office
Barry Docks
BARRY
CF63 4RT

Dear Sirs,

RE: Vale of Glamorgan Local Development Plan
Land at Upper Cosmeston Farm, Lavernock(MG2(23)

I am writing to advice of my objections to the above plan due to the following reasons:-

- Increase volume of traffic caused from the new dwellings. As if 576 homes are planned then the number of cars to go with those dwellings would possibly double / triple given its rural location. The infrastructure currently available to residents causes extremely large amounts of congestion during peak times. The impact of these houses plus those planned for Cog Road in Sully would cause extreme exacerbation to an already bad situation.
- The proposed park and ride would not alleviate the above problems only create more. It is wrongly placed to help with traffic leaving Penarth. Buses would only get caught up in the poor traffic that is in existence. There is insufficient space for a bus lanes to help with this.
- Building on attractive green space that is prone to flooding of the area and the road in winter
- Insufficient local amenities to support so many extra houses. Such as doctors, hospitals, shops etc
- The provision of a primary school does not alleviate the then demand on secondary schools in the catchment area
- Lastly this large development will only go to reduce the attractiveness of Penarth and the surrounding area and make it an unpleasant place to live that you cant get in / out of due to high traffic volumes.

Yours Hopefully

Mr and Mrs Clayton

RECEIVED
31 OCT 2016
Regeneration and Planning

7478

[redacted]

25th October 2016

The LDP Team
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

Dear Sirs

Re: MAC50 - Proposed Llangan Gypsy and Traveller Land Allocation

Further to the above proposed amendments, I would like to object to the changes.

This location, does not accord with national policy for Wales in paragraph 20 of Circular 30/2007 Planning for Gypsy and Traveller Caravan sites which states:

'In deciding where to provide for Gypsy and Traveller sites, local planning authorities should first consider locations in or near existing settlements with access to local services e.g., shops, doctors, schools, employment, leisure and recreation opportunities, churches and other religious establishments. All sites considered as options for a site allocation in a LDP must have their social, environmental and economic impacts assessed in accordance with the requirements of sustainability appraisal.'

National policy, therefore, clearly states that Gypsy and Traveller sites should be allocated near settlements with access to local services. The proposed site is in open countryside between Fferm Goch and Llangan. Neither Fferm Goch or Llangan have anything like sufficient services for their own needs at present. This site is therefore not located near settlements with access to services.

The primary school is at capacity, there are no shops, no post office, no pub, no doctor or leisure facilities for miles in any direction and only one bus service that runs every 2 hours. Llangan doesn't even benefit from mains gas and connectivity to the internet is particularly poor.

The site is not sustainable. There is no public transport accessible to the site. The closest being a sporadic bus service on the road through Fferm Goch. Accessing this would require a 10minute walk through unlit, narrow country roads which run at national speed limit and have no pavements. Walking this route would pose a significant danger to all users of the road.

This will doubtless result in residents of the site being forced to make increased car journeys rather than alternative means of transport, adding traffic, noise and pollution in the countryside.

Furthermore, after reviewing the planning history of the site, it is noteworthy, that the application site being located in the open countryside was previously a reason for refusal in former planning applications. The site's location in the open country side is unsustainable due to its distance from local services. Planning Policy Wales states:

9.2.22 '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.'

The proposal is in an unsustainable location. It would place an undue strain on the minimal services that are in the vicinity, it will increase traffic, increase car bound journeys and pose a real risk to life on the roads. It will add noise and light to peaceful part of the countryside and would mean development on a predominantly greenfield site.

Furthermore the site floods and development hear would increase the risk of flooding downstream (particularly to my property) and connectivity to the mains utilities would be disruptive and hugely expensive resulting in the likelihood of off network gas or oil for heating and septic tanks for sewage. Neither are sustainable and both will increase the movement of heavy vehicles through country lanes. This will not be a benefit to the local community, the rural economy or the environment.

The site does not comply with national policy for Wales, it is unsustainable and will have a significant detrimental impact on this rural location.

Having reviewed the Sustainability Assessment: Llangan Gypsy and Traveller Allocation, the assessment is bias and flawed throughout. For example in section 3, in relation to transport, the assessment recognises the site is 2.6km from the nearest regular bus service and 7.5km from the full range of facilities that would be required by the residence, yet the site is assessed as having an equally positive and negative effect. Where is the positive? The assessment ignores the site has no pedestrian footways anywhere near it, the walk to the bus stop would be treacherous, and for many of the reasons I have already listed it will inevitably impact highway safety and encourage car borne journeys,

In paragraph 5. The assessment scores the site as having a negligible or neutral impact on maintaining, protecting and enhancing community spirit yet it overlooks the local community has repeatedly objected to the use and unlawful occupation and even taken legal action against it over the years years and that seeking to legitimise the illegal occupation and expand this use on the site despite these objection will have a massive impact on community spirit.

Even the current occupier of the site has been canvasing support, door to door from the locals to object to the proposed allocation.

The assessment of the sites is flawed and the proposed allocation is not sustainable and does not accord with National Planning Policy, this proposal would mean the loss of countryside, have a detrimental impact on visual amenity and highway safety and will severely damage community spirit. This site should not be allocated for gypsy and traveller accommodation.

Yours Sincerely [redacted]

Simon Lee

ID 7479

RECEIVED
27 OCT 2016
Regeneration and Planning

[redacted]

OCT. 25 2016

Dear Sir

With reference to the Vale of Glamorgan LDP 2011-2026 Matters Arising Changes and Draft Affordable Housing & Planning Obligations Supplementary Planning Guidance Consultation. MAC Schedule

I am writing the object to the proposed development of the travellers site east of Llangan Village.

The area proposed is in a quiet Country Lane, in a green belt area, any development would mean

the destruction of numerous trees and hedgerows harming local wildlife.
The lane is unsuitable for more traffic as it is only a single track.
There are no pavement or street lighting this is a country lane and should remain.
There is no infrastructure to support more families, there are no buses, shops, doctors etc, the local school could not accommodate such a large influx of children.
This is a quiet country village which we do not want destroyed

Yours faithfully

[redacted]

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27 OCT 2016
Regeneration and Planning

VALE of GLAMORGAN
BRO MORGANNWG

RECEIVED
28 OCT 2016
Regeneration and Planning

For Office use only
Representor No. 7480
Date Received.....
Date of Acknowledgement 1/11/16

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Lydia & Rob Dando	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC50	☐	X	X	X	X
MAC97	☐	X	X	X	X
MAC112	☐	X	X	X	X
MAC217	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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26 OCT 2016
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The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

MAC 50 – We do not believe that the plan fits as despite the land being in the ownership of the Council, it was never meant to hold more than the existing number of settlements and indeed, a Judicial Review held that the site was unsuitable for this type of development. We also note that whilst the plan refers only to 2 pitches at this stage, the land identified is the same land (and same size) as was previously identified for a much larger number of pitches so we feel this is "the thin edge of the wedge" and will mean that the site is likely to be exploited in the future for a larger number of pitches. This goes against planning policy, including development in rural open countryside which only allows development on the fringes of rural areas where a rural exception would apply and there is no such exception applicable in this instance.

MAC 97 – We dispute the point made in MAC 97 that there is reasonable access to local amenities at this site. First, we submit that this site will be severely detrimental to public safety. The site is located on a narrow country lane, which is poorly tarmacked at best, has a number of pot holes, high hedgerows, no passing spaces and no pavement. There is also no street lighting. In addition, public transport nearby is very sporadic – and would involve a walk of 2.6km to the nearest regular bus stop up this lane and then along a further narrow and busy road or else the use of private vehicle which would increase traffic volumes, especially by the village school. There are also no shops within walking distance – the nearest being over 5km away in Pencoed or 7.5km away in Cowbridge.

Further, the VOG council has recently published a report stating that both the local primary school (Llangan) and secondary school (Cowbridge) are at full capacity from local residents so are not able to support additional families moving into the area.

Finally, the site suffers from localised surface flooding and the addition of further sites would only exacerbate this issue. Any drainage would only hamper the already overstretched drainage in the local village of Llangan.

MAC 112 – The transport assessment states that one of the Council's objectives is to reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport. As stated above, the nearest regular bus stop is 2.6km walk away down a narrow lane and then busy single road with no pavements or street lights. As this is unlikely to be an attractive or feasible way to travel, we suggest that this will lead to an increase in the need for these residents to travel via private transport to meet their daily needs which is entirely against this objective.

MAC 217 – This MAC notes – inter alia – that the site is already being occupied by one family of gypsies. We note from a 2007 guide on developing gipsy sites that mixing travelling families is to be avoided as it causes tension. We treat this very seriously as all Llangan residents have already received visits from the resident travelling family who has expressed his concern regarding this development.

Further, the MAC mentions that the site is predominantly a greenfield site, yet one of the criterias stated in the sustainability assessment is that the site is to be a brownfield site or re-use existing buildings. Whilst this assessment states that the land is classified as Grade 3b and 4, and therefore supposedly "not the best or most versatile agricultural land" we believe that the local farmers, land owners and tenants would beg to differ with this assessment – as evidenced by the constant livestock grazing and volume of hay bales produced on adjoining land.

Paragraph 3 of MAC217 also states that the site requires new access and a whole new drainage and sewerage system, not to mention mains. This completely contradicts the final paragraph of MAC217 which provides that the Council is of the opinion that the site is deliverable and that there are no insurmountable infrastructure requirements or other constraints that would hinder the development of the site to meet the identified need. This is plain bias and a cynical attempt to push through a development via the backdoor with no real consultation nor reasoned or evidenced arguments.

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Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	x☐
I want to speak at a hearing session.	☐

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

RECEIVED
28 OCT 2016
Regeneration and Planning

Signed: [redacted]	**Dated:** 26/OCT/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Representor ID: 7484
Date Received: 28/10/2016
Date Acknowledged: 04/11/2016

Dear Sir or Madam.

We are writing to offer our strongest possible support to the letter that has been sent to you by Darren and Juliana Wines dated 26th October 2016 regarding the proposed changes to the Vale of Glamorgan Local Development Plan for which you have sought consultation.

Juliana and Darren Wines, who are residents of Llangan, bought their property in the village recently on the basis that a Development Plan then existed and its proposals were acceptable to them and encouraged them to settle there. Since they bought their property you are now seeking to change the parameters of the Plan in a way that is likely to be detrimental to the environment in which they live. The points set out in their letter are very valid and sensitively put to you and we would urge you to take note of these objections and respect that the intention to significantly increase the Traveller/Gypsy population in the village is out with the original 2011/2026 Plan.

We can't make any stronger arguments than have been put to you by Juliana and Darren who feel deeply, as we do, that the new proposal offers nothing to enhance the rural nature of a village which is designated a conservation area. The proposals seem to be lacking in any sensitivity for a beautiful rural village and its residents, we very much hope that you will consider all the points made with care and retain the village of Llangan as a showpiece of traditional Welsh life.

Yours Sincerely

Tim and Martha Hughes

Vale of Glamorgan Council

Consultation Representation Form: Supplementary Planning Guidance on Affordable Housing and Planning Obligations

Guidance Note

The Council has prepared draft Supplementary Planning Guidance (SPG) documents on Affordable Housing and Planning Obligations. The SPGs were prepared as background evidence to the Public Examination of the Vale of Glamorgan Local Development Plan. The background evidence is available to view on the Council's website at: www.valeofglamorgan.gov.uk/LDP.

The Draft SPGs were approved by Cabinet on 14th December 2015 (Cabinet Minute C3022) and at the Council's Economy and Environment Scrutiny Committee on 5th January as a material consideration in the Development Management process.

Sections 1 and 2 of this consultation form will request basic personal information from you (and your client if applicable).

Sections 3 and 4 will provide you with the opportunity to set out any comments you have in relation to the Draft SPG on Affordable Housing and Planning Obligations.

When commenting:

- Please complete using block capitals and black ink/typescript.
- Please use additional sheets if necessary.
- Please reference relevant page and paragraph numbers from the draft SPGs. This will assist the Local Planning Authority to understand the context of the issues you raise.
- Please indicate if you are submitting other material to support your comments.

The consultation will commence on Friday 16th September 2016, and will close at **midnight on Friday 28th October 2016**. If you require further information regarding the Draft SPGs or the emerging LDP, please contact the LDP team:

Address: The LDP Team,
Development Management
The Docks Office,
Barry Docks,
Barry,
Vale of Glamorgan,
CF63 4RT

Telephone : 01446 700111 Email: LDP@valeofglamorgan.gov.uk

Please return all completed forms to the LDP Team using the above postal address, or via email.

This form may be photocopied if necessary. It is also available on the Council website at: www.valeofglamorgan.gov.uk/LDP.

Section 1: Personal Details			
Title	Ms	**First Name:**	Claire
Surname:	Jenkins		
Company (optional):			
Email Address:	Clairebear292000@gmail.com		
Address 1:	18 Crib y Sianel		
Address 2:			
Address 3:			
Town:	Rhoose		
County			
Country:		**Postcode:**	CF62 3NB
Are you acting on behalf of a client?	~~Yes~~ / No *(If 'Yes', please complete Section 2. If no, go on to Sections 3 and 4.)*		

Section 2: Clients Details			
Clients Title:		**First Name:**	
Surname:			
Company (optional):			
Email Address:			
Address 1:			

Address 2:			
Address 3:			
Town:			
County:			
Country:		**Postcode:**	

Section 3: Affordable Housing SPG - Your Comments

(Please use additional sheets if necessary).

Section 4: Planning Obligations SPG - Your Comments

(apologies if submitted in the wrong f

In relation to the proposed plans, I would make the following comments.

1) The amount of houses now proposed on the land north of the railway line has increased by 50 to 700 houses. There is no suggestion to increase community

facilities in line with this, and given that the documentation from the Vale of Glamorgan rightly states that the majority of people commute out from Rhoose to (predominantly) Cardiff to work, this will lead to a substantial increase in vehicle traffic.

2) Under policy MG7 – provision of community facilities, Rhoose has been crossed out as not being in evidence of need – despite the increasing quantity of housing being proposed… how can that actually be explained?
3) It is not unreasonable to suggest that with now 700 houses proposed, even with a generous quantity of non-car commuters, this would lead to an additional 350 cars on the road at peak times from Rhoose.
4) To speak plainly, Rhoose is a lovely place, with wonderful open space around it. I would be an extremely big shame if it started to become consigned to history as the Vale of Glamorgan's answer to Pontprennau – i.e. a massive housing development obliterating natural beauty, little if any infrastructure, shops and amenities and "one way in, one way out" road structure.
5) I do not resent anyone having the opportunity to have a home, I just ask that some consideration is given to the area prior to using it almost as a main site to achieve housing numbers. Surely it would be better to spread the housing requirement throughout the Vale, not just in large pockets?

(Please use additional sheets if necessary).

Please return all completed forms to the LDP Team, Development Management, The Docks Office, Barry Docks, Barry, Vale of Glamorgan, CF63 4RT, or by email to LDP@valeofglamorgan.gov.uk by no later than **midnight on Friday 28th October 2016.**

All information submitted will be available for public inspection and cannot be treated as confidential.

Matter Arising Changes Sustainability Appraisal Representations ID Number Index

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 170
Date Received.....
Date of Acknowledgement .....

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the Matters Arising Changes (MAC) Schedule. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic Offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC Schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MAC Schedule, MAC SA or MAC HRA** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name Friends of the	Keith Stockdale	Max Wallis
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(see over)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

2a. Which document do your comments relate to?	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☐x
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☐

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	Policies SP8; MD20
Page No. (Please specify)	

2c. Please clearly set out your comments below.

MAC38 Policy SP8 We object to the SA saying the drastic changes to waste policies are "minor amendments". The list of sites deemed acceptable is changed significantly, now to include all B8 sites, and now to disregard risks of flooding (for which incinerators are deemed 'vulnerable') and to human health when within range of homes and workplaces visited by the public. The SA consultants never considered the waste policies' environmental issues seriously, nor do at this stage. They should have informed the VoG that the initial policies were based on quite superseded policies. Now they have failed to assess the redrafted policies against current Welsh Government policies and as a Waste Plan under the European waste framework. They evidently lack expertise in the waste planning area.

MAC99 New Policy MD20: Assessment of Waste Management Proposals
The SA is defective – it says

> 3.42 Due to the specific nature of the policy, the assessment realised neutral impacts against the majority of the sustainability objectives and scores positive outcomes in those areas directly relating to the scope of the policy (i.e. waste minimisation and recycling). Therefore, overall the policy realises a neutral impact and it is considered that the new policy does not realise any substantive issues that would benefit from further consideration.

The assessment of "0" under all non-waste heads except one "=/-" shows it's seriously defective.
The policy does not secure Civic Amenity (Recycling) Sites readily accessible under national guidance (WRAP) so should score –ve under 2A and 2C. In failing to encourage/facilitate recycling, it scores –ve under 5B and 5D. In forcing energy consumption and air pollution in excessive car journeys to CA sites, it scoeres –ve under 6A, 6B. Under '7 Minimise waste' the score of "++" is quite unjustified. The policy includes no measures under Wales's Waste Prevention Programme and nothing on kerbside-sort recycling that the Welsh Government advises is necessary for high-quality recycling. It does nothing to improve the minimal recycling collection that the Council operates and nothing to promote commercial recycling or re-use of surplus food or composting of commercial food-wastes (should score 0 or –ve on 7B). It does not score down the Council breaching policy in sending its comingled recycling far away to England, instead of dealing locally with the materials. Does nothing to "avoid landfill" apart from refusing to provide for landfill of household or hazardous wastes in the VoG – this policy requires wastes to be transported far away (eg. when the Viridor incinerator was out-of-operation) so forced environmental impact to make use of landfill elsewhere. It should score -ve on 12A as it maximises travel by car to the two CA sites (no public transport and very poor access by cycle and walking) and gives no preference to waste facilities that use rail transport.

Please use additional sheet if necessary.

Please state how many additional sheets have been used……

Signed:	[redacted]	**Dated:**	**28 Oct 2016**

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:
BY EMAIL – To ldp@valeofglamorgan.gov.uk or **BY POST** – To the LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RECEIVED BY MIDNIGHT ON FRIDAY 28th OCTOBER 2016. ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge all duly made representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 704665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Date Acknowledged: 20/10/2016
Representor No. 3726
Date Received 20/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

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This document is available in other formats upon request

Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Richard Mann	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

***You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.

			Test 1	Test 2	Test 3
MAC 50	☐	X	X	X	X
MAC 97	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Test 1 – The plan is not consistent with other plans. The current proposal is not consistent with policy MD18 or other National or Local Planning Policy.

Test 2 – The plan is not appropriate as it does not located in a safe and sustainable location; is not located in an area where the named travellers wish to live; is not suitable for expansion; does not comply with the proposed local policy; does not comply with national policy and guidance (TAN 2) Designing for Gypsy and Travellers 2007; does not comply with Rural Exception Policy; does not and cannot comply with statutory regulations for access for emergency services (highway access); has not been prepared through consultation with the local community; is not based on robust evidence (the SSA are incorrect and the site identification process is outdated and flawed); and finally the allocation of the site has been tested in the high court and has failed and the council has entered into legal undertaking to out the site back to its agricultural land classification bringing into question the ability for the council to deliver the site.

Test 3 – The plan cannot be effective as it principally fails the most important singular test / question. Is the site suitable for a large scale gypsy and traveller site ?

The simple truth is that the statements received by the travelling community themselves (Fordam 2007) confirm that they do not want a large scale sites of mixed denominations; away from services as this creates an environment of social isolation. It is no wonder then that national policy also reflects very clearly the criteria for large sites close to local facilities through what national policy describes as “sustainable locations”.

Yes, in certain circumstances, through the correct application of Rural Exception Policy can you provide approval for SINGLE sites where there is a local connection (and our objection supports the application of this policy on land currently owned by the family in our local community), however this proposal as written will give the council a blanket approval to develop a large scale travellers site in a location that is not supported by the travellers themselves, nor is supported by planning policy. It, if applied can only lead to significant fear within the local community.

Further details in respect of the objection are appended to this form.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*

I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	**x**

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

I wish to speak to the inspector as I represent a number of the local residents in Llangan. It is essential that the Inspector is provided with the full background of the proposed site, hears from the residents to understand what their concerns are, understand how the council has not appropriately applied its own policies or national policy; has not developed the proposal appropriately with a robust evidence base, has been provided with inaccurate information; but more as a knee jerk reaction to the removal of earlier proposed sites, but perhaps more importantly has not listened to the travelling community themselves.

Signed:		**Dated:**	

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR

BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Objections to MAC – Allocation of Llangan MG5 for the provision of 2 travellers site and future expansion MD18.

BACKGROUND

Llangan is a Hamlet of approximately 35 properties, and is subject to "conservation status". The village is accessed from the main highway network via unclassified "rural roads" of various standards. The village is residential only, that is to say there are no shops or other services in the village. There is a primary school (Llangan Primary School), but this is located approximately 1km from the village itself and 900 metres from the proposed development sites and is full to capacity (the recent planning report for 40 dwellings in Fferm Goch concluded that there was no existing or future capacity of the school) and the councils most recent update of school occupancy levels (2016) confirms that Llangan school has no additional capacity.

The Vale of Glamorgan Council had clearly agreed with Llangan Community Council who considered in the original draft LDP submission to the Welsh Government that the former Policy:

> *"does not meet the test of Soundness as set out in the Local Development Plan Manual, June 2006. Therefore, in order to make the Vale of Glamorgan Local Development Plan "Sound in regards to Policy MG 9 (previous allocation reference of Llangan in draft plan) an alternative sustainable site should be identified to provide Gypsy and Traveller accommodation over the LDP period in the Vale of Glamorgan".*
>
> *Barton Wilmore March 2012*

This was predominantly on the grounds of:

1. Sustainability.
2. Scale (the current proposal offers an open licence for the council to expand the site).
3. Previous legal commitments.
4. Conservation Status.
5. Llangan's status as a Hamlet.
6. Highway Safety and access

The above was detailed in a submission by Messrs Barton Wilmore which was supported by local residents and Llangan Community Council. The sum of these issues clearly demonstrated that the allocation of this development in a rural location went to the heart of the LDP and was deemed UNSOUND. The site was subsequently removed from the draft LDP (2012).

As for Llangan circumstances have not changed for the better. Arguably, it has become worse with the removal of the bus service (although this was erratic even when it was running); the approval of the planning permission for the stables to the lower end of the village. This riding school uses the narrow lanes and a significant increase in traffic; particularly with families not familiar with the location of the riding school at this end of the village would be a disaster.

PLANNING POLICY

A central theme running through planning policy is sustainable development. Paragraph 4.16 of PPW states that:

'In particular the planning system, through both development plans and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change'.

Paragraph 4.4.2 identifies that planning policies and proposals should:

- 'Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;
- Locate developments so as to minimise the demand for travel, especially by private car;
- Support the need to tackle the causes of climate change by moving towards a low carbon economy;
- Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;
- Play an appropriate role to facilitate sustainable building standards;
- Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;
- Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;
- Help to ensure the conservation of the historic environment and cultural heritage
- Maximise the use of renewable resources;
- Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;
- Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;
- Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;
- Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments

likely to support the achievement of an integrated transport system should be encouraged;

- Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car;
- Promote quality, lasting, environmentally-sound and flexible employment opportunities;
- Support initiative and innovation and avoid placing unnecessary burdens on enterprises;
- Respect and encourage diversity in the local economy;
- Promote a greener economy and social enterprises; and
- Contribute to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development and responding to climate change'.

Llangan is not considered to be a sustainable or suitable location for a Gypsy and Traveller site for the following reasons:

- The limited local facilities available;
- no provision of public transport.
- The settlement is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide;
- The settlement does not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan;
- The settlement does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- The site does not maximise opportunities for community development and social welfare due to its size;
- The settlement does not foster social inclusion due to the isolated location of the settlement; and
- The settlement does not contribute to improvements in health due to the isolation from services and facilities.

The assertion that the development of a Gypsy and Traveller site at Llangan does not constitute sustainable development is also supported by a number of planning applications and appeal decisions (2002/00109/FUL and (2011/00710/FUL) which are detailed in the previous Representation.

Furthermore, the Background Paper – Sustainable Settlements Appraisal Review, November 2011 sets out how the Council has developed the settlement hierarchy in the Vale of Glamorgan. Within the Background Paper, Llangan is identified under the settlement category of 'Hamlets and Rural Areas'. Paragraph 6.9 of the Sustainable Settlements Appraisal Review Background Paper confirms that such settlements require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale. Paragraph 6.10 states that:

> *'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.'*

This is then confirmed in Policy MD6 of the draft plan which states:

> *POLICY MD 6 - DEVELOPMENT WITHIN MINOR RURAL SETTLEMENTS NEW DEVELOPMENT IN MINOR RURAL SETTLEMENTS WILL BE PERMITTED WHERE:*
>
> *1. THE DEVELOPMENT **SITE HAS A DISTINCT PHYSICAL OR VISUAL RELATIONSHIP WITH THE EXISTING SETTLEMENT**;*
>
> *2. **THE PROPOSAL IS OF A SCALE, FORM, LAYOUT AND CHARACTER THAT IS SYMPATHETIC TO AND RESPECTS ITS IMMEDIATE SETTING AND THE WIDER SURROUNDINGS**;*
>
> *3. **THE PROPOSAL WOULD NOT, EITHER SINGULARLY OR CUMULATIVELY, HAVE AN UNACCEPTABLE IMPACT ON THE CHARACTER AND / OR APPEARANCE OF THE SETTLEMENT**;*
>
> *4. **THE PROPOSAL WOULD NOT REPRESENT A VISUAL INTRUSION INTO COUNTRYSIDE** OR THE LOSS OF IMPORTANT OPEN SPACE(S) THAT CONTRIBUTE TO LOCAL AMENITY, CHARACTER OR DISTINCTIVENESS;*
>
> *5. THE PROPOSAL WOULD NOT RESULT IN THE LOSS OF NATURAL OR BUILT FEATURES THAT INDIVIDUALLY OR CUMULATIVELY CONTRIBUTE TO THE CHARACTER OF THE SETTLEMENT OR ITS SETTING;*
>
> *6. THE PROPOSAL WOULD NOT RESULT IN THE UNACCEPTABLE LOSS OF COMMUNITY OR TOURISM BUILDINGS OR FACILITIES;*
>
> *7. MAKES APPROPRIATE PROVISION FOR COMMUNITY INFRASTRUCTURE TO MEET THE NEEDS OF FUTURE OCCUPIERS; AND*
>
> *8**. DEVELOPMENT IS SHOWN TO BE CONSISTENT WITH OTHER POLICIES OF THE PLAN, ESPECIALLY MD 2 AND MD 3***
>
> *PROPOSALS FOR AFFORDABLE HOUSING WILL BE CONSIDERED IN ACCORDANCE WITH POLICIES MD 1, MD 3 AND MD 7.*

It is evident by its physical location that the site has "NO *distinct physical or visual relationship with the existing settlement"*. The council's previous consideration of the site suggests that they believe the site can accommodate up to 21 pitches, which provides an indication of the level of expansion that they have in mind. Llangan is a population of circa 30 dwellings and clearly the proposed expansion would NOT be of a "*scale, form and character that is sympathetic and would respect the immediate setting of the wider surroundings*". The proposal would clearly "*represent a visual intrusion into the open countryside"* and finally the

site does "*singularly and more specifically cumulatively* (if it were to be expanded) *have an unacceptable appearance on the character of the settlement"*.

Furthermore, the Background Paper of the Vale of Glamorgan LPA identifies 'Acceptable Walking Distances' in Table 1 based on the Guidelines for Providing Journeys on Foot, The Institute of Highways and Transportation (2000) and Sustainable Settlements: A guide for Planners, Designers and Developers and Shaping Neighbourhoods, which confirms that Llangan scores zero for public transport facilities. If a Gypsy and Traveller site was allocated at Llangan, the occupants of the site would be denied sustainable access to a wide range of facilities and service.

We would refer you to the Site Accessibility Report produced on the proposed alternative site ASN 92 by Capita Symonds in March 2012 and contained within the original objection report in the former LDP consultation. It stated that:

> *"The current highway network is not considered appropriate for substantial additional traffic / development, while the lack of local services will necessitate all occupants of the area have to travel by motorised transport; The routes between the village (and site) and main highway network are considered unsafe for non-motorised users*."

By way of further reference to the potential expansion of the site. We would refer the Inspector to the revised MAC 97 Policy MD18

> *POLICY MD18 - GYPSY AND TRAVELLER ACCOMMODATION*
>
> *PROPOSALS FOR ADDITIONAL GYPSY AND TRAVELLER ACCOMMODATION WILL BE PERMITTED PROVIDING THAT*
>
> *1. IT IS DEMONSTRATED THAT THERE IS A LOCAL NEED FOR THE ACCOMMODATION*
>
> *2. THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;*
>
> *3. THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION AND ACCOMMODATION NEEDS OF THE APPLICANT;*
>
> *4. ADEQUATE ON SITE SERVICES FOR WATER SUPPLY, DRAINAGE, SEWAGE, POWER AND WASTE DISPOSAL ARE AVAILABLE OR CAN BE PROVIDED WITHOUT CAUSING ANY UNACCEPTABLEENVIRONMENTAL IMPACT; AND*
>
> *5. THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES.*
>
> *THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE*
>
> *FOLLOWING:*
>
> - ***ALLOCATED GYPSY AND TRAVELLER SITES;***
> - ***EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;***
>
> *OR*
>
> - ***SITES WITHIN EXISTING SETTLEMENTS****.*

National guidance recognises the need for a criteria based Policy in order to assess proposed private or other gypsy and traveller sites, in order to meet future or unexpected demand. Policies must be fair, reasonable, realistic and effective in delivering sites. Accordingly, Policy

MD18 sets out the criteria for new gypsy and traveller accommodation with a need for the Council to be satisfied that there is a demonstrable need for the accommodation in the proposed location. Where the proposal is considered to be justified on the basis of individual need, planning permission will be restricted to the applicant and their dependent resident family. In addition, the sustainability of the site in terms of access to essential services and facilities will also be an important factor in determining the suitability of the proposals

The Council may impose planning conditions to control business uses and associated buildings on the site to ensure that they remain ancillary to residential use. In this regard and where relevant, planning applications should be accompanied by details of any proposals for the storage of plant and equipment associated with the business activities of those living on the site.

Policy MD18 runs at complete odds with the allocation of MG5 as priority would be given to ALLOCATED GYPSY AND TRAVELLER SITES; EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES as MG5 is the **only** allocated site.

MD18 provides an appropriate form of assessment for additional sites that may be required during the life of the plan "*THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;* THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES; THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION; however separately it is acknowledged by the Council that MG5 is in a rural location, in an unsustainable location; without reasonable access to shops, etc etc and would not comply with the application of MD18. It makes no sense therefore to prioritise this site for future need.

CONSISTENCY AND FLOW OF LDP

In taking into account the information set out above we would suggest that the allocation and more specifically the preference for expansion of the site in Llangan (MG5) does not meet the core objectives of the proposed LDP in that being in a Rural Location with inadequate facilities and transport links:

- *Objective 1: To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all*. – The sites location would clearly not meet this objective.
- Objective 2: To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change. – Site location prohibitive.
- Objective 3: To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport – Site location prohibitive.

- Objective 4: To protect and enhance the Vale of Glamorgan's historic, built, and natural environment (Planning refusal on an adjacent site in May 2002 stated "*It is a proposal that would adversely affect the undeveloped rural character of the area"*
- *Objective 5: To maintain, enhance and promote community facilities and services in the Vale of Glamorgan* – The local primary school has not been consulted, had they been it would have been recognised that the school does not have capacity, nor is it projected to have the capacity.
- *Objective 7: To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs*- States that development of housing should be in sustainable locations – This is not. Furthermore, it brings into question POLICY MD18 which is discriminatory in that GT sites are treated differently from other housing allocations. An inclusive policy would see GT sites being assessed on the same basis as AFFORDABLE HOUSING and considered for ALL candidate residential sites in the LDP
- *Objective 10: To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources.*
    - *The inappropriate use of finite resources can impact on the ability of future generations to fulfil their needs. The LDP through favouring the use of previously developed land and the sustainable use of natural resources of whatever kind and wherever they are located, will contribute to preserving their availability for future generations.*

This is agricultural land in the open countryside and set within the Special Landscaped Area

G&T BACKGROUND PAPERS AND COUNCILS VIEW

The Council argue that they have always considered the site in Llangan as an acceptable proposal. This is not however the case.

In 2013 the Council undertook a revised G&T assessment which contains the following statements:

"There were some concerns raised about the site at Llangan in that it was too rural, not close to services and accessibility to the site was poor. Another concern was that this site had been used by one family for over 20 years and should it therefore be considered a private site rather than for use by the wider Gypsy/Traveller communities."

In addition, the report goes onto say in respect of Llangan:

"However it is accepted by the Council that it would be problematic to house additional travellers at this site and therefore there is no additional supply of pitches available"

It is not accepted therefore that the council itself believes that the site in Llangan is acceptable. In reality, they believe that it is worse of 2 bad sites on the basis they have not or refuse to acknowledge more appropriate, sustainable sites.

Furthermore, the former Chief Planning Officer (Rob Quick) described the site as:

The former Vale of Glamorgan Borough Council had strongly objected to the planning application the subject of the Application herein, on grounds that the proposal would intrude into the rural landscape and damage the amenity of the countryside; it considered the proposal to be contrary to the current Structure Plan and the draft Local Plan policies

RURAL EXCEPTION

It must be recognised that the Council are not only seeking to allocate the site for 2 pitches, but are also asking the Inspector to agree that the site can be expanded in the future by way of priority within MD18 to meet the needs of travellers who by definition of the updated G&T assessment do not currently reside in the County of the Vale of Glamorgan (they are not identified in the most recent G&T assessment). These are very important and relevant matters.

The Council states:

> *"Whilst the Llangan site is in a rural location, it is nevertheless close to the village of Llangan and the minor rural settlement of Fferm Goch and, furthermore, rural settings are considered to be acceptable in principle in Welsh Government Circular 30/2007"*

The council therefore recognises that the site is Rural in nature.

The Vale of Glamorgan argues that this allocation is acceptable by way of the "Rural Exception Policy". The Rural Exception Policy states

> *"At least one member of the household must have strong local connections, as defined in the Housing Act 1996, as amended by the Homelessness Act 2002."*

The Welsh Government PLANNING FOR GYPSY AND TRAVELLER CARAVAN SITES 2007 (referred to in the council's reasoning for allocating the site referred to earlier) contains the following statements in respect of Rural Exception:

a. *"Mixed uses should not be permitted on Gypsy Traveller Rural Exception Sites"*

   This being the case the argument prefering future expansion is drawn into question as the site would not in a planning policy context be eligible for working travellers or transient travellers or travellers of an alternative domination.

b. *"Rural exception site policies for Gypsies and Travellers should operate in the same way as rural exception site policies for housing, as set out in paragraphs 9.2.21 to 9.2.22 of Ministerial Interim Planning Policy Statement 01/2006 "Housing" (June 2006) and paragraphs 10.13 to 10.14 of Technical Advice Note 2 "Planning and Affordable Housing" (June 2006).* ***In applying the Gypsy Traveller rural exception site policy, local planning authorities should***

consider in particular the needs of households who are either current residents or have an existing family or employment connection."

Whilst (subject to other matters of objection) this argument could be applied to the current family occupying the site it would be inappropriate to apply it to families that do not meet this criteria, would be inappropriate for families currently outside of the settlement area and would certainly prohibit the site from future expansion on the grounds that any future families would come from outside of the local authority area (in contradiction of TAN2)

It is clear therefore that the whilst the application of the Rural Exception Policy may apply to the family currently residing in Llangan it would not apply to families outside of the local community and certainly would not be a mechanism upon which the Council can justify future expansion. Our proposal that the site upon which the family in Llangan currently own and have historically sought residential consent for would fall within the Rural Exception Policy and therefore must be considered as an alternative allocation.

The Council recognises that it is the family's intention in Wenvoe to remain there:

> *"This allocation will accommodate the need of those currently occupying Llangan site and the Wenvoe site (following the expiry of the temporary planning permission,* ***and in the event that no further planning permission is either sought or obtained for that site****)."*

and this matter will be discussed later in this report.

LEGAL HISTORY

We would like to bring to the attention of the Inspector a brief history of the site. The former South Glamorgan County Borough Council granted planning permission to itself in 1994 for the purpose of allocating the site for development to accommodate a single family of travellers.

The local community challenged the decision as it was blatantly obvious that the permission did not accord with local or national planning policy. Officers were found in the High Court to have manipulated and withhold information from the Planning Committee and the permission was subsequently overturned on the grounds that the application constituted an unacceptable development in the open countryside. (Court of Appeal South Glamorgan County Council Exp Harding CO/510/95) 27th November 1997 Mr Justice Scott Baker.

It is worth noting from the transcript that Mr Justice Scott Baker concluded that the application was directly connected with "Llangan, a tiny hamlet in the Vale of Glamorgan". Mr Justice Scott Baker did not accept / acknowledge that the much further settlement Fferm Goch had any impact on the description or assessment of the site location and it is clear that the council are referring to Fferm Goch to present some form of "loose" connection to the settlement. It is important therefore that this is recognised. We would not describe Barry (in the context of residential planning applications) as being a wider

suburb of Cardiff. The site is located just outside the boundary of Llangan and should be assessed accordingly.

Mr Justice Scott Baker goes onto state that the Planning Officer had raised concerns (but were not reported to the planning committee) that "*the size of the application site which relates to the entire field rather than the area occupied by the caravans. Granting permission for this field will establish the principle of development on the entire site – a strategic objection must therefore be raised"*

The VoG at the time supported the objection against the former South Glamorgan also on many grounds which included the following:

c. Unacceptable development in the open countryside
d. Access to the site

The VoG subsequently entered into a legal undertaking (Appendix 5) with the resident sponsoring the Judicial Review to take "*all lawful steps to remove the buildings*" that were subsequently erected by South Glamorgan on the site and return it to Agricultural status. The next "lawful" stage according to the VoG is the current review of the LDP.

Whilst planning policy has evolved over this period in time, the principle of development in the open countryside and the physical restriction to the site have not and it is therefore illogical to once again promote the site for residential occupation which is in complete contradiction to the position of the VoG during the judicial review.

The legal undertaking and the High Court Judgement brings into question the deliverability of the site in the context that the High Court has already judged that the site is inappropriate for residential development being in the "Open Countryside" with "restricted access". The Rural Exception Policy (we will challenge the application of this policy later in this submission), that the Council refers to in its submission, expressly requires the Council to engage with the Local Community to discuss how the site may be delivered. The Council has not undertaken this consultation with either residents or the Local Community Council. Residents are fearful of the potential of a large scale traveller's development and this is a material planning consideration, especially as the council refers to future expansion which is considered an "open ended" allocation.

SOCIAL NEEDS OF THE GYPSY AND TRAVELLING COMMUNITY – SUSTAINABLE DEVELOPMENT

The G&T Fordham assessment undertaken by the VoG went into much greater detail than the latest review (2016) around the social needs of the travelling community and it stated that tensions are created when families are placed together against their wishes. In this respect suggesting that site is capable of future expansion is not sustainable at a social level.

Indeed, the Fordham report detailed interviews with the travelling community in the area who expressed the clear desire to be located close to public services and in an area which had the benefit of public transport to ensure that social exclusion did not develop. It is

unsurprising that this principle is also reflected in national guidance which promotes locations within close proximity of these services.

The report confirmed that isolated, rural sites restricted access to Health, Education and welfare facilities that disadvantaged them and needs to be seen in the light of the above objectives:

> *"Participants living on Shirenewton had three main criticisms: the site was too big, the distance from local amenities along with the lack of local transport,"*
>
> *"This created many problems for the residents, especially the poorest: 'for a person like me on the bread line it's very tough. I can't afford to use the car'; '**everything is a mile away, including the bus stop. It takes a long walk on a busy road to get to the shops and schools"***
>
> *"The tables demonstrate that access to services such as local shops, health centres and education facilities from both sites is difficult by foot and by local transport systems. This difficulty was eased when participants used their cars, however the level of ease was lower for Roverway due to the difficult entry onto the main road".*
>
> *"Participants reported that access to local amenities, health services and education was low for both sites by foot or by public transport: 'Everything is a mile away, including the bus stop. It takes a long walk on a busy road to get to the shops and schools".*
>
> *"It was thought that smaller sites would reduce the problem of onsite conflicts: 'they need smaller sites and not too many different families, otherwise when you have a row the whole site becomes a war zone"*
>
> *"This affected the ability of the households interviewed to access local services such as shops, health centres and education facilities. **It was reported that this problem mainly affected the women: men take the vehicles that the household own to work during the day, leaving the women without their own transport and often away from public transport routes"***
>
> *"Participants did not specify where in Cardiff or the Vale of Glamorgan sites should be located. **It was noted that sites should be on the outskirts of towns to enable access by foot to local services such as shops, the launderette and health centres"***
>
> *"While the focus of the survey was on accommodation requirements, the questionnaire also collected information on access to services, including health and education. Research has found that poor accommodation can prevent access to services and so cannot be seen in isolation."*
>
> ***"participants living on sites felt that there were site restrictions that limited their work options. These were mainly associated with the location of the sites and lack of access to public transport rather than site regulations: 'no buses, no local transport. Bad access"***
>
> ***"Participants living on local authority sites reported that the lack of local public transport provision in the area affected their ability to send their children to school,** access health services and work opportunities, and limited their ability to attend training and education courses"*

*Participants were asked about where they would like future sites to be, but were not specific about locations within the County Boroughs, **instead emphasising the importance of public transport to any new sites.** Government draft guidance on site design stresses the importance of access to services and the promotion of 'integrated co-existence' between the site and surrounding community.19 The precise location, design and facilities of any new sites should be drawn up in consultation with Gypsies and Travellers to ensure that the additional provision meets their needs. The health and safety implications of a new site's location should be considered in finding a balance between offering sites in good locations and the additional land costs this would entail. **The settled community neighbouring the sites should also be involved in the consultation from an early stage**.*

I do not need to emphasise the social problems that would be created when "preference would be given to existing sites", especially when the only "existing" site if accepted would be MG5 in Llangan which is acknowledged is in a rural location with NO public transport. I have left it to the travelling community themselves to be heard by way of the extracts from the report highlighted above.

There is a REAL reason why national policy provides significant emphasis on the sustainability agenda and it must not be dismissed as "words" on the basis that the council have many alternative sites that would meet needs, but have chosen not to bring them forward as they have alternative uses for them.

The Council acknowledge in the most recent G&T assessment that they have not engaged with either the family in Wenvoe or the family in Llangan. I have met the family in Llangan (indeed I have supported them with their own objection), and for personal circumstances they would be forced to leave the site if either the family in Wenvoe are located there or the site is extended. The family currently occupying the site in Llangan are under considerable stress over this proposal. It makes absolutely no sense to extend this site as it would simply meant that the current family occupying it would leave (they have made their own representations in this regard).

SUSTAINABILITY SETTLEMENT APPRAISAL

We would like to bring to the attention of the Inspector the flawed nature of the SSA presented by the Council in respect of this allocation.

Firstly, the council has previously stated that the site is within 250m of Llangan (not the 600m as described). It is therefore relevant that the sustainability appraisal for Llangan is adopted for this site. This sustainability appraisal deemed that Llangan is a small HAMLET and in the context of the LDP and planning policy not suitable or sustainable for further development.

Secondly the appraisal undertaken for the site states that the area is served by public transport and is not affected by conservation status. This is also not correct. The village of Llangan and the settlement area of Fferm Goch has not had a bus service for several years.

The historic bus service required significant subsidy from the Public Sector and this was withdrawn and will not recommissioned due to its viability.

The SSA states that the proposed area is not affected by Conservation Status. This is also untrue. The village of Llangan is sited within a conservation area. The conservation report for Llangan cites various vista's which include one that directly looks onto the proposed site and a more detailed response to this issue is provided later in this paper.

The council has sought to align the site location with the nearest "sustainable" settlement. It has done this to portray the illusion that the site is in a sustainable location. This is clearly inappropriate, if a local distinction to the nearest settlement is to be made it must be to the SSA attributed to Llangan.

SA Assessment: Llangan Gypsy and Traveller Allocation

SITE ASSESSMENT STAGE 3: SUSTAINABILITY APPRAISAL

Assessment Criteria	Effect
Development at the site will have a positive impact on sustainability	++
Development at the site will have a some positive impact on sustainability	+
Development at the site will have a negligible or neutral impact on sustainability. A recorded neutral effect does not necessarily mean there will be no effect at the site level, but shows that at this strategic level there is no identifiable effects.	0
Development at the site would have both positive and negative impact on sustainability	+/-
Development at the site will have a slight negative impact on the sustainability.	-
Development at the site will have a very negative impact on sustainability	- -
The impact of an issue cannot be predicted at this stage	?

Sustainability Objective	Appraisal guidance notes:	Assessment Criteria	Effect
1. To provide the opportunity for people to meet their housing needs	The site has the potential to deliver a mix of housing tenures including affordable housing (achievable on larger sites through 106 agreements). Whole or part of the site has been promoted for affordable housing. The site is located in an area of housing need as identified in the Housing Market Assessment Study	The provision of a Gypsy and Traveller site would support the objectives of the Council's Housing Strategy 20015 – 2020 and meet the need identified within the Vale of Glamorgan Gypsy and Traveller Accommodation Assessment May 2016.	+
2. To maintain, promote and enhance the range of local facilities	The site is promoted for community, leisure and recreational facilities. The proposal would not lead to a loss of a community facility. The site has the potential to provide community facilities.	The site is not being investigated for these uses. The proposal to develop the site for the use proposed would not lead to the loss of existing community facilities and development of the site would not provide additional community facilities.	0

I would like to make the following observations to the SSA.

<u>Section 1</u> - Appraisal Notes "the site is located in an area of housing need". I have clearly set out in my earlier evidence (comments from the G&T community themselves) that the site is not located in an area or need and would have a negative impact on sustainabiluity. The comments provided by the council could be applied to any site, no matter where it is and do not address the appraisal guidance notes. The site is clearly not in an area of need

Score --

<u>Section 2</u> – The council have not sought the views of the local community not the family currently residing at the site. The wider land is often used for dog walking on the containment of horses by the current family. On this basis its loss would have a detrimental impact on community use. Furthermore, Llangan community council has recently

developed its 1st community allotment scheme in Treos and is currently investigating the demand for 2nd to serve Llangan. This site is being considered. Therefore there is the potential loss for community facilities.

Score -

3. To maintain and improve access for all	Existing services and facilities are easily accessible from the site by walking, cycling or public transport.	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. The nearest regular bus services are available 2.6km on the A48 which run approximately every half hour to Cardiff / Bridgend. While the existing village services and facilities within Fferm Goch are within 950m walking/cycling distance from the site there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis. The nearest bus stops are located in Llangan (approximately 600m) and Fferm Goch (approximately 950m) where the rural greenlinks bus service can be accessed from. However, regular bus services can be accessed from the A48 bus stop located 2.6km south of the site.	**+/-**
4. Reduce the causes of deprivation	The development would lead to improved access to employment, housing, health, education facilities or enhancement of the built environment for wards ranked in the lower Indices of Multiple Deprivation.	Development of the site would not contribute toward reducing the causes of deprivation; however the provision of a permanent Gypsy and Traveller site could assist in enabling future residents of the site to access those services and facilities that contribute towards the measurement of multiple deprivation.	**0**

Section 3 – It is inconceivable that the council can score the site as +/-. There is reference to the Greenlinks bus service which no longer runs and has its in own right concluded that the route is unviable; there are no post boxes; shops; surgeries; public footpaths; play areas and all connection to any service at all needs to be by car. At this point I would once again refer the Inspector to the comments of the travelling community themselves voiced through the Fordam report.

Score –

Section 4 – The location of the site affords no access to employment; health; housing; education. The council have scored 0 on a wider statement that ANY site would improve access to these facilities, which in its own right is not site specific. The SSA is a site specific assessment and must be judged against other sites which we will demonstrate later in this report are much more sustainable.

Score –

5. To maintain, protect and enhance community spirit	The site would not lead to a coalescence of settlements. The site would not result in a loss in recreational land or a community facility.	Development of the site would not lead to coalescence and would not result in loss of recreational land or any community facilities.	**0**
6. To minimise the causes and manage the effects of climate change	The site would not increase the need to travel and or increase travel distances The site is not located within an area prone to flood risk or would will have a negative effect on the quality of water resources The site is capable of incorporating renewable energy sources or energy conservation measures	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car. There is minor and intermediate surface water flooding located to a northern section of the site.	**+/-**
7. To minimise waste	The site will have a positive impact on waste minimisation (e.g. a proposal for new waste management facility).	The development would generate additional domestic waste and does not promote waste management facilities.	**-**
8. To use land effectively and efficiently	The site is a brownfield site and / or involves the beneficial re-use of existing buildings. The site is capable of accommodating high density development	Predominantly the site is greenfield land with a small portion being classed as brownfield land. The site is classified as Grade 3b and 4, not the best or most versatile agricultural land. Currently there is an unauthorised, tolerated Gypsy and traveller pitch on part of the site. The accommodation requirements e.g. layout, site provisions etc. for Gypsy and Travellers are set out in Welsh Government guidance.	**+**

<u>Section 5</u> – The site would clearly lead to a coalescence of settlements. The allocation of the whole site which sits on the edge of Llangan but moves the boundary closer to Fferm Goch. As stated earlier the site would result in a loss of community land.

Score –

<u>Section 6</u> – The council recognise that all journeys will need to be made by car (once it acknowledges that there is no bus service). It also recognises that the site is susceptible to surface flooding. Why then does the council apply a neutral +/- (a both positive and negative effect) to this statement. There is simply nothing positive about it ?

Score –

<u>Section 7</u> – Agreed

Score –

<u>Section 8</u> – The council has not reverted to the guidance notes. The significant area is agricultural within an SLA and its development would lead to the loss of this land.

Score –

9. To protect and enhance the built environment and natural environment	The proposal would have a neutral or positive effect on a conservation area, or buildings or gardens designated as having historic interest. The proposal will have a neutral or positive effect on biodiversity, landscape or nature conservation designation.	Development as proposed would not affect a conservation area or building or garden of historic interest. The site is not affected by an ecological or landscape designation.	**0**
10. To provide a high quality environment within all new developments	The development has the potential to support high quality public realm.	Existing design guidance produced by the Welsh Government for Gypsy and Traveller sites will inform site development and ensure that best practise guidelines are followed.	**0**
11. To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage	The site is not located within a nationally or internationally designated ecological site, an Area of Archaeological or Historical Importance (e.g. Ancient monument, listed buildings, conservation area).	Development as proposed would not affect a national or international site of ecological, archaeological or historic importance.	**0**
12. To reduce the need to travel and enable the use of more sustainable modes of transport	The site is well served by public transport and accessible by walking and cycling. Services and facilities are easily accessible by a range of transport modes including walking and cycling.	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car.	**+/-**

<u>Section 9</u> – As set out later in this report, the development will have a negative impact on a conservation area.

Score - -

<u>Section 10</u> – The wider development of the site would not accord with National Planning Policy (G&T Design Guidance) as set out in this objection.

Score - -

<u>Section 11</u> – The site would affect the Conservation Area of Llangan.

Score - -

<u>Section 12</u> – The site is well served by public transport. There isn't any so how can the council score this as +/- ? A range of services are accessible by walking ? The site is not accessible by public footpath and only along several miles of unlit, narrow lanes and the nearest service is circa 5 miles away.

Score - -

13. To provide for a diverse and wide range of local job opportunities	The proposal is for new employment development The site would not result in a loss of employment land that has been identified as having a continued economic role.	The development of a Gypsy and Traveller site would not provide employment opportunities. A permanent site is however likely to prove beneficial for future residents allowing improved access to the local employment market and/or a permanent base from which to develop self-employment initiatives and opportunities.	**0**
14. To maintain and enhance the viability of the Vale's town, district and local centres	The site is located either within a centre, edge of centre or an out of town location.	The development proposed will not impact upon the viability of the Vale's town, district or local centres.	**0**
15. To promote appropriate tourism	The proposal is either for a new or enhanced tourism facility or would not result in a loss of a tourism facility.	The proposal would not contribute to the promotion or development of tourism within the Vale of Glamorgan.	**0**

Section 13 – The council recognise that the specific allocation would not provide employment opportunities but rely on a wider statement that would apply to any site. As the SSA is site specific it must apply the relevant assessment.

Score - -

Section 14 – The site is not located on the edge of a centre and will therefore have no positive impact.

Score 0

Section 15 – Agreed

Score 0

Summary:

++	+	0	+/-	-	--	?
0	0	2	0	7	6	0

The Council itself acknowledges that the site is on the boundary of Llangan, albeit it dies not form an "infill".

The councils Sustainability Settlement Review scored Llangan 4 and defined Llangan as a Hamlet. In this regard the Council state:

> *"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"*
>
> *"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"*

I would like to point out once again to the Inspector that the proposed site is circa 250m from the edge of Llangan which was assessed by the Council as having the following facilities:

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)
51	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	98

It is worth pointing out that the employment score of 2 is as of a consequence of 5 small industrial units located in Fferm Goch and should have not apply to Llangan as Fferm Goch is in itself an independent settlement. Furthermore, the score of 2 is the same as Barry, which is a major employment centre. Clearly, no subjectivity or common sense has been applied to the scoring matrix. Notwithstanding this, Llangan scored one of the lowest scores in the overall assessment.

SITE CONSTRAINTS

It is incumbent upon the council to ensure that there are no material physical restrictions why the site cannot be developed. This will require, when there are clearly obvious site constraints, to ask relevant departments and consultees to provide detailed assessments as to how considering the constraints the site can be delivered. In this instance (and by the councils own recognition due to their previous objection to the site) there are issues relating to site access.

This will need to at least include a detailed risk assessment of all travel locations to determine whether safe access is possible to public services. The council has not undertaken this risk assessment. The site access is restricted to 2.5m along the direct access road to the site and less than 3.0m from the main junction adjacent to the school across to the junction of the lane which accesses the site. None of the roads are serviced with footpaths and are unlit. An independent assessment which has been previously submitted to the Council has concluded that the access is unsuitable and unsafe for public pedestrian access.

In addition DESIGNING GYPSY AND TRASVELLERS SITES MAY 2015 states that

> *"**Access to** and circulation around the site **should be such as to allow easy access for Fire and Rescue services** and ambulances"*

Whilst the South Wales Fire Service have acknowledged that they have been informed of the LDP they have not been provided with any specific obvious challenges in respect of the site access, more specifically the restricted 2.5m access along the lane directly serving the site (as referenced in the Barton Wilmore report and its enclosed assessment of the site access), and in addition to this the less than 3.0m (at narrowest point) lane which traverses to the main highway at Fferm Goch to the junction of the lane which leads to the allocated site.

We have contacted the South Wales Fire Service who have stated:

> *"Following on to your recent emails please see the below comments from Dave Baxter.*

Point 1 the minimum widths etc should be as follows in accordance with Approved Document B5 Table 20

Access for Fire Appliances

Typical vehicle access route requirements:

Appliance Type	*Min Width Road*	*Min Width Gate*	*Min Turning Circle between Kerb*
Pump	***3.7m***	*3.1m*	***16.8m***

Min Turning between Wall	*Min Height Clearance*	*Min Capacity Tonnes*
19.2	*3.7m*	*12.5*
29.0	*4.0m*	*23*

Fire and Rescue Service Vehicles should not have to reverse more than 20 m from the end of an access road. (Diagram 50 of Approved Document B).

Pedestrian Priority

Pedestrian schemes must take into account the need for permanent and unobstructed access for firefighting appliances. The siting of ornamental structures such as flower beds, must take account, not only of the access requirements of the fire appliances but the need to be able to site then in strategic positions; in particular, account must be taken of the working space requirements for aerial appliances. Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure adequate access for fire appliances, their siting and use.

Water Supplies for Firefighting

The existing output of the statutory water supply network may need to be upgraded in certain parts of the local plan area to cater for firefighting needs of new developments. It is recommended that this provision be a condition of planning consent.

*"**Point 1. The width of 2.5m would not be adequate for fire appliances."***

For clarity the above statement in respect of "Point 1. The width of 2.5m would not be adequate for fire appliances" was made by the following person

***Martyn Fisher** Station Manager, Business Fire Safety, South Wales Fire and Rescue Service Headquarters, Forest View Business Park, Llantrisant. CF72 8LX*

Therefore, the minimum width for a fire appliance is confirmed at 3.7m. Under the circumstances it is incumbent on the Council to clearly raise this issue with the Fire Service and demonstrate how the minimum with of 3.7m can be achieved for the highway plus

pedestrian footpaths to allow safe access to the amenities prior to the inclusion within the LDP.

This is specifically relevant if the council, as proposed, wish to seek to expand the site. It is worth once again reminding the Inspector that the Vale of Glamorgan themselves objected to the allocation of this site historically on the grounds or restricted access.

FLOODING

In addition to the above it is recognised by the Council (in the updated SSA), whist the site is not located in a flood plain, the northern end of the site is significantly affected by surface flooding caused because of field and highway run off from the adjacent land. This run off often can be witnessed around the site by what only can be described as a torrent, often 1-2 inches in height as the water makes its way to the stream at the lower end of the site.

GREEN WEDGES

Green Wedges in a planning context are defined as:

> *"Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities."*

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

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

The Council in its assessment of green wedges state:

> *"In defining green wedges it is important that only land that is strictly necessary to fulfil the purposes of the policy is included.* ***Factors such as openness, topography and the nature of urban edges should be taken into account and clearly identifiable physical features should be used to establish defensible boundaries****."*
>
> *"The objectives of green wedges are therefore:*
>
> - ***To prevent urban coalescence between and within settlements;***

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

• To protect undeveloped land from speculative development and

• To maintain the setting of built up areas

Whist is it acknowledged that the site is not currently allocated within a Green Wedge which tend to be more strategic in nature, it is clear that the intention of both national and local policy apply in that the allocation of the whole site by virtue of its scale clearly creates a coalescence between the Minor Rural Settlement area of Ffem Goch and the Hamlet of Llangan which would not be acceptable.

In respect to the site in Wenvoe, the site currently sits on the edge of the Green Wedge and is directly adjacent to an existing dwelling. It would (if proposed) constitute a minor infilling of an existing settlement. The scale of the development would not be of significance to create a coalescence.

CONSERVATION

The Council in its SSA state that the site is unaffected by Conservation status. This is untrue. Whilst the site itself is not contained within a conservation area, the site is located adjacent to the Llangan Conservation area. The conservation area plan highlights SIGNIFICANT VIEWPOINTS within the body of the report which includes a vista that directly overlooks the proposed site MG5. Therefore wider development of this site (preference would be given to existing allocations and MG5 is the only allocation) would have a material impact on the conservation status of Llangan. The plan is provided as Appendix 4 with the view circled.

The Llangan Conservation Management Plan further states that there is a presumption that all of the features of the Conservation Status should be ***"preserved or enhanced****, as required by the legislation."*

The conservation plan goes further:

> ***"Recommendation: The development of open areas that contribute to the character of the Conservation Area will be opposed"***

The definition of open spaces is not limited to those that sit within the boundary of the conservation status. They also include spaces that sit outside the area but have an effect on the conservation status of the site as set out below:

> *"The document is intended for use by planning officers, developers and landowners to ensure that the special character is not eroded, but rather preserved and enhanced through development activity. While the descriptions go into some detail,* ***a reader should not assume that the omission of any building, feature or space from this appraisal means that it is not of interest****"*

More specifically the plan states:

"Although not exhaustive, the defining characteristics of the Conservation Area that reinforce the designation can be summarised as follows:

- *Extensive views to St. Mary Hill"*

The Council go onto to state in the document that within the Conservation Status of Llangan there must be "*Protection of significant views* ***into and out of*** *the Conservation Area"*

The Council therefore recognise that the development of MG5 and specifically the "preferred" future growth must be considered in the context of the Llangan Conservation Area status.

The Inspector should note, Llangan sits on an elevated position. The conservation report states:

> *"The landscape setting of the Conservation Area is very important and is notable for its rural, almost hilltop, location"*

The Conservation Plan goes onto further state:

> ***"Landscape Setting***
>
> *"For this reason, the boundary has been drawn widely around the historic built environment and includes fields and open spaces that are vital to the area's rural landscape setting*
>
> ***Development which impacts in a detrimental way upon the immediate setting of the Conservation Area will be resisted. The Council will resist applications for change on the edges of the Conservation Area which would have a detrimental effect on the area's setting***
>
> **Views**
>
> *There are many short and long views into, out of and through the Conservation Area which make a positive contribution to its special character. The most important views are identified on the Appraisal Map in the character appraisal.*
>
> ***Recommendation: The Council will seek to ensure that all development respects the important views within, into and from the Conservation Area, as identified in the appraisal. The Council will seek to ensure that these views remain protected from inappropriate forms of development."***

It is therefore inconceivable how the council is reporting to the Inspector that the site is not affected by conservation status.

However, it could be proposed that the development could be "sensitively" screened. The report recognises that the site sits significantly above the allocated site in its "hilltop" location and any development, no matter what mitigation was put in place would be materially visible from the **Significant View** point represented in the Conservation document and the development would neither "preserve or enhance" the conservation status.

SITE IDENTIFICATION / ALTERNATIVE SITES

It is incumbent upon the council to identify all suitable sites in its own and private ownership. The VoG undertook a site identification process in circa 2007 where at the time the identified need was for 21 pitches. The Council discounted sites within its ownership which did not meet a minimum area capable of accommodating this number of pitches (circa 2 acres +). The current identified need is for 2 pitches or 2 sites for single families. It must be noted that the Llangan site currently accommodates 3 pitches for the same family. The council has not undertaken a review of its own land holdings following the revised G&T assessment. Indeed they state (Action points 4,5,6,7) that

> *"In identifying this site, the Council has followed its previous site assessment set out in the Gypsy and Traveller Site Assessment background paper (SD 33)".*

Based on its revised need of 2 pitches the Council is in possession of many sites that are located in sustainable locations and are appropriate for the delivery of single family sites such as the former council garage sites in Bonvliston (appendix 1) which has the benefit of safe access, bus stops, local shop and employment; the site adjacent to the community centre off Skomer Road and the site in Gluepot Lane, Llandow (the Gluepot Lane site has previously been appraised by the Council as a suitable location for a single family site which – this is evidenced in the Sworn Affidavit report provided by officer of the council. All three sites are in the current ownership of the Vale and have been appraised and deemed suitable for residential development. It is clearly evident therefore that the Council has not objectively looked at land holdings as there are alternative, more sustainable locations within its or private ownership.

The Council have stated that alternative sites which may be considered appropriate for the development of small scale G&T schemes may have been proposed for alternative uses (the 3 sites listed above have yet to be developed by we are aware that the council is considering them for small scale housing development sites).

The Inspector has noted that the previous iteration of Policy MD18 which restricted the future needs of the G&T community to MG5 (Llangan) was not acceptable as the policy did not provide for the individual needs of the travellers themselves.

The proposed MAC 97 which amends this policy to:

> *"THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE FOLLOWING:*
>
> *ALLOCATED GYPSY AND TRAVELLER SITES;*
>
> *EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;*
>
> *OR*
>
> *SITES WITHIN EXISTING SETTLEMENTS"*

does not address this issue as the Council have made it clear from the beginning that it is their view to develop either Sully or Llangan; no matter what the planning merit of the site is. In Sully their proposal was to develop a site in a C2 flood area, and in Llangan for the reasons set out in this objection; the site would not accord with the needs of the G&T community themselves; the family currently occupying the site; nor would meet national or local policy or guidance.

The most important feature of any assessment is to have a logical and evidenced based flow to the allocation of sites. In this instance the Council have simply chosen either Sully or Llangan and have viewed existing evidence or policy through polarised lenses, or even worse have mitigated information all together.

I have set out some alternative sites that exist to my knowledge, but in practice there are many sites across the Vale that would meet the needs of future families. Whether these need to be identified now or will form part of a future proposal is a matter for the Inspector, but under the current circumstances it may be necessary for the Inspector to request plans detailing the location of land within the Council's ownership.

Furthermore, the Vale of Glamorgan state within their updated G&T assessment that they have not been able to contact either of the families in Llangan or Wenvoe. Whilst I have not been able to speak to the family in Wenvoe, I have spoken with the family in Llangan who I consider to be friends and part of the community in which I live, indeed I have assisted them in their own objection to the proposed growth of the site in Llangan.

The site currently occupied by the family in Llangan was proposed following attempts to secure planning consent on land in their ownership nearby close to St Mary Hill (part of the Llangan Community). I believe that at least on 3 occasions (plus at appeal) the family have sought consent to develop as a home for themselves. This includes applications made whilst they have occupied the tolerated site now being proposed by the council. This clearly demonstrates the desire / intention of the family in question to occupy their own land and not one owned and managed by the council. The family have confirmed that they live in fear of the expansion of the site in Llangan and have further stated that if another family was to move to the site then they would leave. This defeats the whole point of the growth of the site.

The family in Llangan have confirmed that their preference would be to occupy their own site nr St Mary Hill and my formal proposal is that the site owned by the family is considered as an alternative site. Indeed, I believe that the family living in Llangan have now submitted their site, which remains in our community and clearly I am fully supportive of this proposal. Having spoken to many other residents within the community it is widely agreed that this is acceptable and would enable the family to remain within our community, without the stress and anxiety being created at present.

Informal discussions with Planning Officers at the VoG suggest that the historic reasons for refusal on their site no longer exist (former quarry zone area) and that an application on the site owned by the family would be positively received. Indeed, the G&T assessment 2013 states:

> *"It was also noted that the current resident/s of the site at Llangan have a site nearby at St Mary's Hill. Planning permission has been applied for (Enclosure 9845, Felindre, St Mary's Hill, Llangan 2011/00683/ful) but was refused because it is in a quarry blast zone, but this blast zone may no longer be relevant/in operation. Members considered whether the owner of the site may consider reapplying for planning on this site."*

The family form a welcome part of the community; our objection is based on the inappropriate interpretation of Planning Policy to meet a pre-concluded objective of allocating Llangan and the final resolution to the Judicial Review and Legal Undertaking.

Indeed, as the family have resided in the Llangan Community for over 20 years the application of the Rural Exception Policy would apply to this family which we will refer to later in our objection.

In respect of the family currently living in Wenvoe, the council recognised within LDP Hearing Session 16: Action Point 2, 3, 4 & 5 that the site in Wenvoe could be included within the plan.

> *"This allocation will accommodate the need of those currently occupying Llangan site and the* ***Wenvoe site (following the expiry of the temporary planning permission, and <u>in the event that no further planning permission is either sought or obtained for that site</u>"***

The Council therefore recognises that the site in Wenvoe has the potential to be developed. This is on the basis that the site was previously refused when assessed against the outgoing UDP and now could be developed under the revised policies of the LDP.

As stated earlier in this objection, it makes no sense to move a family from where they want to live on land that they own, to a council run site miles from where they currently live. This will clearly be met with resistance.

As the site in Llangan has been included within the LDP after the ALTERNATIVE SITE CONSULTATION it is incumbent upon the council to consider alternative sites to this allocation.

On this basis, I would want to formally offer an alternative site for the family in Wenvoe being the current site occupied with the benefit of temporary planning permission and identified in Appendix 3

<u>SUMMARY</u>

Considering the above it becomes evident from the information presented to the Inspector that the Council has firstly decided without logical reasoning or evidence that the site in Llangan is now suitable for the allocation of 2 pitches and **<u>preference for further expansion</u>**. Having decided this to be the case, the council has attempted to create an illusion to the

Inspector by filtering information subjectively and inappropriately interpreting planning policy in an "unbalanced" way to support the allocation of the site.

There is a legal precedence afforded by the High Court which clarifies that the site in Llangan constitutes unacceptable development in the open countryside which is contradictory to both national and local planning policy; the council has an outstanding legal commitment to return the site to agricultural status; the allocation in Llangan does not accord with the councils own policy for future allocation for travellers sites; the sustainability appraisal undertaken by the council is incorrect and outdated and does not represent the true status of the site; access to the site is unsafe; the Emergency Services have confirmed that the access is unsuitable (less than 3.7m wide) for emergency vehicles; approval of the allocation constitutes an "open chequebook" for the development of the whole site (based on previous proposals of up to 21 pitches) which is not an appropriate scale to the existing settlement and is not in accordance with both the proposed LDP or national planning policy and finally, the site is affected by significant surface flooding.

By way of a proposal we would request that the Inspector recognises the objections raised in this letter and considers one of the following options for site allocations to meet the identified need in order of preference for both communities and more specifically the families themselves:

1. That the current allocation of MG5 is removed in its entirety and that the 2 sites currently in the ownership of the relevant families within Llangan and Wenvoe are considered as appropriate allocations by way of Rural Exception Policy specially relating to the individual family circumstances.

   This would have the benefit of allowing the families to remain in the communities in which they currently reside without fear of expansion or disruption. It would further allow the Council to finally comply with the High Court Ruling and Legal Undertaking.

   The revised allocations would meet the identified need of the current G&T assessment of 2 pitches.

2. That the site owned in Wenvoe is allocated for the residing family and the site currently occupied in Llangan are both allocated by way of the Rural Exception Policy for the benefit of the families alone.

   The site boundary at Llangan to be restricted to the current area occupied by the family around the current hardstanding area as to protect the wider area.

3. That the council provides to the inspector a schedule of all sites within its ownership for the Inspector to consider alternative sites.

This would enable both families to continue to reside in the communities that they have been brought up in and have a local connection. In this respect the current Rural Exception Policy would apply.

For future development in meeting the needs of the travelling community we have no objection to the proposed policy MD18 by the council with the exception of the statement

"THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE FOLLOWING:

- ***ALLOCATED GYPSY AND TRAVELLER SITES;***
- ***EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;***

OR

- ***SITES WITHIN EXISTING SETTLEMENTS."***

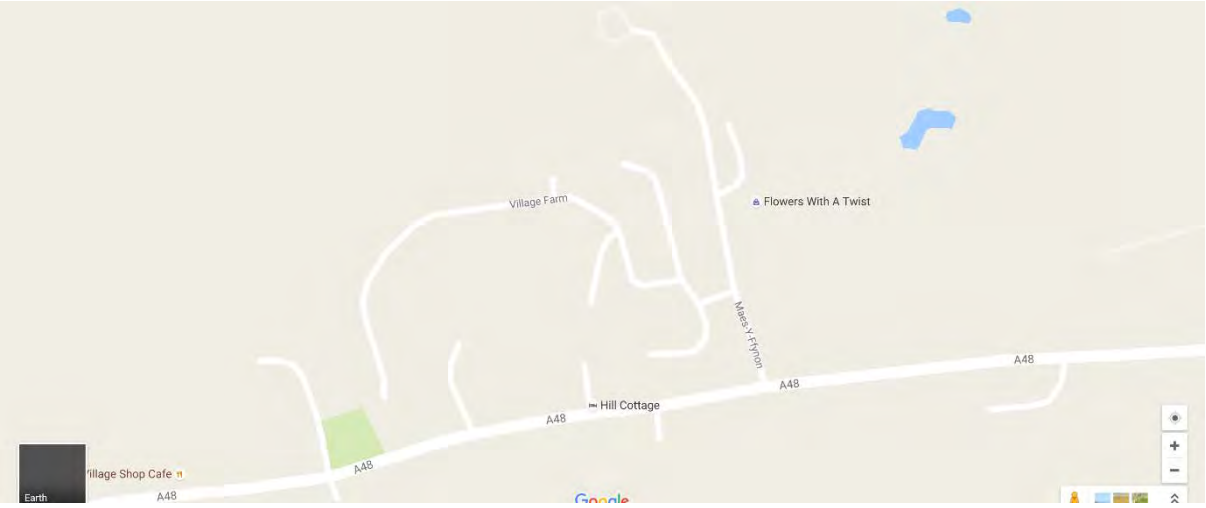
which in practice provides a framework for the council to extend the site in Llangan which is contrary to both national and local planning policy. This element of the policy should be removed leaving the Council to appropriately identify future sites as and when they need based on robust evidence and by the application of appropriate planning policy and guidance.

I have been asked by the family currently occupying in Llangan to speak on their behalf at the public examination in January and I would also like to reiterate that I would like to present my information personally at the public inquiry in January as detailed in the covering form.

Appendix 1

Bonvilston

Maes y Ffynon

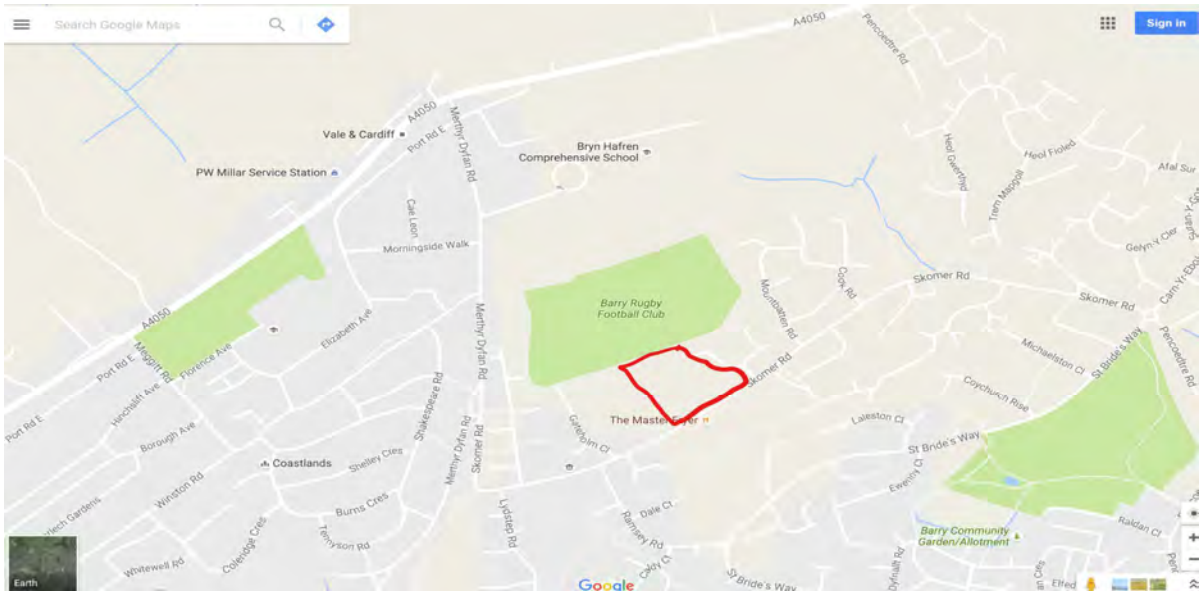


Within 500m

- Shop; Bus Stop; Lit footpaths; Post box; Employment; Pub

Appendix 2

Skomer Road

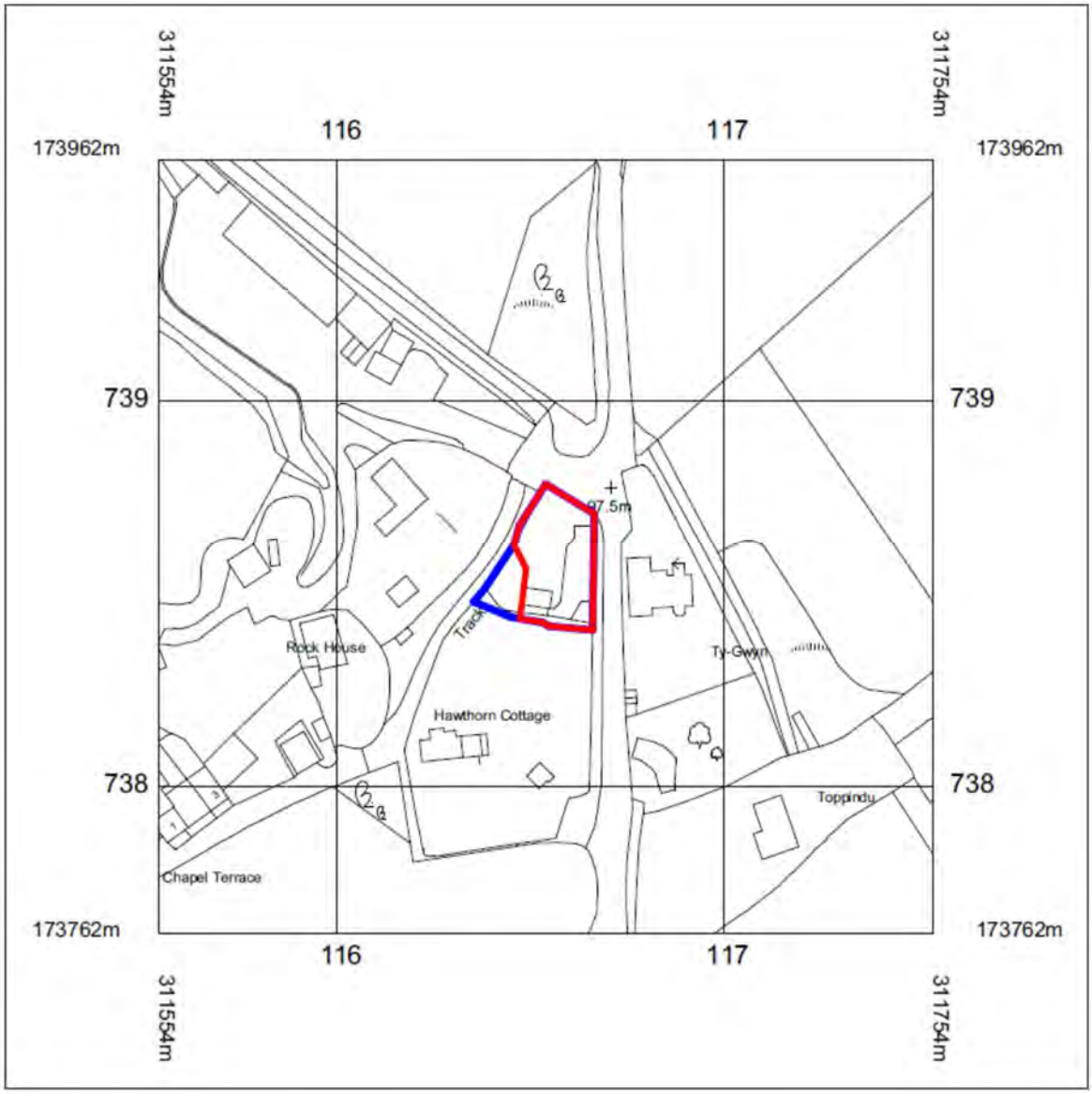


Within 500m of this site are:

i. Bus stop; School; Leisure centre; General Stores; Doctors surgery; Roads are well lit and paved.
ii. Site is serviced at boundary.

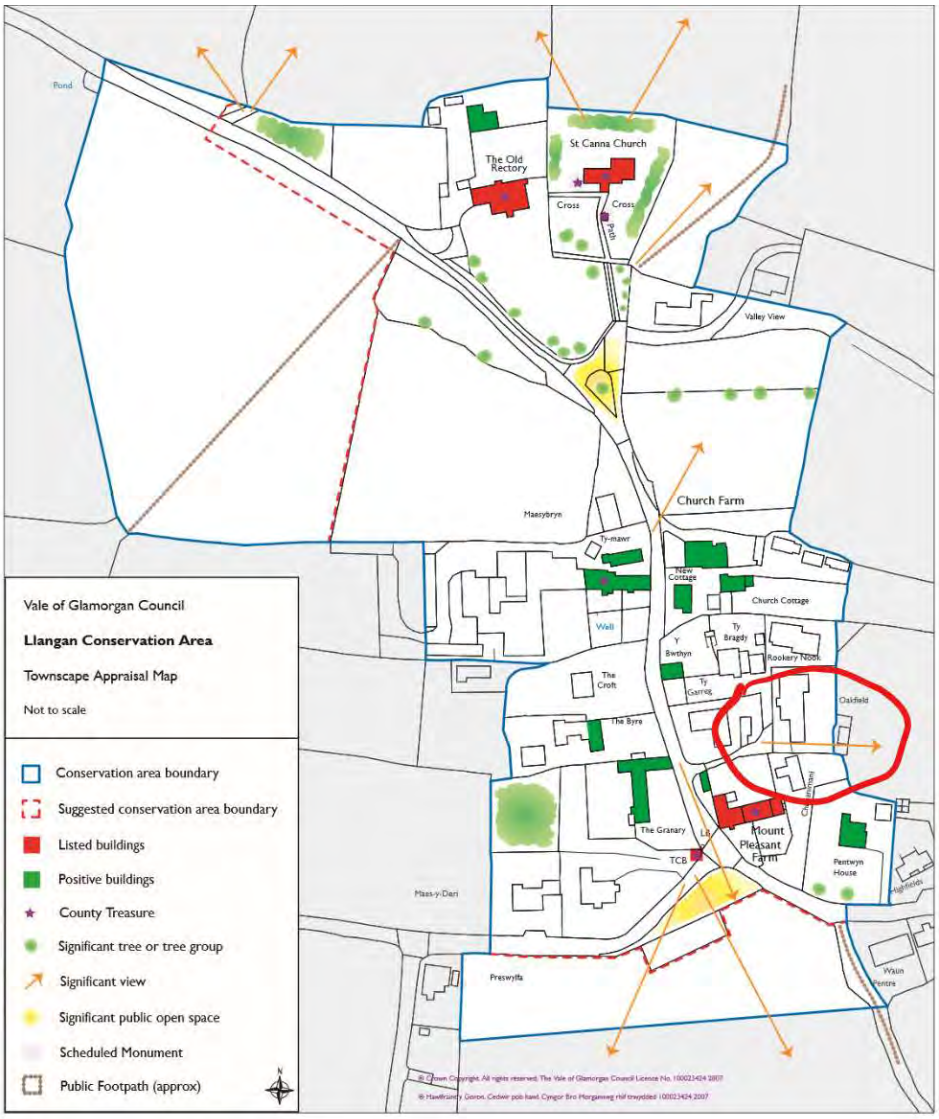
Appendix 3

Alternative Site in Wenvoe



Appendix 4

Conservation Plan



Appendix 5

Legal Undertaking

UNDERTAKING

I, David Lyn Foster, Chief Executive to The Vale of Glamorgan Council (hereinafter called "the Council") am duly authorised to give this Undertaking for and on behalf of the Council, which shall hereafter be bound by it and all of its terms.

The Council hereby undertakes to Stanley Harding of South Rise, Llangan in the Vale of Glamorgan that it will:-

(1) Use its best lawful endeavours to remove from the site known and situate at OS Parcel No. 3869 ("the site") at the earliest possible date, whether by legal proceedings or other lawful means, Mr. William Carrol and any other person who then occupies the said site and to prevent their return; and

(2) Upon the site becoming vacant to:

(a) remove all structures and facilities placed on the site with all due expedition; and

(b) disconnect all services that have been connected to the site with all due expedition; and

(c) reinstate the said site to a condition similar to that enjoyed prior to the granting of unlawful planning permission with all due expedition.

(3) Terminate the licence and grazing rights granted to Mr. Carrol on or about 20th December, 1994 in accordance with any lawful right to do so.

Signed:.....David Foster..... Dated: 1st May, 1996.

David Lyn Foster,
for and on behalf of The Vale of Glamorgan Council

Addendum to Objection

ID Number 3726

With reference to my recent submission objecting to Policy MG5 and MD18 I would like to add this further information.

In my original submission, I refer to an Legal Undertaking provided by the Council in May to Mr Stan Harding on the 1sy May 1996 to:

> *I, David Lyn Foster, Chief Executive to The Vale of Glamorgan Council (hereinafter called "the Council") am duly authorised to give this Undertaking for and on behalf of the Council, which shall hereafter be bound by it and all of its terms.*
>
> *The Council hereby undertakes to (redacted for privacy) , Liangan in the Vale of Glamorgan that it will:-*
>
> *(1) Use its best lawful endeavours to remove from the site known and situate at OS Parcel No. 3869 ("the site") at the earliest possible date, whether by legal proceedings or other lawful means, (redacted for privacy reasons) and any other person who then occupies the said site and to prevent their return; and*
>
> *(2) Upon the site becoming vacant to:*
>
> *(a) remove all structures and facilities placed on the site with all due expedition; and*
>
> *(b) disconnect all services that have been connected to the site with all due expedition; and*
>
> *(c) reinstate the said site to a condition similar to that enjoyed prior to the granting of unlawful planning permission with all due expedition.*
>
> *(3) Terminate the licence and grazing rights granted to Mr. Carrol on or about 20th December, 1994 in accordance with any lawful right to do so.*

I understand that it is the Councils position that this Legal Undertaking has been set aside by way of an appeal lodged by the family occupying the site which is referred to in the Judicial Review background paper:

> *"Leave to move was granted by Laws J on 22nd March 1995. The County Council, but. not Mr ******, was served with the proceedings. The applicant says he was not in occupation of the site at the time. The County Council filed evidence resisting the claim for judicial review following local 'government reorganisation on 1st Apri1 1996, signed, on 1st May 1996, a consent order to the relief sought. By then Mr Carroll and his family were occupying the site and, following the consent order, steps were taken in the County Court to obtain a possession order against him. On 21st October 1996 Mr ****** issued a summons to set aside the consent order. This was contested and heard by Harrison J who, on 20th January 1997, set the order aside"*

However, it is clearly demonstrable that the order to seek possession and the Legal Undertaking are not linked and that the setting aside of the possession order has no effect on the Legal Undertaking

I refer to the meeting minutes from the Council dated 28th October 1998; some 2 years after the date of the setting aside of the eviction notice.

> *2.3 During May, 1996 the Chief Executive, on behalf of the Council gave an undertaking to Stanley Harding that the Council use all lawful endeavours to remove the occupiers from the Penllyn Glebe, Llangan site.*
>
> *2.4. Every effort has been made to find an alternative location for Mr *****l, but at present there is nothing available.*
>
> *2.5. The Council is obliged to consider, on grounds of common humanity, whether evicting Mr. ****** and his family will cause more harm to them then it will be of benefit in planning or other terms. Quite clearly eviction of the family in the absence of a suitable site to which they may relocate will cause them distress, and will disrupt the education of the children. However, the Council may allow the family to remain on the site, on a temporary basis until such time as a suitable site for their relocation becomes available.*
>
> *2.6. If the Council does not proceed to evict Mr. ****** and his family from the Penllyn Glebe, Llangan site, then Mr. Carroll's application for leave for a Judicial Review Hearing must necessarily be withdrawn, as he may not challenge a decision which has been withdrawn, and cannot therefore take effect to his prejudice.*
>
> *3. Legal Implications*
>
> ***3.1. As noted in paragraph 2.3 above the Council has given Stanley Harding an Undertaking that it will use its best lawful endeavours to remove the occupiers from the Penllyn Glebe site. The Head of Legal and Administration is satisfied that the Council can demonstrate that it has used it best lawful endeavours to that effect, however the absence of suitable alternative accommodation cannot achieve that aim, and that any claim to the contrary by Mr. Harding could be resisted.***
>
> *The Council should continue to review sites as they become available and upon any such site being suitable for Mr. Carroll and his family should require them to take up die site and vacate the site.*

It is manifestly clear that the Council having consulted with its own Legal team recognise that the Legal Undertaking has NOT been set aside and that to this day it remains in effect as there is no further information provided by the Council that evidences that the Undertaking has been set aside by a Court.

In addition to the above there are several letters between Mr Harding and Julie Barratt (the Councils Barrister) confirming that action is being delayed until an alternative suitable site becomes available.

We have taken independent legal advice and as the Legal Undertaking is not time limited it remains in effect and the Council remain bound by its obligations.

The purpose of this additional information is to reinforce my earlier objection in that there is a legal impediment which prevents the development of the allocated site MG5 and brings into serious question its deliverability as it would be the intention of the community if this matter is not addressed to return to court to ensure its enforcement.

I wish to reiterate, that it is not my intention to see the family who have lived in our community for over 20 years to leave. I want them to remain in our community in a secure, safe environment where they live without fear of eviction or further development.

To go through a legal process to enforce the Undertaking seems farcical and a waste of public time and money, specifically as the sited owned by the family close MG5 – for which they have on several occasions sought to gain consent is supported by the local community and is now in my opinion suitable for residential consent on the grounds of Rural Exception.

I would further refer to the G&T assessment 2013, produced by the Council which supports this view and which states:

> *"It was also noted that the current resident/s of the site at Llangan have a site nearby at St Mary's Hill. Planning permission has been applied for (Enclosure 9845, Felindre, St Mary's Hill, Llangan 2011/00683/ful) but was refused because it is in a quarry blast zone, but this blast zone may no longer be relevant/in operation. Members considered whether the owner of the site may consider reapplying for planning on this site."*

To this end, I invite the Council Officers following the submission of comments to the MAC to a without prejudice meeting with myself and the family of the site in Llangan to review the options available.

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only

Representor No. …….4035……

Date Received…….28/10/2016……

Date of Acknowledgement …31/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi		
Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Mrs Helen Hammond	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*	I do have one, but cannot find it.	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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MAC 97	☐	X	X	X	X
MAC112	☐	X	X	X	X
MAC217	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Subject - The allocation of Llangan for the provision of 2 travellers site and future expansion.

I really must object most strongly to any proposed expansion of the unauthorised Gypsy Travellers site at Llangan.

My understanding is that the family in Wenvoe who would be expected to move to Llangan, would prefer to gain planning permission to stay where they are.

The investigations into traveller needs by the Vale of Glamorgan has found that the the current residents of the site in Sully also do not wish to live on the kind of site that the Council are proposing for Llangan.

Mr Carrol, the current long term resident of the site has I know made repeated applications for planning permission to move to his own land nearby.

All in all it seems that nobody wants to live on the site in Llangan being proposed in the LDP by the Vale of Glamorgan Council. It seems to me that in the efforts of finalising the LDP the Council are losing sight of the real human element of this situation. When there seem to be other ways of meeting the needs, and wants, of the Gypsy and Traveller community in the Vale of Glamorgan, why are the Council pursuing the one approach that no one that it is intended to serve wants?

As set out below, I believe the proposals are not sound and are not in line with policy or good practice. The 2007 Fordham report for instance states that travellers do not want large scale sites of mixed denominations away from services as this creates an environment of social isolation.

Matters Arising Changes - Tests of Soundness

Test 1. The current proposal is not consistent with policy MD18 or other National or Local Planning Policy.

Test 2. The plan is not appropriate as the site is not located in a safe and sustainable location; and is not located in an area where the family from Wenvoe wish to live; is not suitable for expansion; does not comply with the proposed local policy; does not comply with national policy and guidance (TAN 2) Designing for Gypsy and Travellers 2007; does not comply with Rural Exception Policy; does not and cannot comply with statutory regulations for access for emergency services (highway access); has not been prepared through consultation with the local community or the current site respondents ; is not based on robust evidence (the SSA are incorrect and the site identification process is outdated and flawed); No other single family site assessments considered, only large sites as taken from the site assesment (2012 LDP stage).

Test 3. The plan cannot be effective as it fails the most important test / question. The site at Llangan is not suitable for a large scale Gypsy and Traveller site, but could meet the needs of the a single family with local connections (only the current family could potentially meet the Rural Exception Policy).

Llangan is a Hamlet of approximately 35 houses and has conservation status. The village is accessed from the main highway network via unclassified “rural roads” of various standards. The village is residential only, that is to say there are no shops or other services in the

village. There is a primary school (Llangan Primary School), but this is located approximately 1km from the village itself and 900 metres from the proposed development sites and is full to capacity (the recent planning report for 40 dwellings in Fferm Goch concluded that there was no existing or future capacity of the school) and the councils most recent update of school occupancy levels (2016) confirms that Llangan school has no additional capacity. The school is also only accessible via car due to no street lights or pavements on the single track road.

Llangan is not suitable and an sustainable location for a Gypsy and Traveller site for the following reasons:

• No local facilities available. Cowbridge is the closest town (7.5Km) only accessible by car.

• No provision of public transport. (Phone up, pre book bus only)

• The settlement is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide. Fferm Goch also has limited services, no shops, pub and the school is full.

• The settlement would not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan;

• The settlement of Llangan would not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;

• The settlement would not maximise opportunities for community development and social welfare due to its size;

• The settlement would not foster social inclusion due to the isolated location of the settlement;

• The settlement would not contribute to improvements in health due to the isolation from services and facilities. The assertion that the development of a Gypsy and Traveller site at Llangan would not constitute sustainable development is also supported by a number of planning applications and appeal decisions.

Policy MD18 is at odds with the allocation of MG5, as priority would be given to ALLOCATED GYPSY AND TRAVELLER SITES; EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES as MG5 is the <u>only</u> allocated site. MD18 provides an appropriate form of assessment for additional sites that may be required during the life of the plan "*THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;* THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES; THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION; however separately it is acknowledged by the Council that MG5 is in a rural location, in an unsustainable location;

without reasonable access to shops, etc and would not comply with the application of MD18. It makes no sense therefore to prioritise this site for future expansion.

In taking into account the information set out above we would suggest that the allocation and more specifically the preference for expansion of the site in Llangan (MG5) does not meet the core objectives of the proposed LDP in that being in a Rural Location with inadequate facilities and transport links. Also the proposed site is agricultural land in the open countryside and set within the Special Landscaped Area.

Its also recognised that the Council are not only seeking to allocate the site for 2 pitches (2 families), but to have agreement to expanded the site in the future by way of priority within MD18 to meet the needs of travellers (who by definition of the updated G&T assessment) do not currently reside in the County of the Vale of Glamorgan.

The application of the Rural Exception Policy could apply to the current family (Mr Carrol) living in the Llangan area, it would however not apply to families outside of the local community and certainly would not be a mechanism upon which the Council can justify future expansion. The current family also own there own land and have sought residential consent (that would fall within the Rural Exception Policy) and therefore must be considered as an alternative allocation.

The Council has also not undertaken this consultation with either residents or the Local Community Council (Not to my knowledge as the Community Councillor for Llangan). Residents are fearful of the potential of a large scale traveller's development and this is a material planning consideration, especially as the council refers to future expansion which is considered an open ended allocation.

The G&T Fordham assessment undertaken by the VoG went into much greater detail than the latest review (2016) around the social needs of the travelling community and <u>it stated that tensions are created when families are placed together against their wishes.</u> In this respect suggesting that site is capable of future expansion is not sustainable at a social level. Indeed, the Fordham report detailed interviews with the travelling community in the area who expressed the clear desire to be located close to public services and in an area which had the benefit of public transport to ensure that social exclusion did not develop. It is unsurprising that this principle is also reflected in national guidance which promotes locations within close proximity of these services. The report confirmed that isolated, rural sites restricted access to Health, Education and welfare facilities that disadvantaged them and needs to be seen in the light of the above objectives:

<u>SUSTAINABILITY ASSESMENT REPORT</u>

The SSA report prepared by the Council to support the Llangan site allocation is incorrect and misleading in many respects, giving the impression that Llangan is a suitable, sustainable location for a large site.

The closest settlement is Llangan Hamlet, not Fferm Goch, The SSA should have taken this into account. The site is 250m from Llangan (as started VOG previously stated) not 600m.

In the SSA Llangan is stated as a small HAMLET, and in the context of the LDP and planning policy

not suitable or sustainable for further development. The site SSA states that the area is served by public transport and is not affected by conservation status. This is also not true , the Hamlet of Llangan and the settlement area of Fferm Goch has no bus service. The proposed area is not affected by Conservation Status, this is also not true, Llangan is sited within a conservation area. The conservation report for Llangan cites various vista's which include one that directly looks onto the proposed site.

The council has tried to align the site location with the nearest "sustainable" settlement. It has done this to portray the illusion that the site is in a sustainable location. This is clearly inappropriate, if a local distinction to the nearest settlement is to be made it must be to the SSA attributed to Llangan.

Please consider the following comments on the misleading Llangan site SSA.

Section 1 . The site is not located in an area or need, and would have a negative impact on sustainability. Score –

Section 2 – The council have not sought the views of the local community or the current family residing at the site. The family are currently using adjoining greenfield land for horses and recreational use. Also after the successful allotment scheme in Treoes, Llangan Community Council has considered the land for a community allotment scheme that would include the current family, if the land became available. Score -

Section 3 – There is no shop, doctors surgery, dentist, public house, telephone box, public footpaths, children's play areas. The nearest services are at Cowbridge that is 7.5Km away by car. Cycling or walking there is also very difficult due to the dual carriageway and long distance.

Note. Regarding the stated "Greenlinks" bus service, this is a "phone up", on demand service (similar to a taxi). This cant not be classed a regular bus service. Score –

Section 4 – The Llangan site affords no access to employment, health, housing or education. The council have scored 0 on a wider statement that ANY site would improve access to these facilities, which in its own right is not site specific. The SSA is a site specific assessment and must be judged against other sites that the council should consider. The council has only considered large sites (for 20 pitches or more), rather than family sites suitable for Mr Carrol or the family from Wenvoe, when considering the Llangan allocation / expansion proposal. Score –

Section 5 – The site would clearly lead to a coalescence of settlements. The allocation of the whole site which sits on the edge of Llangan, but moves the boundary closer to Fferm Goch. The size of the expanded site is also out of proportion when considering the Hamlet of Llangan. Score –

Section 6 – The council recognise that all journeys will need to be made by car (once it

acknowledges that there is no bus service). It also recognises that the site is susceptible to surface flooding. Why then does the council apply a neutral +/- (a both positive and negative effect) to this statement? There is simply nothing positive about it ? Score –

Section 7 – OK Score –

Section 8 – The council has not reverted to the guidance notes. The significant area is agricultural within an SLA and its development would lead to the loss of this land. Further more, the only way the site could be classified as brownfield is by taking into account the unauthorised hard standing area and buildings erected to support the current family. Score –

Section 9 – As set out later in this report, the development will have a negative impact on a conservation area. Score - -

Section 10 – The wider development of the site would not accord with National Planning Policy (G&T Design Guidance) as set out in this objection. Score - -

Section 11 – The site would affect the Conservation Area of Llangan. Score - -

Section 12 – The site is well served by public transport?. There isn't any regular public transport, so how can the council score this as +/- ? A range of services are accessible by walking and cycling? The site is not accessible by public footpath and only along several miles of unlit, narrow lanes with no street lights and the nearest service is circa 5 miles away. Score - -

Section 13 – The council recognise that the specific allocation would not provide employment opportunities but rely on a wider statement that would apply to any site. As the SSA is site specific it must apply the relevant assessment. Score - -

Section 14 – The site is not located on the edge of a centre and will therefore have no positive impact. Score 0

Section 15 – Agreed Score 0

Summary:

++	+	0	+/-	-	--	?
0	0	2	0	7	6	0

The Council itself acknowledges that the site is on the boundary of Llangan, albeit it dies not form an "infill". The councils Sustainability Settlement Review scored Llangan 4 and defined Llangan as a Hamlet.

We would like to point out once again to the Inspector that the proposed site is circa 250m from the edge of Llangan which was assessed by the Council as having the following facilities:

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	Populatic (Best Available Estimate
51	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	9

INote, the employment score of 2 is based on five small industrial units located in Fferm Goch and should not apply to Llangan, as Fferm Goch is in itself an independent settlement. Furthermore, the score of 2 is the same as Barry, which is a major employment centre. Clearly, no subjectivity or common sense has been applied to the scoring matrix. Notwithstanding this, Llangan scored one of the lowest scores in the overall assessment.

Note, In my role as Community Councillor I consulted a number of employers in the small industrial area in Fferm Goch who confirmed there were no employment opportunities, in fact they would consider moving of the site, if the expansion proposal was to proceed. Also to give this small area a score of 2 when compared to Barry is totally ridiculous.

Restrictions on development

It is the councils duty to ensure that there are no restrictions why the site cannot be developed. This will require, when there are clearly obvious site constraints, to ask relevant departments and consultees to provide detailed assessments as to how considering the constraints the site can be delivered. In this instance (and by the councils own recognition due to their previous objection to the site) there are issues relating to site access. Also access by large traveller vans and vehicles may not be possible. This will need to at least include a detailed risk assessment of all travel locations to determine whether safe access is possible to public services. The council has not undertaken this risk assessment. The site access is restricted to 2.5m along the direct access road to the site and less than 3.0m from the main junction adjacent to the school across to the junction of the lane which accesses the site. None of the roads are serviced with footpaths and are unlit. In this case access could be considered as unsuitable and unsafe for public pedestrian use .The lane directly servicing the proposed site is limited to 2.5m and does not meet the 3.7m limit required by the fire service, ie unsafe. This is specifically relevant if the council, as proposed, wish to seek to expand the site. Flooding. The site is not located in a flood plain, however the northern end of the site is significantly affected by surface flooding caused because of field and highway run off from the adjacent land. This run off often can be witnessed around the site by what only can be described as a torrent, often 1-2 inches in height as the water makes its way to the stream at the lower end of the site.

Conservation. The Council in its SSA state that the site is unaffected by Conservation status, this is untrue. Whilst the site itself is not contained within a conservation area, the site is located adjacent to the Llangan Conservation area. The conservation area plan highlights SIGNIFICANT VIEWPOINTS within the body of the report which includes a vista that directly overlooks the proposed site MG5. Therefore wider development of this site (preference would be given to existing allocations and MG5 is the only allocation) would have a material impact on the conservation status of Llangan. In this case it is incorrect that the council has said that the site is not affected by conservation status.

Conclusion. It would appear that the Vale of Glamorgan Council has decided without evidence or realistic reasoning that the site in Llangan is suitable for the allocation of 2

pitches (two families) and further expansion in the future, possibly to around 21 pitches. They have made the evidence fit their case in order to justify a poor site selection, without looking again at land they own to support single families only. The size of the proposed land allocated would also suggest that the council have in mind a far larger site (as proposed in 2012) of 21 pitches, this is of a totally inappropriate scale and unsustainable in such a rural location close to the small Hamlet of Llangan, with no local services, poor roads, no pavements, street lights, shops, health care etc, even the small joiner school is over allocated and could not support the current extended families young children. Can you please consider my objection and reject this unfair, unsustainable, unreasonable, proposal.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to **speak at any additional hearing sessions? (If requested by the Inspector)** *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**X**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to **the Inspector about and why you consider it to be necessary to speak at the Hearing Session.**	

Signed:	[redacted]	**Dated:**	28/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR

BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. ……4036……
Date Received…….25/10/2016……
Date of Acknowledgement …26/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

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Mae’r ddogfen hon ar gael mewn fformatiau eraill drwy holi		
Part 1: Contact Details	**Your Details / Your Client’s Details**	**Agent’s Details** *(if relevant)*
Name	Cllr David Hammond	
Address	[redacted] [redacted] [redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	4036	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council’s LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

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Matters Arising Change reference number (e.g. MAC1)	**Support**	**Object**	**If you are objecting to a MAC, please state which Test of Soundness you think that it fails.**		
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MAC217	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Subject - The allocation of Llangan for the provision of 2 travellers site and future expansion.

I would like to strongly object to any proposed expansion of the unauthorised Gypsy Travellers site at Llangan. The current family have been living on the site for many years and my understanding is they are also objecting to this unfair expansion proposal. I have meet with Mr Carrol (the current resident) and he expressed his total dismay at this proposal, saying that his family have lived quietly in the area and have gained some understanding form the local community over the years, moving a new family from Wenvoe (who he doesn't know) could cause many problems, fear and worry for his his family and the local community. If the Council had discussed this with him first before making this proposal they would have understood his situation and concerns. The statement of "future expansion" plus the large scale of the allocated site) makes the situation even worse, specially when you consider the lack of local services to support the additional people, and families from different backgrounds that may not mix well. The 2007 Fordham report for instance states that travellers do not want large scale sites of mixed denominations away from services as this creates an environment of social isolation. The national policy also reflects very clearly the criteria for large sites close to local facilities, through what national policy describes as "sustainable locations".

Matters Arising Changes - Tests of Soundness

Test 1. The current proposal is not consistent with policy MD18 or other National or Local Planning Policy.

Test 2. The plan is not appropriate as the site is not located in a safe and sustainable location; and is not located in an area where the family from Wenvoe wish to live; is not suitable for expansion; does not comply with the proposed local policy; does not comply with national policy and guidance (TAN 2) Designing for Gypsy and Travellers 2007; does not comply with Rural Exception Policy; does not and cannot comply with statutory regulations for access for emergency services (highway access); has not been prepared through consultation with the local community or the current site respondents ; is not based on robust evidence (the SSA are incorrect and the site identification process is outdated and flawed); No other single family site assessments considered, only large sites as taken from the site assesment (2012 LDP stage).

Test 3. The plan cannot be effective as it fails the most important test / question. The site at Llangan is not suitable for a large scale Gypsy and Traveller site, but could meet the needs of the a single family with local connections (only the current family could potentially meet the Rural Exception Policy).

Llangan is a Hamlet of approximately 35 houses and has conservation status. The village is accessed from the main highway network via unclassified "rural roads" of various standards. The village is residential only, that is to say there are no shops or other services in the village. There is a primary school (Llangan Primary School), but this is located approximately 1km from the village itself and 900 metres from the proposed development sites and is full to capacity (the recent planning report for 40 dwellings in Fferm Goch concluded that there was no existing or future capacity of the school) and the councils most recent update of school occupancy levels (2016) confirms that Llangan school has no additional capacity. The school is also only accessible via car due to no street lights or

pavements on the single track road.

Llangan is not suitable and an sustainable location for a Gypsy and Traveller site for the following reasons:

• No local facilities available. Cowbridge is the closest town (7.5Km) only accessible by car.

• No provision of public transport. (Phone up, pre book bus only)

• The settlement is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide. Fferm Goch also has limited services, no shops, pub and the school is full.

• The settlement would not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan;

• The settlement of Llangan would not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;

• The settlement would not maximise opportunities for community development and social welfare due to its size;

• The settlement would not foster social inclusion due to the isolated location of the settlement;

• The settlement would not contribute to improvements in health due to the isolation from services and facilities. The assertion that the development of a Gypsy and Traveller site at Llangan would not constitute sustainable development is also supported by a number of planning applications and appeal decisions.

Policy MD18 is at odds with the allocation of MG5, as priority would be given to ALLOCATED GYPSY AND TRAVELLER SITES; EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES as MG5 is the <u>only</u> allocated site. MD18 provides an appropriate form of assessment for additional sites that may be required during the life of the plan "*THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;* THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES; THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION; however separately it is acknowledged by the Council that MG5 is in a rural location, in an unsustainable location; without reasonable access to shops, etc and would not comply with the application of MD18. It makes no sense therefore to prioritise this site for future expansion.

In taking into account the information set out above we would suggest that the allocation and more specifically the preference for expansion of the site in Llangan (MG5) does not meet the core objectives of the proposed LDP in that being in a Rural Location with

inadequate facilities and transport links. Also the proposed site is agricultural land in the open countryside and set within the Special Landscaped Area.

Its also recognised that the Council are not only seeking to allocate the site for 2 pitches (2 families), but to have agreement to expanded the site in the future by way of priority within MD18 to meet the needs of travellers (who by definition of the updated G&T assessment) do not currently reside in the County of the Vale of Glamorgan.

The application of the Rural Exception Policy could apply to the current family (Mr Carrol) living in the Llangan area, it would however not apply to families outside of the local community and certainly would not be a mechanism upon which the Council can justify future expansion. The current family also own there own land and have sought residential consent (that would fall within the Rural Exception Policy) and therefore must be considered as an alternative allocation.

The Council has also not undertaken this consultation with either residents or the Local Community Council (Not to my knowledge as the Community Councillor for Llangan). Residents are fearful of the potential of a large scale traveller's development and this is a material planning consideration, especially as the council refers to future expansion which is considered an open ended allocation.

The G&T Fordham assessment undertaken by the VoG went into much greater detail than the latest review (2016) around the social needs of the travelling community and <u>it stated that tensions are created when families are placed together against their wishes.</u> In this respect suggesting that site is capable of future expansion is not sustainable at a social level. Indeed, the Fordham report detailed interviews with the travelling community in the area who expressed the clear desire to be located close to public services and in an area which had the benefit of public transport to ensure that social exclusion did not develop. It is unsurprising that this principle is also reflected in national guidance which promotes locations within close proximity of these services. The report confirmed that isolated, rural sites restricted access to Health, Education and welfare facilities that disadvantaged them and needs to be seen in the light of the above objectives:

<u>SUSTAINABILITY ASSESMENT REPORT</u>

The SSA report prepared by the Council to support the Llangan site allocation is incorrect and misleading in many respects, giving the impression that Llangan is a suitable, sustainable location for a large site.

The closest settlement is Llangan Hamlet, not Fferm Goch, The SSA should have taken this into account. The site is 250m from Llangan (as started VOG previously stated) not 600m. In the SSA Llangan is stated as a small HAMLET, and in the context of the LDP and planning policy

not suitable or sustainable for further development. The site SSA states that the area is served by public transport and is not affected by conservation status. This is also not true , the Hamlet of Llangan and the settlement area of Fferm Goch has no bus service. The

proposed area is not affected by Conservation Status, this is also not true, Llangan is sited within a conservation area. The conservation report for Llangan cites various vista's which include one that directly looks onto the proposed site.

The council has tried to align the site location with the nearest "sustainable" settlement. It has done this to portray the illusion that the site is in a sustainable location. This is clearly inappropriate, if a local distinction to the nearest settlement is to be made it must be to the SSA attributed to Llangan.

Please consider the following comments on the misleading Llangan site SSA.

Section 1 . The site is not located in an area or need, and would have a negative impact on sustainability. Score –

Section 2 – The council have not sought the views of the local community or the current family residing at the site. The family are currently using adjoining greenfield land for horses and recreational use. Also after the successful allotment scheme in Treoes, Llangan Community Council has considered the land for a community allotment scheme that would include the current family, if the land became available. Score -

Section 3 – There is no shop, doctors surgery, dentist, public house, telephone box, public footpaths, children's play areas. The nearest services are at Cowbridge that is 7.5Km away by car. Cycling or walking there is also very difficult due to the dual carriageway and long distance.

Note. Regarding the stated "Greenlinks" bus service, this is a "phone up", on demand service (similar to a taxi). This cant not be classed a regular bus service. Score –

Section 4 – The Llangan site affords no access to employment, health, housing or education. The council have scored 0 on a wider statement that ANY site would improve access to these facilities, which in its own right is not site specific. The SSA is a site specific assessment and must be judged against other sites that the council should consider. The council has only considered large sites (for 20 pitches or more), rather than family sites suitable for Mr Carrol or the family from Wenvoe, when considering the Llangan allocation / expansion proposal. Score –

Section 5 – The site would clearly lead to a coalescence of settlements. The allocation of the whole site which sits on the edge of Llangan, but moves the boundary closer to Fferm Goch. The size of the expanded site is also out of proportion when considering the close by Hamlet of Llangan. Score –

Section 6 – The council recognise that all journeys will need to be made by car (once it acknowledges that there is no bus service). It also recognises that the site is susceptible to surface flooding. Why then does the council apply a neutral +/- (a both positive and negative effect) to this statement? There is simply nothing positive about it ? Score –

Section 7 – I agree. Score –

Section 8 – The council has not reverted to the guidance notes. The significant area is agricultural within an SLA and its development would lead to the loss of this land. Further more, the only way the site could be classified as brownfield is by taking into account the unauthorised hard standing area and buildings erected to support the current family. Score –

Section 9 – As set out later in this report, the development will have a negative impact on a conservation area. Score - -

Section 10 – The wider development of the site would not accord with National Planning Policy (G&T Design Guidance) as set out in this objection. Score - -

Section 11 – The site would affect the Conservation Area of Llangan. Score - -

Section 12 – The site is well served by public transport?. There isn't any regular public transport, so how can the council score this as +/- ? A range of services are accessible by walking and cycling? The site is not accessible by public footpath and only along several miles of unlit, narrow lanes with no street lights and the nearest service is circa 5 miles away. Score - -

Section 13 – The council recognise that the specific allocation would not provide employment opportunities but rely on a wider statement that would apply to any site. As the SSA is site specific it must apply the relevant assessment. Score - -

Section 14 – The site is not located on the edge of a centre and will therefore have no positive impact. Score 0

Section 15 – Agreed Score 0

Summary:

0	0	2	0	7	6	0

The Council itself acknowledges that the site is on the boundary of Llangan, albeit it dies not form an "infill". The councils Sustainability Settlement Review scored Llangan 4 and defined Llangan as a Hamlet.

We would like to point out once again to the Inspector that the proposed site is circa 250m from the edge of Llangan which was assessed by the Council as having the following facilities:

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	Populatic (Best Available Estimate
51	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	9

INote, the employment score of 2 is based on five small industrial units located in Fferm Goch and should not apply to Llangan, as Fferm Goch is in itself an independent settlement. Furthermore, the score of 2 is the same as Barry, which is a major employment centre. Clearly, no subjectivity or common sense has been applied to the scoring matrix.

Notwithstanding this, Llangan scored one of the lowest scores in the overall assessment.

Note, In my role as Community Councillor I consulted a number of employers in the small industrial area in Fferm Goch who confirmed there were no employment opportunities, in fact they would consider moving of the site, if the expansion proposal was to proceed. Also to give this small area a score of 2 when compared to Barry is totally ridiculous.

Restrictions on development

It is the councils duty to ensure that there are no restrictions why the site cannot be developed. This will require, when there are clearly obvious site constraints, to ask relevant departments and consultees to provide detailed assessments as to how considering the constraints the site can be delivered. In this instance (and by the councils own recognition due to their previous objection to the site) there are issues relating to site access. Also access by large traveller vans and vehicles may not be possible. This will need to at least include a detailed risk assessment of all travel locations to determine whether safe access is possible to public services. The council has not undertaken this risk assessment. The site access is restricted to 2.5m along the direct access road to the site and less than 3.0m from the main junction adjacent to the school across to the junction of the lane which accesses the site. None of the roads are serviced with footpaths and are unlit. In this case access could be considered as unsuitable and unsafe for public pedestrian use .The lane directly servicing the proposed site is limited to 2.5m and does not meet the 3.7m limit required by the fire service, ie unsafe. This is specifically relevant if the council, as proposed, wish to seek to expand the site. Flooding. The site is not located in a flood plain, however the northern end of the site is significantly affected by surface flooding caused because of field and highway run off from the adjacent land. This run off often can be witnessed around the site by what only can be described as a torrent, often 1-2 inches in height as the water makes its way to the stream at the lower end of the site.

Conservation. The Council in its SSA state that the site is unaffected by Conservation status, this is untrue. Whilst the site itself is not contained within a conservation area, the site is located adjacent to the Llangan Conservation area. The conservation area plan highlights SIGNIFICANT VIEWPOINTS within the body of the report which includes a vista that directly overlooks the proposed site MG5. Therefore wider development of this site (preference would be given to existing allocations and MG5 is the only allocation) would have a material impact on the conservation status of Llangan. In this case it is incorrect that the council has said that the site is not affected by conservation status.

Conclusion. It would appear that the Vale of Glamorgan Council has decided without evidence or realistic reasoning that the site in Llangan is suitable for the allocation of 2 pitches (two families) and further expansion in the future, possibly to around 21 pitches. They have made the evidence fit their case in order to justify a poor site selection, without looking again at land they own to support single families only. The size of the proposed land allocated would also suggest that the council have in mind a far larger site (as proposed in 2012) of 21 pitches, this is of a totally inappropriate scale and unsustainable in such a rural location close to the small Hamlet of Llangan, with no local services, poor roads, no pavements, street lights, shops, health care etc, even the small joiner school is over allocated and could not support the current extended families young children. Can you

please consider my objection and reject this unfair, unsustainable, unreasonable, proposal.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to **speak at any additional hearing sessions? (If requested by the Inspector)** *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	**X**
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to **the Inspector about and why you consider it to be necessary to speak at the Hearing Session.**	
Note, I may be asked to speak on behalf of Llangan Community Council, who have submitted their own objection (TBC)	

Signed:	[redacted]	**Dated:**	24/10/2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR

BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Vale of Glamorgan Local Development Plan

Matters Arising Changes Consultation

Representation on Behalf Of

Llangan Action

October 2016

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN MATTERS ARISING CHANGES CONSULTATION

REPRESENTATION ON BEHALF OF LLANGAN ACTION

OCTOBER 2016

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Date:	12th October 2016	19th October 2016
Prepared by:	Cai Parry	Cai Parry
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[redacted]

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APPENDICES

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Appendix 2	Representation produced by Barton Willmore on behalf of Llangan Action (April 2014)
Appendix 3	Sustainable Settlements Appraisal Background Paper (February 2016 Update)
Appendix 4	Sustainability Appraisal for Land at Llangan
Appendix 5	South Glamorgan County Council Economic Development and Strategic Planning Services Committee Report 20th December 1994 (Planning Application Ref. 3681)
Appendix 6	Vale of Glamorgan Council Report 28th October 1998
Appendix 7	Response from South Wales Fire & Rescue Service
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1.0 INTRODUCTION

1.1 This Representation sets out an objection to the proposed allocation of a new Gypsy and Traveller site at Llangan for two pitches also under MAC50. It is also noted that the site at Llangan was previously proposed for a Gypsy & Traveller site in the Deposit Local Development Plan (2012) but was removed by the Council. The previous de-allocation of the site by the Council confirms that the proposed allocation via MAC50 is not 'Sound' and the Council should identify an alternative site to meet the need.

1.2 This Representation therefore confirms that the proposed alternative allocation at Llangan is not 'Sound' based upon the Tests set out within the Welsh Government Local Development Plan Manual (2nd Edition, August 2015), drawing largely on the previous representations submitted to the Deposit Local Development Plan in March 2012 and the Alternative Sites consultation in April 2014 which confirms that Llangan is not a suitable settlement for a Gypsy and Traveller site. Copies of the previous representations produced by Barton Willmore on behalf of Llangan Action is contained in **Appendix 1** and **Appendix 2** for ease of reference and should be read in conjunction with this Representation.

2.0 PROPOSED ALLOCATION OF LAND AT LLANGAN FOR A GYPSY & TRAVELLER SITE

2.1 Under Policy MG 5 of the Vale of Glamorgan Deposit Plan as amended by the Schedule of Focused and Minor Changes (June 2015) ("LDP"), land at Hayes Road, Sully is allocated for a Gypsy and Traveller site. The policy states that *"LAND IS ALLOCATED AT HAYES ROAD, SULLY FOR THE PROVISION OF A GYPSY AND TRAVELLER SITE".*

2.2 The Vale of Glamorgan Council has since proposed to amend Policy MG 5 of the LDP via MAC50 to state that *"LAND IS ALLOCATED AT LLANGAN FOR THE PROVISION OF A 2 PITCH GYPSY AND TRAVELLER SITE"*. The supporting text to Policy MG 5 has also been revised as follows:

> *"6.38 Sections 101 to 103 of the Housing (Wales) Act 2014 require local authorities to assess the accommodation needs of Gypsy and Travellers within their area and that where there is an identified need sufficient site(s) should be allocated within the Council's LDP to address that need.*
>
> *6.39 The 2016 Vale of Glamorgan Gypsy and Traveller Accommodation Assessment (GTAA) identified an unmet need for 2 residential pitches over the short to medium term.*
>
> *6.40 The current Gypsy and Traveller site at Llangan is in the ownership of the Council and is considered to be suitable to accommodate the short to medium term need of 2 pitches identified in the GTAA[99].*
>
> *6.41 The Council's Monitoring Framework has set out a 2 year timetable for the identification of an appropriate site to accommodate any future arising needs for Gypsy and Travellers.*
>
> *6.42 In terms of transit provision the GTAA concluded that at this current time there is not a need for the Council to provide a transit site in the Vale of Glamorgan. However the Council should continue to monitor the number of unauthorised encampments and consider the use of short-term toleration or Negotiated Stopping Arrangements to deal with any short-term transient stops.*

Vale of Glamorgan Gypsy and Traveller Accommodation Assessment May 2016".

2.3 As confirmed above, MAC50 proposes to amend Policy MG 5 to delete Land at Hayes Road, Sully and allocate Llangan for a Gypsy and Traveller site (2 pitches). This Section seeks to demonstrate that Llangan is not a suitable or sustainable location for a Gypsy and Travellers site.

Planning Policy Wales (8th Edition, January 2016)

2.4 A central theme running through Planning Policy Wales ("PPW") is the provision of sustainable development. Paragraph 4.4.3 of PPW identifies that planning policies and proposals should:

- *"Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;*
- *Play an appropriate role to facilitate sustainable building standards that seek to minimise the sustainability and environmental impacts of buildings;*
- *Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities while ensuring proper assessment of their sustainability impacts;*
- *Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;*
- *Promote a low carbon economy and social enterprises;*
- *Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;*
- *Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;*
- *Locate developments so as to minimise the demand for travel, especially by private car;*

- *Help to ensure the conservation of the historic environment and cultural heritage;*
- *Contribute to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development and responding to climate change.*
- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;*
- *Promote quality, lasting, environmentally-sound and flexible employment opportunities;*
- *Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged; and*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car".*

Welsh Government Circular 30/2007 – Planning for Gypsy and Traveller Caravan Sites

2.5 Welsh Government Circular 30/2007 paragraph 19 sets out issues in terms of suitable sites and states that:

> *"Issues of site sustainability are important for the health and well-being of Gypsy and Travellers not only in respect of environmental issues but also for the maintenance and support of family and social networks. It should not be considered only in terms of transport mode, pedestrian access, safety and distances from services. Such consideration may include:*

- *opportunities for growth within family units;*
- *the promotion of peaceful and integrated co-existence between the site and the local community;*
- *the wider benefits of easier access to GP and other health services;*
- *access to utilities including waste recovery and disposal services;*
- *access for emergency vehicles;*
- *children attending school on a regular basis;*
- *also other educational issues such as space e.g. for touring or static play bus, homework club, teaching base for older children and adults;*
- *suitable safe play areas;*
- *contribute to a network of transit stops at intervals that reduce the need for long-distance travelling;*
- *possible environmental damage caused by unauthorised encampment;*
- *not locating sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans and; and*
- *regard for areas designated as being of international or national importance for biodiversity and landscape".*

2.6 Furthermore, paragraph 20 of Circular 30/2007 identifies that in deciding where to provide for Gypsy and Traveller sites, local planning authorities should first consider locations in or near existing settlements with access to local services e.g. shops, doctors, schools, employment, leisure and recreation opportunities, churches and other religious establishments.

Sustainability

2.7 The Vale of Glamorgan Council has clearly not followed the approach set out within PPW and the WG Circular 30/2007 by designating the Llangan site that is located in the open countryside of the Vale, with the site not even adjoining the boundary of even a Minor Village. Paragraph 4.7.4 of PPW identifies that major generators of travel such as housing are located within urban areas or in other locations which are, or can be, well serviced by public transport, or can be reached by walking or cycling. Further, paragraph 4.7.8 of

PPW confirms that "Development in the countryside should be located within and adjoining those settlements where it can be best be accommodated in terms of infrastructure, access and habitat and landscape conservation".

2.8 The proposed site is not located within or adjoining a settlement, with the nearest settlements being Llangan which is at least 600m away and Fferm Goch which is 950m away. The site is accessed via a narrow, poorly maintained, rural lane with no footpath or verge, not offering safe access to the village or school. These settlements do not provide the necessary infrastructure to create a sustainable development and public transport facilities are very limited.

2.9 Furthermore, the proposed allocation therefore does not comply with paragraph 3.22 of the Designing Gypsy and Traveller Sites (May 2015) guidance document produced by the Welsh Government which confirms that sites should be "Ideally located within reasonable distance of from education settings, health services and shops".

2.10 Paragraph 26 of Circular 30/2007 states that Gypsy and Travellers sites:

> *"Should respect the scale of and not be so large as to dominate the nearest settled community serving them. They should also avoid placing an undue burden on the local infrastructure".*

2.11 Clearly the proposed development will dominate the settlement of Llangan. The settlement currently consists of 88 residents according to the Sustainable Settlements Appraisal Background Paper (February 2016 Update) 2016 produced in response to Action Point 4 of Hearing Session 1 (contained with **Appendix 3**). The infrastructure to the settlement is typical of a rural hamlet and we would question whether the current infrastructure of the Gypsy Traveller site is sufficient to meet the identified need and whether adequate funds are available to secure any necessary improvements. Therefore, the Council has not demonstrated that the site is realistically going to be delivered within the Plan period and the proposed allocation is therefore considered to fail Test of Soundness 3.

2.12 The Sustainable Settlements Appraisal Background Paper (February 2016 Update) was produced to correct the inaccuracies contained within the 2007 and 2013 Studies and sets out how the Council has developed the settlement hierarchy in the Vale of Glamorgan. Within the Background Paper, Llangan is identified under the settlement category of 'Hamlets and Rural Areas'. Llangan scores poorly in the Initial Sustainability Rankings (48th out of 57 settlements). Paragraph 6.9 of the updated Background Paper confirms

that 'Hamlets and Rural Areas' have a limited role and function and such settlements require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale. Paragraph 6.10 states that:

> *"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****".*

2.13 This is confirmed in Chapter 5 of the LDP, where Hamlets and Rural Areas are not mentioned in terms of accommodating new development. Clearly, the provision of a Gypsy and Traveller site constitutes 'development' and the proposed allocation near Llangan is not in keeping the settlement strategy set out in the LDP. Furthermore, the proposed site does not meet the objectives of Policy MD 1 – 'Location of New Development' of the LDP.

2.14 The Sustainable Settlements Appraisal Background Paper (February 2016 Update – see **Appendix 3**) identifies 'Acceptable Walking Distances' in Table 1 based on the Guidelines for Providing Journeys on Foot, The Institute of Highways and Transportation (2000) and Sustainable Settlements: A guide for Planners, Designers and Developers and Shaping Neighbourhoods. In this regard, it is noted that the Council state that at paragraph 11 of the LDP Hearing Session 16: Actions Point 2,3,4 & 5 VoG Council Response that 'Whilst the Llangan site is in a rural location, it is nevertheless close to the village of Llangan and the minor rural settlement of Fferm Goch'. However, it is not considered appropriate to use the settlement of Fferm Goch to confirm the sustainability of the site because Fferm Goch scores zero for bus and rail facilities and is located 950m away beyond the ideal walking distances for a primary school, local shop, public house, post office and community centre as set out in the Background Paper.

2.15 In relation to Llangan, Appendix 3 of the Background Paper confirms that Llangan scores zero for public transport facilities. If a Gypsy and Traveller site was allocated at Llangan, the occupants of the site would be denied sustainable access to a wide range of facilities and services. Accordingly, the proposed allocation of Land at Llangan and the supporting text within paragraph 11 of the Council's Response to Action Points 2, 3, 4 & 5 is considered to contradict the findings of the Background Paper.

2.16 Paragraph 11 of the Council's Response to Action Points 2, 3, 4 & 5 makes reference to the site being located in close proximity to Fferm Goch, which is identified has a 'Minor Rural Settlement'. However, as set out above, we do not consider that it is appropriate

to use Fferm Goch to justify the site and we note that there are only 4 industrial units in Fferm Goch. Despite this very limited provision of employment opportunities, the settlement scores the same on employment as Barry, Penarth, Llanwit Major and Cowbridge which clearly demonstrates the weaknesses in how the indicator has been assessed.. Overall the assessment of Fferm Goch is considered to be artificially high due to the employment indicator and the presence of a primary school with the other facilities and services available being very limited in scope.

2.17 The Sustainability Appraisal produced by the Council in support of the proposed allocation of Land at Llangan and is attached to the Council's Response to the Inspector's Action Points is considered to contain some errors and relies far too heavily on the site's proximity to Fferm Goch given the evidence set out above and ignores the lack of any sustainable transport links and the site falls within the open countryside. In this regard, no bus services operate from Fferm Goch. The only similar facility is run by the Council, which is referred to within Box 3 of the Sustainability Appraisal which confirms that a rural greenlinks bus service can be accessed from Fferm Goch, although no services have operated from Llangan or Fferm Goch for a number of years. This point is confirmed by the Traveline Cymru webpage. **Appendix 4** contains an updated Sustainability Appraisal which confirms that the site is not sustainable or suitable for development.

2.18 As confirmed within the 2012 and 2014 Representations, the assertion that the development of a Gypsy and Traveller site at Llangan does not constitute sustainable development is also supported by a number of planning applications and Appeal decisions (2002/00109/FUL and (2011/00710/FUL) which are detailed in the 2012 Representation (see paragraphs 3.7 – 3.12 of **Appendix 1**). In summary, planning application ref. 2002/00109/FUL for change of use to a gypsy caravan site for personal use was refused on the grounds that the proposal comprised unjustified development in the countryside which would detract from the rural character of the area, highway safety and minerals policy.

2.19 More recently, planning application ref. 2011/00710/FUL for the provision of 1 gypsy pitch, an area of hardstanding and a utility / day room was refused on grounds of sustainability and countryside location. We note that the Officer's Report stated that "It is considered that the proposal represents an unacceptable, unsustainable and unjustified form of development on this countryside location that would result in the loss of good quality agricultural land and detract from the unspoilt, undeveloped nature of the surrounding rural landscape". The Officer's Report therefore confirms many of our client's concerns over the proposed allocation of the site for a Gypsy & Traveller site such that the proposed allocation is considered to be 'Unsound'.

2.20 In conclusion, Llangan is not a sustainable location for a Gypsy and Traveller site and the Representations promoting sites in Llangan fail to recognise that Llangan is not a sustainable location for new development. It is considered that the Sustainability Appraisal produced by the Council to support the proposed allocation grossly overestimates the site's sustainability credentials in terms of the scoring provided. Therefore, the settlement does not meet planning policy requirements in terms of finding appropriate locations for Gypsy and Traveller sites and therefore fails Test of Soundness 1.

Legal Background

2.21 In December 1994, South Glamorgan County Council granted planning permission for the change of use of the site to provide a single family travellers site (LPA ref. 3681, see **Appendix 5** for Committee Report). However, on 27th November 1997, the High Court quashed the planning permission at the site and eviction proceedings were commenced against the occupiers of the site. Eviction proceedings were adjourned pending the outcome of an appeal. This application was refused by the Court of Appeal on 16th February 1998. Planning application ref. 3681 was subsequently refused at Planning Committee on 25th March 1998 for the following reason:

> *"In order to preserve the countryside the Local Planning Authority considers that no additional development shall take place other than is justified for purposes of agriculture, forestry, appropriate recreational activities, mineral extraction or public utilities. No such justification exists in this case. Accordingly, the development is considered contrary to policies EV3, H10 and H16 of the South Glamorgan Structure Plan Proposals for Alteration No. 1 and policies of ENV4, HOUS4 and HOUS14 of the Vale of Glamorgan Local Plan Deposit Draft 1995 (as amended)".*

2.22 The Council then began legal proceedings against the occupiers of the site to repossess the site and a hearing was due to take place on 15th September 1998. However, the occupiers' legal representatives applied for leave to bring further Judicial Review proceedings challenging the reasonableness of the Council's decision to evict the occupiers in the absence of a suitable site to which they could relocate.

2.23 A report was presented to the Vale of Glamorgan Council meeting on 28th October 1998 which summarises the above history (see **Appendix 6**) and confirms that in May 1996, a legal undertaking was given by the Council to local residents that the Council would use all lawful endeavours to remove the occupiers from the Llangan site. Crucially, paragraph 3.1 of **Appendix 6** confirms that the Council should continue to review sites as they become available and upon any such site being suitable for the occupiers should require them to take up the site and vacate the Llangan site.

2.24 Our client has sought a legal opinion on this matter and has concluded that the above undertaking was subject to any end date and therefore is still considered to be in force. Accordingly, the proposed allocation of Land at Llangan for a Gypsy & Traveller site is considered to breach the requirements of the aforementioned undertaking in that it cannot be argued that the Council is making *"all lawful endeavours"* to remove the occupiers of the site. The proposed allocation at Llangan should therefore be deleted on the grounds that it fails Tests of Soundness 2 and 3 in that it the rationale behind plan policies cannot be demonstrated; 'real' alternatives have not been properly considered; it is not logical, reasonable and balanced; and is not deliverable.

Access

2.25 In terms of vehicular access, paragraph 21 of Circular 30/2007 identifies that sites should be identified having regard to highways considerations. Paragraph 3.22 of the Designing Gypsy and Traveller Sites (May 2015) also confirms that sites should be located with access to public roads and footpaths leading to the site. However, little regard has been paid to highway considerations. The current access on to the highway is substandard and no footpaths are available to ensure safe movement by pedestrians to either Llangan or Fferm Goch.

2.26 MAC217 confirms that the Council's Highways Department has advised that suitable safe access is required at the site. However, South Wales Fire & Rescue Service has confirmed that the existing road width of 2.5m would be inadequate to accommodate fire appliances entering the site (see **Appendix 7**). Any road widening works would require third-party land (which currently shows as either unregistered or within private ownership according to the Land Registry) in order to achieve the minimum road width of 3.7m required by South Wales Fire & Rescue Service (see **Appendix 7**), which we do not considered to be deliverable.

2.27 Land at Llangan is therefore considered to be an inappropriate location for a Gypsy & Traveller site allocation and fails Tests of Soundness 1 and 3 in that it fails to comply

with both national and emerging local planning policy (Policy MD18 – Gypsy & Traveller Accommodation) and cannot be delivered.

Special Landscape Area

2.28 With regards to habitat and landscape conservation, the proposed allocation sits within a Special Landscape Area ("SLA") and whilst this does not prevent development it is necessary to demonstrate that any proposed development will not impact negatively on the SLA. However, the assessment of the site within the Gypsy and Travellers Site Assessment, Background Paper incorrectly identifies that the site is not within a Special Landscape Area. In this regard, no assessment has been undertaken to confirm that the proposed development can be accommodated at the site without causing detrimental harm to the SLA.

Conservation Area

2.29 The Llangan Conservation Area Appraisal and Management Plan (March 2009) confirms that a 'Significant View' stretches from Mount Pleasant Farm to the east across Oakfield beyond which lies the proposed Gypsy & Traveller site at Llangan. The proposed allocation of this site is therefore considered to impact upon the setting of the Llangan Conservation Area which is not recognised in the accompanying Sustainability Appraisal produced by the Council in response to the Inspector's Action Points. The proposed allocation at Llangan is therefore considered 'Unsound' in that it fails to comply with national planning policy (paragraph 4.4.3 of PPW).

Rural Exception Sites (Policy MD 11 of the LDP)

2.30 Paragraph 11 of the Council's Response to Action Points 2, 3, 4 & 5 of Hearing Session 16 confirms that the site is large enough and is "capable of expansion such that it could accommodate more pitches in due course should the need arise, and subject to review and monitoring of the Plan". The Council seeks to justify this allocation and potential future expansion of the site within 2016 Gypsy & Traveller Accommodation Assessment which is appended to the Council's Response to Action Points 2, 3, 4 & 5 of Hearing Session 16. The document refers to the ability of Local Planning Authorities to adopt rural exception policies for affordable housing.

2.31 The Council's Draft Affordable Housing Supplementary Planning Guidance (2015) document confirms that rural exceptions development should be of an appropriate scale on sites outside of the built up area. Paragraph 7.2 continues to state that "Consequently,

within the smaller rural communities, where it would not normally be appropriate to develop housing because of limited availability of facilities and services, there may be circumstances where the provision of housing to meet a local need outweighs these factors". It is not considered that the proposed allocation at Llangan is of an appropriate scale compared to the size of the settlement (i.e. approximately 88 residents) and it is not considered that the need for Gypsy & Traveller sites within the Vale of Glamorgan outweighs the contradiction highlighted above.

2.32 Furthermore, we note that the Vale of Glamorgan Borough Council submitted an objection to planning application ref. 3681 for the change of use of the site to provide a single family travellers site (submitted to South Glamorgan County Council on 18th November 1994, see **Appendix 5**), on the basis that the proposed development would *"intrude into the rural landscape and damage the amenity of the countryside"*.

2.33 The proposed allocation at Llangan would not meet the requirements of Policy MD 11 of the LDP which confirms that affordable housing will be permitted where it has a "distinct physical or visual relationship with an existing settlement". It is not considered that the site, which is divorced from the defined settlement boundary of Llangan, has a physical or visual relationship with the settlement. Furthermore, the Policy continues to state that rural exceptions sites should be of an appropriate scale and should have reasonable access to the availability and proximity of local community services and facilities. It is considered that the proposed allocation at Llangan also fails both of these criteria for the reasons outlined above. It is considered that the proposed allocation is inconsistent with the Council's emerging rural exceptions policy such that it fails Test of Soundness 2.

Policy MD 18 of the LDP – Gypsy & Traveller Accommodation

2.34 Policy MD 18 (Gypsy and Traveller Accommodation) of the LDP confirms that "PROPOSALS FOR ADDITIONAL GYPSY AND TRAVELLER ACCOMMODATION WILL BE PERMITTED PROVIDING THAT:

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

3. *THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION AND ACCOMMODATION NEEDS OF THE APPLICANT;*
4. *ADEQUATE ON SITE SERVICES FOR WATER SUPPLY, DRAINAGE, SEWAGE, POWER AND WASTE DISPOSAL ARE AVAILABLE OR CAN BE PROVIDED WITHOUT CAUSING ANY UNACCEPTABLE ENVIRONMENTAL IMPACT; AND*
5. *THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES.*

2.35 It is not considered that the proposed allocation of Land at Llangan for a Gypsy & Traveller site would accord with the criteria set out within Policy MD 18 given that the site is not sustainably located, the allocation is not appropriate to the size of the settlement and the existing highway network is not adequate to serve the development. We would also question whether sufficient capacity exists in terms of the existing utilities infrastructure to accommodate the proposed allocation of 2 pitches plus any future expansion.

Vale of Glamorgan LDP Objectives & Gypsy and Traveller Accommodation Policy

2.36 The LDP sets out a Vision and 10 key strategic Objectives to deliver the Vision which set out the context of the LDP strategy. MAC50 and the proposed allocation at Llangan is assessed against each of these Objectives to demonstrate that the proposed policy and associated allocation does not flow logically from the Strategy. The assessment of the proposed allocation at Llangan is set out below:

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

2.37 The Gypsy and Travellers community within the Vale of Glamorgan has the same rights as other sections of the community. In this regard they require and should be provided with opportunities for living accommodation which provides adequate access to services, facilities and jobs. This is clearly not the case in terms of the proposed site near Llangan, with the village providing very limited services which is compounded by the fact that there are not frequent local bus services. Furthermore, there are no pedestrian facilities from the site to the village centre.

2.38 The proposed allocation near Llangan is not consistent with paragraph 4.5 of the LDP which identifies that the:

2.39 "The LDP will seek to ensure that the role and function of the towns and villages identified in the sustainable settlement hierarchy is maintained and enhanced by ensuring that new development is of a scale appropriate to its location, supports the local economy and sustains and wherever possible improves local services and facilities.".

2.40 With regards to role and function of the settlement, the Sustainable Settlements Appraisal Background Paper (February 2016 Update) identifies that 'Hamlets and Rural Areas' are not appropriate settlements for further development, therefore the proposed Gypsy and Travellers site is not of an appropriate scale for the settlement. As set out above, Llangan is a settlement of only approximately 88 residents. The proposed site would have a significant impact on the setting and character of Llangan.

2.41 Therefore it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.42 A key thrust of this objective is locating development to minimise the need to travel. This is clearly not achieved by allocating land near Llangan under Policy MG 5 for a Gypsy and Travellers site due to the lack of local facilities, services and public transport provision. The nearest bus stop is over 600m away from the site along an unlit road without any footpath provision.

2.43 Therefore, it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.44 The LDP identifies that one of the main contributors to climate change is propensity to travel by private car and the need to seek to increase the use of sustainable transport. It is identified that this can be achieved through concentrating new development within the South East Zone and the settlements identified within the sustainable settlement hierarchy which are, or can be, well served by public transport or by walking or cycling.

2.45 Llangan does not constitute such a settlement, with the nearest main service centre being located over 5km away. The unsustainability of Llangan is confirmed by the analysis of the settlement with in the Sustainable Settlements Appraisal Review Background Paper (February 2016 Update) and its identification as a 'Hamlet and Rural Area' settlement and the Llangan Travellers Site Assessment (March 2012). The site is also not accessible by public transport and the site cannot be safely accessed by foot or bicycle.

2.46 It is also considered that the Council cannot rely on Fferm Goch to demonstrate the sustainability of the site. This is not appropriate because Fferm Goch is located 950m from the site which is beyond the ideal walking distance for a primary school, local shop, public house, post office and community centre as set out in the Sustainable Settlements Appraisal (February 2016 Update – see **Appendix 3**).

2.47 Therefore, it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.48 As confirmed above, the proposed site is located within a Special Landscape Area and whilst the Policy MG 21 'Special Landscape Areas' does not rule out development in such areas, it does identify that new development that detracts from the special qualities for which the Special Landscape Area have been designated will not be permitted. It is identified that all development proposals will need to be supported by a Landscape Impact Assessment consistent with the guidance set out in the Council's Design in the Landscape SPG. The Council has not undertaken, even, an initial landscape assessment of the site to demonstrate that the proposed allocation accords with this policy requirement and therefore they have also not demonstrated the deliverability of the proposed allocation which is required by Soundness Test 3.

2.49 The site is also located adjacent to a Conservation Area and within the Conservation Management Plan for the area there is specific requirement to protect the view from the edge of the Conservation Area over the proposed site. It is also identified that 'it is important that new development on or adjacent to the Conservation Area either preserves or enhances the quality of the area'. It is considered that the proposed site would not achieve this.

2.50 Therefore it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.51 Paragraph 4.9 of the LDP identifies that appropriately and conveniently located community facilities are an important component of sustainable communities, reducing the need of people to travel and improving the quality of life.

2.52 The proposed allocation near Llangan is not appropriately or conveniently located in close proximity to community facilities, therefore it will not lead to the reduced need to travel by car or improve the Gypsy and Traveller's quality of life. In this regard, Circular 30/2007 advises that issues of site sustainability are important for the health and well-being of travellers, and not only in terms of transport mode, pedestrian access and safety and distances from services but for a range of issues including the wider benefits of ease of access to GP and their health services; children attending school etc. The proposed allocation does not achieve this.

2.53 Therefore, it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.54 N/A

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

2.55 Paragraph 4.12 of the LDP states that:

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

2.56 The provision of Gypsy and Travellers accommodation is included in new housing which is required to meet future needs in accordance with PPW and WG Circular 30/2007. Despite this, the Vale of Glamorgan LPA has chosen to locate the only Gypsy and

Travellers site that they have identified in an unsustainable location which is confirmed by their own analysis of the settlement. The proposed allocation also does not meet the needs of the Gypsy and Travellers community because the site is not located in close proximity to a range of important services and facilities.

2.57 Therefore, it is considered that MAC50 does not meet this Strategic Objective of the LDP.

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

2.58 N/A

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

2.59 N/A

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

2.60 The proposed allocation is located on greenfield land in the open countryside which clearly does not make the most effective and efficient use of land in the Vale of Glamorgan. In this regard, the proposed allocation does not accord with the spatial framework, development management policies, as well as policies for managing growth provided in the LDP.

2.61 Therefore, it is considered that MAC50 does not meet this Strategic Objective of the LDP.

2.62 In light of the above, it is not considered that MAC50 and the proposed allocation of Land at Llangan for a Gypsy & Traveller site accords with the Objectives of the LDP or the Council's own emerging policy which controls the provision of new Gypsy & Traveller sites, such that it fails Test of Soundness 2 in that it is not logical, reasonable or balanced and it is not coherent and consistent.

Summary & Proposed Amendment to Policy MG 5

2.63 Llangan is therefore not considered to be a sustainable or suitable location for a Gypsy and Traveller site for the following reasons:

- The limited local facilities available;
- The limited provision of public transport;
- Does not constitute making *"all lawful endeavours"* to remove the current occupiers of the site in accordance with the legal undertaking at the site and therefore is undeliverable;
- Vehicular access to the site is considered inadequate in terms of road widths and visibility;
- The settlement does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- The proposed development would impact upon the setting of Llangan Conservation Area;
- The settlement does not maximise opportunities for community development and social welfare due to its size;
- The settlement does not foster social inclusion due to the isolated location of the settlement; and
- The settlement does not contribute to improvements in health due to the isolation from services and facilities.

2.64 Both the previous de-allocation of the site by the Council and the site's planning history confirm that the proposed allocation via MAC50 is not 'Sound' and the Council should identify an alternative site to meet the identified need.

2.65 In light of the above, the Vale of Glamorgan Council should seek an alternative site to meet the identified need for Gypsy & Traveller pitches within the Authority. Whilst the 2013 Gypsy & Traveller Site Assessment confirms that "several of the 36 sites investigated could physically accommodate the need of 18 Gypsy and Traveller pitches…these sites are constrained by ownership or management issues, have alternative or preferable uses or had been developed to provide community facilities", the Llangan site is considered inappropriate and unsustainable. It is therefore considered that in order to make the Plan 'Sound', the Council should seek to allocate an alternative site for the provision of the identified Gypsy & Traveller pitches.

2.66 Appendix 9 of the 2012 Representation (which is also appended to this Report at **Appendix 8**) assesses alternative Gypsy & Traveller sites and concludes that Land at

Hayes Road, Sully and Land West and South of South Road, Sully both comprise more suitable locations for a new Gypsy & Traveller site than Land at Llangan. Given that the Inspector has advised that Land at Hayes Road, Sully should be deleted as a proposed allocation due to flooding constraints, our client proposes that greater efforts should be made by the Council to deliver Land West and South of South Road, Sully as an alternative Gypsy & Traveller Site.

3 CONCLUSION

3.1 Based on the above, the proposed allocation of Land at Llangan for the provision of a Gypsy and Traveller site is not considered to be 'Sound' in that it clearly fails Tests of Soundness 1, 2 and 3 set out within the Welsh Government's Local Development Plan Manual (2nd Edition, August 2015). It is therefore considered that in order to make the Plan 'Sound', the Council should seek to allocate an alternative site for the provision of the identified Gypsy & Traveller pitches.

3.2 Llangan is not considered to be a sustainable location for a Gypsy and Traveller site and therefore does not comply with planning policy requirements, for the reasons set out in Section 2.0 and the accompanying Representations at **Appendix 1** and **Appendix 2**. Paragraph 4.4.3 of PPW identifies a set of criteria that planning policies and proposals should meet as set out in paragraph 2.4 above. The proposed allocation of Land at Llangan fails these criteria for the following reasons:

- The limited local facilities available;
- The limited provision of public transport;
- Does not constitute making *"all lawful endeavours"* to remove the current occupiers of the site in accordance with the legal undertaking at the site and therefore is undeliverable;
- The settlement of Llangan is not large enough to provide ancillary facilities required to support a sustainable development in accordance with Designing Gypsy and Travellers Sites Good Practice Guide;
- Vehicular access to the site is considered inadequate in terms of road widths and visibility;
- The settlement does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- The proposed development would impact upon the setting of Llangan Conservation Area;
- The settlement does not maximise opportunities for community development and social welfare due to its size;
- The settlement does not foster social inclusion due to the isolated location of the settlement; and
- The settlement does not contribute to improvements in health due to the isolation from services and facilities.

3.3 The Council's assessment of the site relies heavily on Fferm Goch but as set out in paragraph 2.15, it is not appropriate to use Fferm Goch to justify the suitability and sustainability of the site.

3.4 In conclusion, Policy MG 5 in its current form is considered to be 'Unsound' and therefore the proposed allocation of Land at Llangan should be deleted and replaced by an alternative site. Assessments of alternative sites are contained within **Appendix 7** of this Report and identifies a number of appropriate sites which we consider to be more suitable than Land at Llangan.

Appendix 1 Representation produced by Barton Willmore on behalf of Llangan Action (March 2012)

Vale of Glamorgan Deposit Local Development Plan

Representation on behalf of Llangan Action

MARCH 2012

Vale of Glamorgan Deposit Local Development Plan

Representation on behalf of Llangan Action

[redacted]

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1.0 Introduction

1.1 This Representation sets out objections to Policy MG 9 Gypsy and Traveller Site of the Vale of Glamorgan Deposit Local Development Plan. The policy states that:

'LAND IS ALLOCATED AT LLANGAN FOR THE PROVISION OF A GYPSY AND TRAVELLER SITE".

1.2 The supporting paragraph 7.41 to 7.43 state that:

„Sections 224 and 225 of the Housing Act 2004 require local authorities to assess the accommodation needs of Gypsy and Travellers within their area and that where there is an identified need sufficient site(s) should be allocated within the Council"s LDP to address that need.

In 2007 in partnership with Cardiff Council the Vale of Glamorgan Council commissioned Fordham Research to undertake a Local Housing Market Assessment to include a Gypsy and Traveller Accommodation Assessment (G&TAA) with the aim of quantifying the accommodation and housing related support needs of Gypsies and Travellers in terms of residential and transit sites as well as bricks and mortar accommodation.

The Study, which included direct consultation with the Gypsy and Traveller community, identified a need for the Council to provide 6 authorised pitches and 15 transit pitches for the Plan period.

The current Gypsy and Traveller site at Llangan is in the ownership of the Council and is considered to be suitable to accommodate the identified needs of both permanent and transit Gypsies and Travellers".

1.3 It is considered that the proposed allocation does not meet the test of Soundness as set out in the Local Development Plan Manual, June 2006. Therefore, in order to make the Vale of Glamorgan Local Development Plan „sound" in regards to Policy M9, an alternative sustainable site should be identified to provide Gypsy and Traveller accommodation over the LDP period in the Vale of Glamorgan.

1.4 The rest of this Representation sets out why the Policy is considered not to be „sound" under the three main headings of „Soundness", namely:

- Procedural
- Consistency
- Coherence and Effectiveness

1.5 In addition, drawing on the sites assessed in the Gypsy and Travellers Site Assessment, Background Paper, November 2011 alternative sites are identified with a Sustainability Assessment being completed on each site.

2.0 Procedural Tests

2.1 This section of the report sets out how Policy MG9 Gypsy and Travellers site does not meet the Procedural Tests set out in the Local Development Plan Manual (June 2006).

The Plan has been prepared in accordance with the Delivery Agreement including the Community Involvement Scheme (CIS).

2.2 Under paragraph 7.4.1 of the Delivery Agreement it is identified that the Council will as part of developing the LDP evidence base, the Council will engage with stakeholders to identify strategic locations and candidate sites for development. It is also stated that;

„The Council will provide stakeholders with assessment criteria to facilitate the identification of sites. A Sites Register will be complied by the Council and all proposed sites will be assessed to ascertain if they can contribute to the Development Strategy for the Plan and meet the requirements of the Sustainability Appraisal".

2.3 However, having reviewed the Candidate Site Register and the three addendums, it is clear that the site near Llangan was not submitted by the Council to be assessed through the candidate site assessment process for consideration. Therefore the site has not been subject to Candidate Site assessment like other proposed allocations in the LDP and this is not consistent with the requirements of the Delivery Agreement. It is also considered that if the site was assessed against the Candidate Site Assessment the site would have been ruled out at stage 1, not even progressing to stages 2 and 3.

2.4 Section 7.5 of the Delivery Agreement refers to the Pre-Deposit Consultation and identifies that the LPA will consult upon the Preferred Strategy and strategic locations for new development and accompanying SA Report.

2.5 However, having reviewed the Preferred Strategy, accompanying SA Report and associated evidence base it is clear that the Preferred Strategy made no reference to the potential need to identify a Gypsy and Travellers site in the Vale of Glamorgan with this being subject to the findings of an on-going study. Only one reference to the on-going study was made and no strategic policy was drafted to indicate that the Vale of Glamorgan LPA would cater for the identified needs of Gypsies and Travellers over the LDP period as required by legislation. On this basis the only opportunity that the local community have had to comment on the need for and provision of a Gypsy and Travellers site is at the current advanced stage of the LDP. This is also true for the Gypsy and Travellers community as well. This is not consistent with the Community Involvement Statement which identifies the need for the community to be involved from an early stage.

2.6 Paragraph 8.3.2 of the Delivery Agreement including CIS, Revised June 2011 states that:

„The Council will ensure that participation in the preparation of the LDP is:

- Open – provide real choices and ask how communities want to contribute.

- Inclusive – give all sections of the community a chance to express their views.
- Impartial – not leading people to give a preferred response.
- Informative – supported by clear, honest, and accessible information.
- Involving – engage those involved to relate to their lives.
- Understandable – use clear language.
- Appropriate – tailored to suit the participants.
- Strategic – take place in the wider context of consultation.
- Joined up – combined with other issues or other plans if appropriate.
- Resourced – that it is rigorous and reaches all interested parties.
- Professional – must be rigorous and robust to stand up to challenge.
- Timely – early enough to inform decisions, at a time when people can participate, with enough time to respond.
- Listened to – results must provide the Council with real information on which to base decisions.
- Reported – feed back results and how they have affected decisions".

2.7 The approach that the Council has taken to identifying a Gypsy and Travellers site near Llangan in terms of participation is not compliant with the Delivery Agreement. The involvement of the Gypsy and Travellers community has been very limited and is not considered to be inclusive. In this regard, only one group is identified to represent them, the UK Association of Gypsy Women (UKAGW). It is unclear how this group is representative of the whole Gypsy and Travellers community in the Vale of Glamorgan.

2.8 Whilst they were consulted as part of the Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation study, they have not been consulted upon particular sites. In this regard, the existing Gypsy Family at the Llangan site have confirmed that they have not been consulted by the Vale of Glamorgan LPA on the proposed allocation and do not agree with the proposed site.

2.9 The proposed allocation is not supported by clear and accessible information. There is no information available to support the proposed allocation, with the allocation being inconsistent with the findings of the Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation study. In this regard, the study was not available at the Preferred Strategy stage and no reference was made to the potential need for a site to be allocated in the Deposit Plan. Therefore the provision of information has not been in a timely fashion. Due to the findings of the study being ignored, the Gypsy and Travellers community have not been listened to and the wider community have not had an early opportunity to comment on the proposals.

2.10 Paragraph 9.2.21 of PPW states that:

„Local authorities are required to assess the accommodation needs of Gypsy families. It is therefore important that local planning authorities have policies for the provision of Gypsy sites in their development plans. In drawing up policies local planning authorities should consult providers of ***social housing, representatives of Gypsies and*** **Travellers and landowners in areas** *likely*

to be appropriate for Gypsy sites, in accordance with their Community Involvement Scheme".

2.11 There is no evidence available to demonstrate that the Council has consulted with the providers of social housing, representatives of Gypsies and Travellers and landowners in areas to identify potentially suitable sites which meet the identified requirements of Gypsies and Travellers in the area. In this regard, when assessing submitted candidate sites, there is not evidence that they were assessed for their suitability for a Gypsy and Travellers site.

2.12 Welsh Government Circular 30/2007," Planning for Gypsy and Traveller Caravan Sites" identifies that LPAs should work with the Gypsy and Traveller community encouraging them to put forward candidate sites and paragraph 19 states that:

„It is expected that at an early stage in the preparation of LDPs, local planning authorities will discuss Gypsies and Travellers' accommodation needs directly with the Gypsies and Travellers themselves."

2.13 As stated above there is no evidence of the Vale of Glamorgan LPA discussing the suitability of sites with the Gypsies and Travellers including the proposed site near Llangan.

2.15 The Good Practice Guide Designing Gypsy Traveller Sites in Wales, June 2009 identifies in paragraph 9.2.1 who should be consulted in refurbishing and developing new Gypsy and Traveller sites, including:

- The Gypsy and Traveller community and representative groups;
- Local residents and businesses;
- Education, health, social services departments and transport authorities;
- Relevant local agencies such as police or fire services;
- Neighbouring authorities within the expected catchment area;
- Planners;
- The Fire Officer;
- The Policy Architect;
- Site managers and maintenance officers; and
- Local Health Board

2.16 The Council has not consulted with local businesses or residents on the proposed allocation. The first indication that the site was being considered was in the Gypsy and Traveller Site Assessment Background Paper, November 2011, which was only made public when the Deposit LDP was published. Even within the background paper there is no evidence of the education, health, social services and the highways departments being consulted. In this regard the local school has confirmed that they have not been consulted upon the proposed allocation near Llangan. In addition, the emergency services have also confirmed they have not been consulted upon with regards to proposed allocation.

2.17 Based on the above, Policy MG9 is not considered to pass the test of soundness P1.

3.0 Consistency Tests

3.1 This section sets out the Policy MG 9 does not pass the tests of consistency.

Test C2: It has regard to national policy

3.2 Planning Policy Wales, February 2011, 4th Edition (PPW) sets out the land use planning policy context for Wales at a national level.

Sustainable Development

3.3 Paragraph 4.1.6 of PPW identifies that the planning system has a fundamental role in delivering sustainable development in Wales. It is stated that:

„In particular the planning system, through both development plans and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change".

3.4 Paragraph 4.4.2 identifies that planning policies and proposals should:

- *„Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;*
- *Locate developments so as to minimise the demand for travel, especially by private car;*
- *Support the need to tackle the causes of climate change by moving towards a low carbon economy;*
- *Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;*
- *Play an appropriate role to facilitate sustainable building standards;*
- *Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;*
- *Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;*
- *Help to ensure the conservation of the historic environment and cultural heritage*
- *Maximise the use of renewable resources;*
- *Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;*
- *Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;*

- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged;*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car;*
- *Promote quality, lasting, environmentally-sound and flexible employment opportunities;*
- *Support initiative and innovation and avoid placing unnecessary burdens on enterprises;*
- *Respect and encourage diversity in the local economy;*
- *Promote a greener economy and social enterprises; and*
- *Contribute to the protection and, where possible, the improvement of people"s health and well-being as a core component of sustainable development and responding to climate change".*

3.5 The proposed allocation of a Gypsy and Travellers site near Llangan, clearly does not constitute sustainable development because the proposed site:

- Is greenfield land in accordance with the definition of brownfield land set out in Figure 4.1 of PPW;
- Will not reduce the need to travel due to the limited local service provision in close proximity to the site;
- Holds very limited access to public transport facilities;
- Is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide;
- Is located within a Special Landscape Area and in close proximity to a Conservation Area;
- Does not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan (See Chapter 5 for further detail);
- Does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- Does not maximise opportunities for community development and social welfare;
- Does not foster social inclusion due to the isolated location of the site; and
- Does not contribute to improvements in health due to the isolation from services and facilities.

3.6 The assertion that the site does not constitute sustainable development is also supported by a number of planning applications and appeal decisions.

3.7 In this regard, it is unclear why the Council consider a site near Llangan to be a suitable, sustainable location given its previous stance on an application for the change of use to a gypsy caravan site for personal use of applicant and family adjacent to the settlement limits of Llangan (2002/00109/FUL). The Council refused the application on the grounds that the proposal involved unjustified development in the countryside which would detract from the rural character of the area, highway safety and minerals policy. A copy of the Planning Committee report is contained in Appendix 1.

3.8 This is further supported by a recent refusal of an application for the provision of 1 gypsy pitch together with the formation of additional hard standing and utility/day room ancillary to that use (2011/00710/FUL) where the application was refused on the grounds of sustainability. The officer"s report stated that:

„It is considered that the proposal represents an unacceptable, unsustainable and unjustified form of development on this countryside location that would result in the loss of good quality agricultural land and detract from the unspoilt, undeveloped nature of the surrounding rural landscape".

3.9 In this regard the proposed site is located in the open countryside to the north west of the village of Bonvilston and it is identified that the nearest services are over 1.5 km away which creates an unacceptable reliance on public transport to access services. The full committee report is attached in Appendix 2 for ease of reference.

3.10 The Council"s stance in relation to the above applications is supported by an Appeal decision (APP/N6845/A/11/2151750/WF) which relates to an application for Gypsy and Traveller accommodation on part of a field outside the village of Maiden Wells, Pembrokeshire. A copy of the Appeal decision is attached in Appendix 3. In paragraph 28 of the appeal decision the Inspector states that:

„Much has been made of the advice in the Circular that gypsy caravan sites are acceptable in principle in rural settings. However, it is clearly not intended that that should ne regardless of the planning merits of any particular site. In this case, I consider that factors in favour of granting planning permission to be clearly outweighed by the harm to the rural character and appearance of the area and the unsustainable nature of the development on balance, the proposal would be contrary to the aims of national and development plan policy".

3.11 In addition to the above, there is also an Affidavit which is signed by the Robert Quick (Chief Planning Officer of the Vale of Glamorgan) confirming that the Council strongly opposed a planning application on the site near Llangan (the proposed allocation site) for a Gypsy and Travellers site. The Affidavit *in* paragraph 4 states that:

„The former Vale of Glamorgan Borough Council had strongly objected to the planning application the subject of this application herein, on grounds that the proposal would intrude into the rural landscape and damage the amenity of the countryside; it considered the proposal to be contrary to the current Structure Plan and the draft Local Plan policies".

3.12 A copy of the Affidavit is contained in Appendix 4.

3.13 Paragraph 4.6.2 of PPW identifies that:

„Development plans need to provide a framework to stimulate, guide and manage change towards sustainability. They should secure a sustainable settlement pattern which meets the needs of the economy, the environment and health while respecting local diversity and protecting the character and cultural identity of communities."

3.14 Paragraph 4.6.7 of PPW also identifies that with regard to rural settlements development should be focused in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole.

3.15 The Background Paper – Sustainable Settlements Appraisal Review, November 2011 sets out how the Council has developed the settlement hierarchy in the Vale of Glamorgan. Within the Background Paper, Llangan is identified under the settlement category of „Hamlets and Rural Areas". Paragraph 6.9 of the Sustainable Settlements Appraisal Review Background Paper confirms that such settlements require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale. Paragraph 6.10 states that:

„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****."*

3.16 This is then confirmed in Chapter 5 of the Deposit LDP, were Hamlets and Rural Areas are not mentioned in terms of accommodating new development. Clearly, the provision of a Gypsy and Travellers site does constitute development and the proposed allocation near Llangan is not in keeping the settlement strategy set out in the Deposit LDP.

3.17 Llangan only scores 4 points, 2 of which relate to employment opportunities being located within 2km of the settlement. However, the level of provision of employment is very limited with the settlement of Fferm Goch only being home to 4 industrial units, with the occupiers of the units having confirmed that they have not employed any new staff in the last 9 years. Therefore Llangan"s score is considered to be artificially high.

3.18 Further, whilst in the Background Paper the Vale of Glamorgan LPA identifies „Acceptable Walking Distances" in Table 1 based on the Guidelines for Providing Journeys on Foot, The Institute of Highways and Transportation (2000) and Sustainable Settlements: A guide for Planners, Designers and Developers and Shaping Neighbourhoods, they then chose to ignore this information in allocating a Gypsy and Travellers Site under Policy MG 9 in the Deposit LDP. In this regard both Llangan and Fferm Goch score zero for public transport facilities. In allocating the Gypsy and Travellers Site near Llangan, the occupants of the site are being denied sustainable access to a wide range of facilities and service, including:

- Day-to-day shops and services
- Any Food and drinks outlets
- Medical facilities within 1km of the site
- A Library within 800m
- A Community Hall within 1km
- Regular Bus services
- Accessible Rail services
- Leisure and Recreation facilities
- A Main Settlement within 5km of the site

3.19 In the Gypsy and Travellers Site Assessment, Background Paper, November 2011 reference is made to the site being located in close proximity to Fferm Goch, which is identified as a Minor Settlement in the settlement hierarchy. However, as identified above, there are only 4 industrial units in Fferm Goch with the occupiers of the units having confirmed that they have not employed any new staff in the last 9 years. Despite this very limited provision of employment opportunities, the settlement scores the same on employment as Barry, Penarth, Llanwit Major and Cowbridge which clearly demonstrates the weaknesses in how the indicator has been assessed. Furthermore, the settlement only as a population of 98, which is the lowest of any settlement classified as a Minor Settlement and does not accord with paragraph 6.11 of the Background Paper that identifies that Hamlets and Rural Areas generally have a population of less than 100. The settlement is also considered to have a limited range of facilities compared to the other Minor Settlements, but scores highly due to the presence of a primary school. Overall the assessment of Fferm Goch is considered to be artificially high due to the employment indicator and the presence of a primary school with the other facilities and services available being very limited in scope. Based on the above, the Sustainable Settlement Analysis Background Paper confirms that the proposed allocation near Llangan is not sustainable.

Rural Sustainable Development

3.20 Paragraph 4.6.8 of PPW identifies that development in the countryside should be located within and adjoining those settlements where it can best be accommodated in terms of infrastructure, access and habitat and landscape conservation.

3.21 The proposed site is not located within or adjoining a settlement, with the nearest settlements being Llangan which is at least 150m away and Ffern Goch which is at 1 km away. The site is accessed via a narrow poorly maintained rural lane with no footpath or verge, not offering safe access to the village or school. Furthermore, as demonstrated above, these settlements do not provide the necessary infrastructure to create a sustainable development and public transport facilities are very limited.

3.22 With regards to habitat and landscape conservation, the proposed allocation sits within a Special Landscape Area (SLA) and whilst this does not prevent development it is necessary to demonstrate that any proposed development will

not impact negatively on the SLA. However, the assessment of the site within the Gypsy and Travellers Site Assessment, Background Paper incorrectly identifies that the site is not within a Special Landscape Area. In this regard, no assessment has been undertaken to confirm that the proposed development can be accommodated at the site without causing detrimental harm to the SLA. In addition, the assessment makes no reference to the site"s proximity to the Conservation Area of Llangan.

Housing

3.23 Chapter 9 of PPW deals with housing and paragraph 9.1.1 states that the objectives are to provide:

- *Homes that are in good condition, in safe neighbourhoods and sustainable communities; and*
- *Greater choice for people over the type of housing and the location they live in, recognising the needs for all, including those in need of affordable or special needs housing in both urban and rural areas.*

3.24 Paragraph 9.2.21 of PPW identifies that Local authorities are required to assess the accommodation needs of Gypsy families. The Vale of Glamorgan has carried out an assessment of the needs for Gypsies and Travellers. The Fordham Research study identifies that there is a strong feeling in the Gypsy and Travellers community that small sites on the edge of existing large communities are required to help facilitate access to health, education and welfare facilities. The Study also highlighted that isolated, rural sites restrict access to health, education and welfare facilities which need to be avoided.

3.25 In this regard, the Vale of Glamorgan has chosen to ignore the needs of the Gypsy and Travellers community by locating the site in an isolated location away from existing large communities. Furthermore, the study identified the need for 6 permanent and 15 transit pitches but the site at Llangan is not big enough to accommodate this number of pitches as set out in paragraph 3.29.

Rural Exception Sites

3.26 Paragraph 9.2.22 of PPW identifies that housing in rural areas must embody sustainability principles, benefiting the rural economy and local communities while maintaining and enhancing the environment. Paragraph 9.2.23 of PPW identifies that rural exception sites must meet all of the criteria against which a housing development would be judged and such sites should be within or adjoining existing settlements.

3.27 Paragraph 9.3.6 of PPW advises that new development in the countryside away from existing settlements require special justification. For example, they are essential to enable farm or forestry workers to live at or close to their place of work.

3.28 Paragraph 29 of Circular 30/2007 identifies that Rural exception site policies for Gypsies and Travellers should operate in the same way as rural exception sites policies for housing as set out in PPW and Technical Advice Note 2. Furthermore, it is stated that;

„In applying the Gypsy Traveller rural exception site policy, local planning authorities should consider in particular the needs of households who are either current residents or have an exiting family or employment connection."

3.29 The proposed allocation near Llangan for a Gypsy and Travellers site clearly does not meet the criteria to be considered a „rural exception sites", with the site being located in the open countryside and it not being a suitable site for open market housing.

WG Circular 30/2009 – Planning for Gypsy and Traveller Caravan

3.30 WG Circular 30/2009 – Planning for Gypsy and Traveller Caravan Sites (Circular 30/2009)paragraph 17 identifies that:

„Where there is an assessment of unmet need for Gypsy and Traveller accommodation in the area, local planning authorities should allocate sufficient sites in LDPs to ensure that the identified pitch requirements for residential and transit use can be met. Local planning authorities will need to demonstrate that sites are suitable, and that there is a realistic likelihood that the specific sites allocated in LDPs will be made available for that purpose".

3.31 The proposed allocation near Llangan is not considered to be large enough to meet the requirement identified for the Vale of Glamorgan. The Designing Gypsy and Travellers Sites Good Practice Guide identifies that a pitch should be a minimum of 500 sq m plus infrastructure and facilities. The current proposed allocation is only 7,400 sq m which equates to only 14 pitches when a clear need has been established for 21 pitches.

3.32 Furthermore, the current site access does not meet current standards required for emergency vehicles, with the access being 2.5 m rather than 3.7 m. This issue is not flagged up in the assessment of the site contained within the Gypsy and Travellers Site Assessment Background Paper.

3.33 Paragraph 19 of Circular 30/2009 sets out issues in terms of suitable sites and states that:

„Issues of site sustainability are important for the health and well being of Gypsy and Travellers not only in respect of environmental issues but also for the maintenance and support of family and social networks. It should not be considered only in terms of transport mode, pedestrian access, safety and distances from services. Such consideration may include:

- *opportunities for growth within family units;*
- *the promotion of peaceful and integrated co-existence between the site and the local community;*
- *the wider benefits of easier access to GP and other health services;*
- *access to utilities including waste recovery and disposal services;*
- *access for emergency vehicles;*
- *children attending school on a regular basis;*

- *also other educational issues such as space e.g. for touring or static play bus, homework club, teaching base for older children and adults;*
- *suitable safe play areas;*
- *contribute to a network of transit stops at intervals that reduce the need for long-distance travelling;*
- *possible environmental damage caused by unauthorised encampment;*
- *not locating sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans and;*
- *regard for areas designated as being of international or national importance for biodiversity and landscape."*

3.34 Furthermore, paragraph 20 of Circular 30/2009 identifies that in deciding where to provide for Gypsy and Traveller sites, local planning authorities should first consider locations in or near existing settlements with access to local services e.g. shops, doctors, schools, employment, leisure and recreation opportunities, churches and other religious establishments.

3.35 The Vale of Glamorgan has clearly not followed this approach designating a site that is located in the rural countryside of the Vale, with the site not even adjoining the boundary of a Minor Village. The Llangan Travellers Site Accessibility Assessment (March 2012) confirms the site is not accessible by means other than car. The full report is contained in Appendix 4. Other sites which are located within and adjoining settlements are available but they have been incorrectly discounted by the Vale of Glamorgan. Further detail on the sites and their suitability is set out in Chapter 4.

3.36 Paragraph 21 of Circular 30/2009 identifies that sites should be identified having regard to highways considerations. However, little regard has been paid to highway considerations. The current access on to the highway is substandard and no footpaths are available to ensure safe movement by pedestrians.

3.37 Paragraph 23 of Circular 30/2009 identifies a number of ways in which local planning authorities can identify specific sites and make land available:

- *„Local authorities have discretion to dispose of land for less than best consideration where it will help to secure the promotion or improvement of the economic, social or environmental well-being of the area, as set out in National Assembly for Wales Circular 41/03, "Local Government Act 1972: General Disposal Consent (Wales) 2003, Disposal of land in Wales by Authorities for less than Best Consideration".*
- *Authorities should also consider making full use of any registers of unused and under-used land owned by public bodies as an aid to identifying suitable locations. Vacant land or under-used local authority land may be appropriate.*
- *Authorities should also consider whether it might be appropriate to exercise their compulsory purchase powers to acquire an appropriate site.*
- *Co-operation between neighbouring authorities can provide more flexibility in identifying sites."*

3.38 It is considered that the Vale of Glamorgan LPA has not fully explored how it can help to deliver a Gypsy and Travellers site in the Vale of Glamorgan. In the

assessment of sites, they have automatically discounted sites which have higher value land use allocations/consents without considering using their power under Circular 41/03 and there is no evidence to demonstrate that they have consulted other public sector bodies about surplus assets or available sites including Social Registered Landlords.

3.39 Paragraph 26 of Circular 30/2009 states that Gypsy and Travellers sites:

„Should respect the scale of and not be so large as to dominate the nearest settled community serving them. They should also avoid placing an undue burden on the local infrastructure".

3.40 Clearly the proposed development will dominate the settlement of Llangan. The settlement currently consists of 98 residents in 35 dwellings. The infrastructure to the settlement is typical of a rural hamlet and the current infrastructure of the Gypsy Traveller site will require significant investment to be up-graded to the standard required to provide adequate utilities. No studies have been undertaken by the Council to demonstrate that the level of investment required is feasible. Therefore the Council has not demonstrated that the site is realistically going to be delivered within the plan period.

3.41 Based on the above, Policy MG 9 is not considered to be consistent with national policy and therefore fails Soundness Test C2. Further detail on this is set out in Section 4.

'Travelling to a Better Future' Gypsy and Traveller Framework for Action and Delivery Plan

3.42 The aim of „Travelling to a Better Future" is to realise our commitment to the Gypsy and Traveller community; to ensure equality of opportunity for Gypsies and Travellers in Wales and to think about new ways in which we can enable Gypsy and Traveller communities to access resources not always available to them by ensuring our services are flexible enough to respond to their needs.

3.43 The Framework then sets out a series of objectives to achieve the above, with Objective 5 being related to development plans. The objective states that:

„The Welsh Government will work with Local Authorities to deliver new sites in line with needs identified in local development plans."

3.44 It is also stated that:

„A LDP needs to be a "sound "document: meaning that it shows good judgement and can be trusted. To achieve a "sound" plan a LPA will gather economic, social and environmental information which provides the factual base for the plan. The results of the Gypsy and Traveller Accommodation Needs Assessment, carried out under the Housing Act 2004, are expected to provide key evidence to inform the preparation by individual LPAs of policies for caravan sites for Gypsies and Travellers in their LDP".

3.45 As set out in greater detail in Section 4, that whilst the Vale of Glamorgan LPA has produced an Assessment of the needs of Gypsies and Travellers within the area, they then chose to ignore the findings of the study when allocating the site near Llangan.

Consistency Test C3 - Wales Spatial Plan, Update 2008

3.46 Again the Wales Spatial Plan, Update 2008, promotes sustainable development and states that:

„Sustainable development is about improving wellbeing and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources. The Wales Spatial Plan aims to deliver sustainable development through its Area Strategies in the context of the Welsh Assembly Government"s statutory Sustainable Development Scheme. The Scheme is currently being revised to reflect the Assembly Government"s One Wales agenda".

3.47 The WSP identifies 5 key themes which are:

- Building sustainable communities
- Achieving sustainable accessibility
- Promoting a sustainable economy
- Valuing our environment
- Respecting distinctiveness

3.48 In terms of "Building Sustainable Communities" the WSP emphasises the need to focus development to settlements including the creation of jobs and delivering regeneration.

3.49 In "Promoting a Sustainable Economy" the WSP seeks to develop key settlements with vibrant economies, deliver new employment sites at sustainable locations, improve skills within Wales and provide appropriate infrastructure for employment development.

3.50 Within "Valuing Our Environment" the emphasis is to deal with climate change and protecting and enhancing the environment.

3.51 "Achieving Sustainable Accessibility" seeks to locate housing, employment and key services in close proximity to each other and areas accessible by modes of travel other than the private car.

3.52 Finally, "Respecting Distinctiveness" seeks to create flourishing communities, deliver high quality environment, buildings and spaces with a sense of identity and promote the Welsh Language.

3.53 The WSP divides Wales into a number of areas, with the Vale of Glamorgan being located within the South East Wales region – „Sustainable Capital Region". The WSP sets out a vision for the area and 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."

3.54 Again the key theme of the Wales Spatial Plan is achieving sustainable development through focusing new development in areas which have good access to key services and facilities. For the reasons set out in paragraph 3.2 – 3.43. Policy MG9 is not consistent with the objectives of the Wales Spatial Plan. Therefore it fails Soundness test Consistency C3 because the policy does not have due regard to the Wales Spatial Plan.

Consistency – C4 – Vale of Glamorgan Community Strategy

3.55 The Community Strategy „Planning and Working Together" provides a vision for how the Vale of Glamorgan will look in the future and how that vision can be achieved. The Vision states that:

„Our vision for the Vale is a place:

that is safe, clean and attractive, where individuals and communities have sustainable opportunities to improve their health, learning and skills, prosperity and well being, and where there is a strong sense of community in which local groups and individuals have the capacity and incentive to make an effective contribution to the future sustainability of the area."

3.56 The Community Strategy contains 10 priority outcomes as follows:

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

- Residents and visitors are safe and feel safe and the Vale of Glamorgan is recognised as a low crime area.
- Health inequalities are reduced and residents are able to access the necessary services, information and advice to improve their wellbeing and quality of life.

3.57 Due to the unsustainable location of the proposed Gypsy and Travellers site, the allocation does not meet the objectives of the Community Strategy with the site not promoting inclusion or accessibility to services and facilities including health and education facilities.

3.58 In conclusion, Policy MG 9 therefore fails Soundness Test C4 – It does not have regard to the relevant Community Strategy.

4.0 Coherence and Effectiveness

4.1 This section sets out how Policy MG 9 does not meet the Soundness Test of Coherence and Effectiveness.

Test CE1 – The plan sets out a coherent strategy from which its policies and allocations logically flow and where cross boundary issues are relevant, is not conflict with the development plans prepared by neighbouring authorities.

4.2 The LDP sets out a Vision and 10 key strategic objectives to deliver the Vision which set out the context of the LDP strategy. Policy MG 9 is assessed against each of the objectives to demonstrate that the proposed policy and associated allocation does not flow logically from the Strategy and the proposed allocation is actually at odds with the Strategy. This is further supported when the proposed allocation is assessed against Policy MD 12 Gypsy and Traveller Accommodation of the Deposit Plan. This analysis is also set out below.

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

4.3 The Gypsy and Travellers community within the Vale of Glamorgan has the same rights as other sections of the community. In this regard they require and should be provided with opportunities for living accommodation which provides adequate access to services, facilities and jobs. This is clearly not the case in terms of the proposed site near Llangan, with the village providing very limited services which is compounded by the fact that there are not frequent local bus services.

4.4 The proposed allocation near Llangan is not consistent with paragraph 4.5 of the LDP which identifies that the:

„The LDP will seek to ensure that the role and function of the towns and villages identified in the sustainable settlement hierarchy is maintained and enhanced by ensuring that new development is of a ***scale appropriate to its location****, supports the local economy and sustains and wherever possible improves local services and facilities".*

4.5 In regards to role and function of the settlement, the Sustainable Settlements Review Appraisal November 2011 Background Paper identifies that „Hamlets and Rural Areas" are not appropriate settlements for further development, therefore the proposed Gypsy and Travellers site is not of an appropriate scale for the settlement. As set out above, Llangan is a settlement of only approximately 98 residents living in 35 dwellings. The proposed site would have a significant impact on the setting and character of Llangan. In addition, Circular 09/2007 identifies that through the provision of Gypsy and Travellers sites unnecessary burden should not be placed upon existing infrastructure. Due to the scale of development proposed and the existing scale of Llangan this will inevitability happen as a result of the proposed development and it will not facilitate good

relations between the existing community and the Gypsy and Travellers community.

4.6 Therefore it is considered that Policy MG9 does not meet this Strategic Objective of the LDP.

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

4.7 A key thrust of this objective is locating development to minimise the need to travel. This is clearly not achieved by allocating land near Llangan under Policy MG 9 for a Gypsy and Travellers site due to the lack of local facilities, services and public transport provision. The nearest bus stop is over 800m away from the site along an unlit road without any footpath provision.

4.8 Therefore, it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

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

4.9 The LDP identifies that one of the main contributors to climate change is people"s propensity to travel by private car and the need to seek to increase the use of sustainable transport. It is identified that this can be achieved through concentrating new development within the South East Zone and the settlements identified within the sustainable settlement hierarchy which are, or can be, well served by public transport or by walking or cycling.

4.10 Llangan does not constitute such a settlement, with the nearest main service centre being located over 5km away. The un-sustainability of Llangan is confirmed by the analysis of the settlement with in the Sustainable Settlements Appraisal Review Background Paper and its identification as a „Hamlet and Rural Area" settlement and the Llangan Travellers Site Assessment (March 2012) which is contained in Appendix 5. This identifies that the site is not accessible by public transport and the site cannot be safely accessed by foot or bicycle.

4.11 Therefore, it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

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

4.12 The proposed site is located within a Special Landscape Area and whilst the Policy MG 21 „Special Landscape Areas" does not rule out development in such areas, it does identify that new development that detracts from the special qualities for which the Special Landscape Area have been designated will not be permitted. It is identified that all development proposals will need to be supported by a Landscape Impact Assessment consistent with the guidance set

out in the Council"s design in the Landscape SPG. The Council has not undertaken, even, an initial landscape assessment of the site to demonstrate that the proposed allocation accords with this policy requirement and therefore they have also not demonstrated the deliverability of the proposed allocation which is required by Soundness Test CE2. This is discussed further in Chapter 5.

4.13 The site is also located adjacent to a Conservation Area and within the Conservation Management Plan for the area there is specific requirement to protect the view from the edge of the Conservation Area over the proposed site. It is also identified that „it is important that new development on or adjacent to the Conservation Area either preserves or enhances the quality of the area". It is considered that the proposed site would not achieve this.

4.14 A copy of the Conservation Area Appraisal and Management Plan is attached in Appendix 6 for ease of reference.

4.15 Therefore it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

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

4.16 Paragraph 4.9 of the LDP identifies that appropriately and conveniently located community facilities are an important component of sustainable communities, reducing the need of people to travel and improving the quality of life.

4.17 The proposed allocation near Llangan is not appropriately or conveniently located in close proximity to community facilities, therefore it will not lead to the reduced need to travel by car or improve the Gypsy and Traveller"s quality of life. In this regard Circular 30/2007 advises that issues of site sustainability are important for the health and well being of travellers, and not only in terms of transport mode, pedestrian access and safety and distances from distances from services but for a range of issues including the wider benefits of ease of access to GP and their health services; children attending school etc. The proposed allocation does not achieve this.

4.18 Therefore, it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

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

4.19 N/A

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

4.20 Paragraph 4.12 of the LDP states that:

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

4.21 The provision of Gypsy and Travellers accommodation is included in new housing which is required to meet future needs in accordance with PPW and WG Circular 30/2007. Despite this, the Vale of Glamorgan LPA has chosen to locate the only Gypsy and Travellers site that they have identified in an unsustainable location which is confirmed by their own analysis of the settlement. The proposed allocation also does not meet the needs of the Gypsy and Travellers community because the site is too small to accommodate the identified need and it is not located in close proximity to a range of important services and facilities. It also does not meet the Gypsy and Travellers preference for sites as identified in the Fordham Report.

4.22 Therefore, it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

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

4.23 N/A

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

4.24 N/A

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

4.25 The proposed allocation is located on greenfield land in the open countryside which clearly does not make the most effective and efficient use of land in the Vale of Glamorgan. In this regard the proposed allocation does not accord with the spatial framework, development management policies, as well as policies for managing growth provided in the Deposit LDP.

4.26 Therefore, it is considered that Policy MG 9 does not meet this Strategic Objective of the LDP.

Policy MG 12 – Gypsy and Traveller Accommodation

4.27 Policy MD 12 of the Deposit LDP states that:

„Proposals for additional gypsy and traveller accommodation will be permitted providing that:

1. It is demonstrated that the accommodation requirements of the applicant cannot be met on the site allocated by Policy MG 9;
2. The site is well located for schools, medical facilities, shops and other local services and community facilities;
3. The size of the site and the number of pitches are appropriate to its location and accommodation needs of the applicant;
4. Adequate on site services for water supply, drainage, sewage, power and waste disposal are available or can be provided without causing any unacceptable environmental impact; and
5. The existing highway network is adequate to serve the site and a satisfactory means of access can be provided, including provision for parking, turning, servicing and emergency vehicles."

4.28 Setting aside point 1 above, when the proposed allocation near Llangan is assessed against the remaining criteria, the site would not be viewed favourably if an application was submitted for the site.

4.29 As set out in Chapter 3, the site is not located well to schools, medical facilities, shops and other local services and community facilities, with the unsuitably of such sites being demonstrated by the refusal of Planning Applications (2002/00109/FULL and 20011/00710/FULL). The development would not be of an appropriate scale given the lack of facilities and services, the site"s location within the open countryside, a Special Landscape Area and its proximity to a Conservation Area. No evidence has been produced by the Council to demonstrate that the site can be adequately serviced given the isolated, rural location of the site. Whilst services may exist, the additional capacity required to service the whole site would be significantly greater and no information is available that this capacity can be provided in the first instance and then whether this can be achieved in a manner that does not cause unacceptable environmental harm given the sensitive location of the site. In relation to point 5, the South Wales Fire Service whilst not being consulted by the Vale of Glamorgan LPA on the proposed allocation, have been consulted by the Llangan Action Group and its has been confirmed that the access is not adequate to meet the required specification. A copy of the correspondents is contained in Appendix 7.

4.30 Therefore in conclusion Policy MG 9 is considered to fail the Coherence and Effectiveness Test CE1.

CE2: The strategy, policies and allocations are realistic and appropriate having considered the relevant alternatives and are founded on a robust and credible evidence base

4.31 Policy MG 9 is not considered to be a realistic or appropriate policy having considered the alternatives available. Furthermore, the policy is not founded on a robust and credible evidence base.

4.32 A number of piece of evidence have been produced including the Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation, August 2008 and the Gypsy and Traveller Site Assessment, Background Paper (November 2011). The Sustainable Settlements Appraisal Review, Background Paper, November 2011 is also an important part of the evidence base upon which the Policy should be based but as set out in paragraphs 3.14 – 3.17 the findings of this study have be ignored when choosing the site near Llangan.

4.33 The Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation, August 2008 identifies the need for 6 permanent pitches and 15 transit pitches within the Vale of Glamorgan. The report also highlighted the needs of the Travelling Community themselves. Key points are highlighted below:

- The location of unauthorised encampments is often some distance away from the local settlement to avoid evictions. This leads to problems when the women need to access local services whilst the men are at work with the vehicles;
- No specific locations for a site are not mentioned. It was noted however that sites should be on the outskirts of towns to enable access by foot to local services such as shops, the launderette and health centres;
- Gypsies and Travellers interviewed tended to favour smaller sites and private single family sites;
- Access to health services was limited for those living on sites, with 46% of participants reporting access was an issue: this was mainly due to the sites poor location in terms of transport routes and a combination of literacy issues and a lack of cultural awareness;
- While the focus of the survey was on accommodation requirements, the questionnaire also collected information on access to services, including health and education. Research has found that poor accommodation can prevent access to services; and
- Participants living on local authority sites reported that the lack of local public transport provision in the area affected their ability to send their children to school, access health services and work opportunities, and limited their ability to attend training and education courses.

4.34 Whilst, the study clearly identifies the need for 6 permanent and 15 transit pitches, the Vale of Glamorgan LPA have allocated a site that is not of sufficient size to accommodate this requirement as set out in paragraph 3.30. In addition, in choosing the site near Llangan, the Council have clearly ignored the site requirements identified in the study. Therefore in this regard, whilst a credible evidence is available, the Vale of Glamorgan LPA has chosen to ignore the evidence base and allocate a site which is not consistent with the findings of the study.

4.35 The Gypsy and Traveller Site Assessment, Background Paper (November 2011) contains analysis on the assessment of potential Gypsy and Traveller sites. However, the assessment undertaken of sites seems to be inconsistent with the

general comments and assessments applied to ruling out other sites, also applying to the proposed allocation near Llangan. Despite this the site was not ruled out on these grounds. Examples are set out below which include:

- Land West of Port Road/ Pencoedtre Lane (ID 2) – site is located close to a number of sensitive uses
- Hayes Road Civic Amenities Site, Sully (ID 10) – site is outside any settlement boundary
- Land west and south of South Road, Sully (ID 11) – the site is outside the settlement boundary
- Woodland at South Road, Sully (ID 12) – outside settlement boundary
- Land south west of Llanblethian (ID 15) – Loss of good quality agricultural land, access issues and the isolation/ non sustainable location preclude any further consideration of this site for alternative use
- Land at Wick Road, Llanwit Major (ID18) – outside of settlement boundary
- Land north of Welsh St Donats, - rural location
- Land east of Duffryn House (ID30) – rural location. Limited access from country lanes.
- Land north east of Hensol – rural location
- BJ Skips, Penarth Road (ID45) – while the site is reasonably well located to services and facilities offered by both Cardiff and Penarth, the range and level of constraints that have been identified e.g. site layout and access, possible flooding, close proximity to the site to hazards and nature conservation designations
- Land at Port Road, Nurston (ID 46) – Nurston is a small hamlet and the impact of a Gypsy and Travellers site on such a small settlement could be substantial.
- Land at Aberthin Lane, Aberthin (ID47) – The site is elevated above the village of Aberthin and development for the proposed use would be highly visible and have a detrimental impact up in the Special Landscape Area as well as impacting on Aberthin Conservation Area
- Land at Port East Road, Barry (ID50) – the development of the site would have a detrimental impact on the visual qualities of the SLA.

4.36 It is unclear why these reasons have also not ruled out the proposed allocation near Llangan. In addition, the reasons for disregarding a number of the sites relate to so called „contractual issues", whilst others have been dismissed due to be in private ownership, including:

- Land west and south of South Road, Sully (ID 11);
- Rectory Farm, Llanmihangel (ID 19);
- Former Boys Village, West Abertham (ID25); and
- Land east of Wenvoe (ID 31).

4.37 In this regard just because a site is in private ownership, it should not rule out its ability to be delivered for a Gypsy and Travellers site. There is no available evidence to demonstrate that the Council has used all of its powers to bring forward a Gypsy and Travellers site in the Vale of Glamorgan in line with paragraph 23 of Circular 30/2007. In this context they have disregarded sites

because they have higher land value whilst the Council have the discretion to dispose of land for less than best value in line with Circular 41.03.

4.37 Furthermore, the assessment of the site near Llangan is also incorrect. The site falling within a Special Landscape Area as identified on the Deposit LDP proposals map. Furthermore, in the overall assessment no reference is made to the site being located in close proximity to the Conservation Area of Llangan. It is also not clear why the Countryside department was not consulted upon the site which clearly falls within the open countryside. A copy of an updated site assessment is contained in Appendix 8. In light of this we have also updated the Sustainability Appraisal of the site, this is also contained in Appendix 8.

4.38 The inconsistencies in the assessment as set out in the Gypsy and Travellers Background Paper, November 2011 demonstrate that Policy MG 9 is not founded on a robust and credible evidence base. The evidence actually demonstrates that the site is not realistic and appropriate having considered alternatives with no information being provided to demonstrate the deliverability of the allocation within the LDP period, as set out in paragraph 3.39.

4.39 Furthermore, the Policy is not realistic or appropriate having considered the alternatives. There are a number of suitable alternative sites as set out below:

A Land west of Port Road/ Pencoedtre Lane (ID 2)
B Land at Barry Waterfront (Multiple Areas) (ID 3)
C Atlantic Trading Estate (ID 9)
D Hayes Road Civic Amenities Site, Sully (ID 10)
E Land west and south of South Road, Sully (ID 11)
F Spider Camp, Hayes Lane, Barry (2597/CS2) (ID 49)
G Land at Hayes Wood, Barry (2396/CS3) (ID 51)

4.40 We have also completed a Sustainability Appraisal of each proposed site which have been sourced from the Background Paper. Picking on two of the possibly suitable sites, the table below summarise the Sustainability Appraisal undertaken on the sites which demonstrates that the other sites score much higher than the proposed allocation near Llangan. In terms of the proposed allocation of Llangan, the revised Sustainability Appraisal confirms that the site achieves an overall negative outcome on 10 of the objectives, whilst the impact on 4 of the other objectives is neutral. This clearly demonstrates that the proposed allocation at Llangan does not fulfil the objectives of the deposit LDP. However, the table also clearly demonstrates that the other sites summarised in the table score much higher. In terms of Hayes Road Civic Amenities Site, it is identified that the site produces 8 overall positive outcomes, with only one negative outcomes. In regards to the Land West and South of West Road, it is identified that the sites achieves 7 overall positives and only 2 produces to negative scores. This analysis clearly demonstrates that other sites are available which are not only sustainable but meet the identified needs of Gypsies and Travellers within the Vale of Glamorgan.

Sustainability Objective Aim	Hayes Road Civic Amenities Site	Land West and South of South Road	Llangan
1 To provide the opportunity for people to meet their housing needs	+	+	-
2 To maintain, promote and enhance the range of local facilities	+	+	-
3 To maintain and improve access for all.	+	+	-
4 Reduce the causes of deprivation	+	+	-
5 To maintain, protect and enhance community spirit	+/-	+/-	+/-
6 To minimise the causes and manage the effects of climate change	+	+	-
7 To minimise waste.	0	0	-
8 To use land effectively and efficiently	+	-	-
9 To protect and enhance the built and natural environment.	0	-	--
10 To provide a high quality environment within all new developments	+	+	0
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan"s culture and heritage	0	0	-
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	-
13 To provide for a diverse range of local job opportunities	-	0	0
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan"s town, district and local centres	0	0	0
15 To promote appropriate tourism.	0	0	0

4.41 The full Sustainability Assessments are contained in Appendix 9.

4.41 Therefore based on the above, Policy MG 9 is considered to fail Coherence and Effectiveness Test CE 2.

5.0 CONCLUSION

5.1 Based on the above, the proposed Policy MG 9 and the associated allocation near Llangan is not „Sound". The Policy clearly fails the following tests of soundness:

- P1
- C2
- C3
- C4
- CE1
- CE2

5.2 As set out in Chapter 2, Policy MG 9 has not been produced in accordance with the Delivery Agreement and Community Involvement Statement, with the evidence base not be frontloaded by the Local Plan Authority which has not allowed the process to be fair, transparent of inclusive.

5.3 A central theme of planning policy is achieving sustainable development and sustainable communities. The proposed allocation does not accord in any way with the principles of sustainable development as set out in national and local policy documents. The proposed allocation will clearly not contribute to delivering the following objectives of the Local Development Plan:

- Objective 1: To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all.
- Objective 2: To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change
- Objective 3: To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport.
- Objective 4: To protect and enhance the Vale of Glamorgan"s historic, built, and natural environment.
- Objective 5: To maintain, enhance and promote community facilities and services in the Vale of Glamorgan.
- Objective 7: To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs.
- Objective 10: To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources.

5.4 In addition, no credible evidence base is provided to demonstrate that the allocation can realistically be delivered in the plan period. No information is submitted to demonstrate:

- How the site can be appropriately developed within a Special Landscape Area;
- How the site can be adequately accessed; and
- How the site can be appropriately serviced.

5.5 In allocating the site, the Vale of Glamorgan LPA has relied on the fact that the site currently accommodates one Gypsy family illegally but this cannot be used as the evidence to demonstrate the deliverability of the rest of the site. No strategy is provided for demonstrating how the pitches will actually be delivered at the Site. The Council has clearly not used all of its powers in this area to bring forward a suitable site for Gypsies and Travellers in the Vale of Glamorgan but have relied upon the proposed site being in Council ownership.

5.6 Paragraph 4.4.2 of PPW identifies a set of criteria that planning policies and proposals should meet as set out in paragraph 3.4. The proposed allocation does not meet these criteria as set out below:

- Is greenfield land in accordance with the definition of brownfield land set out in Figure 4.1 of PPW;
- Will not reduce the need to travel due to the limited local service provision in close proximity to the site;
- Holds very limited access to public transport facilities;
- Is not large enough to provide ancillary facilities required to support a sustainable development;
- Is located within a Special Landscape Area and in close proximity to a Conservation Area;
- Does not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan (See Chapter 5 for further detail);
- Does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- Does not maximise opportunities for community development and social welfare;
- Does not foster social inclusion due to the isolated location of the site; and
- Does not contribute to improvements in health due to the isolation from services and facilities.

5.7 In conclusion Policy MG 9 is not considered to be „sound“ and should be amended by replacing the current proposed site with a sustainable alternative that meets the identified needs of Gypsies and Travellers in the Vale of Glamorgan. Possible alternatives are contained in Appendix 9.

Appendix 1

2002/00109/FUL Received on 31 January 2002

Mr. William Carroll, Oakfield Caravan Site, Lost Stone Lane, Llangan,
Vale of Glamorgan. CF35 3HR
Mr. B. Cox, Bobbetts Mackan, 17, Berkeley Square, Clifton, Bristol. BS8 1HB

Enclosure 9845, St. Marys Hill, Llangan

Change of use to gypsy caravan site for personal use of applicant and family and siting of one mobile home one caravan (touring) and one ancillary building

SITE DESCRIPTION

The site comprises a parcel of agricultural land, approximately 0.255 ha in size, located in the countryside adjacent to a classified highway.

DESCRIPTION OF DEVELOPMENT

This is an application for full planning permission for the change of use of the land to a gypsy caravan site for the personal use of the applicant and family. The proposed development will involve the siting of one mobile home, one touring caravan and one ancillary building.

PLANNING HISTORY

74/0949 – Dwelling. Refused 19th November, 1974.

77/0946 – Dwelling. Refused 9th May, 1978.

80/2323 – Residential development. Refused 16th December, 1980.

93/00161/FUL – Change of use of land to gypsy caravan park for two permanent caravans and two tourers. Refused 6th May, 1993. A subsequent appeal to the Welsh Office was dismissed on 15th September, 1993.

93/01021/FUL – Temporary change of use for siting and occupation of not more than four touring caravans for period of three years. Refused 11th January, 1994 on the following grounds:

1. In order to preserve the countryside, the Local Planning Authority considers that no additional development shall take place there other than is necessary for agriculture or forestry.

2. The proposal represents an intrusion into the rural landscape thereby damaging the amenity of the countryside in conflict with the policies of the Local Planning Authority and the County Structure Plan.

3. The proposal constitutes an undesirable intensification of ribbon type development along the Pentre Meyrick to Pencoed Road and approval of this proposal could give rise to further applications for residential development to the detriment of countryside amenities.

4. The application site, by virtue of its location within the approved buffer zone around Ruthin Quarry and adjoining protected reserves, is unsuitable for the development proposed, in that it would conflict with the approved minerals policies of the County Structure Plan and Local Quarry Plan.

5. Due to the proposed nature of the traffic generated by the development, the inadequate visibility to the north of the access point and the high traffic speeds on this road, it is considered the proposal will be detrimental to highway safety."

A subsequent appeal to the Welsh Office was dismissed on 2nd June, 1994. A copy of the Inspector's decision notice is attached at Appendix A.

Subsequent enforcement action was pursued against unauthorised works on the site including enforcement notice against unauthorised engineering and tipping operations issued 25th February, 1993 and enforcement notice against unauthorised use of land for residential caravans issued 4th June, 1993.

The applicant's agents also refer to a nearby site, located to the south-west of the current application site, which is currently occupied by the applicant on an unauthorised basis. The relevant planning history on that site is:

98/00106/FUL – Single family travellers site. Approved by the former South Glamorgan County Council under Regulation 3 of the Town and Country Planning General Regulations 1992 on 20th December, 1994. This decision was quashed following a judicial review and the application was then subsequently determined by the successor authority for refusal on 26th March, 1998 on the following grounds:

1. In order to preserve the countryside the Local Planning Authority considers that no additional development shall take place other than is justified for purposes of agriculture, forestry, appropriate recreational activities, mineral extraction or public utilities. No such justification exists in this case. Accordingly the development is considered contrary to policies EV3, H10 and H16 of the South Glamorgan Structure Plan Proposals for Alteration No. 1, and policies ENV4, HOUS4 and HOUS14 of the Vale of Glamorgan Local Plan Deposit Draft 1995 (as amended).

CONSULTATIONS

Llangan Community Council – "The Council objects to the application as it opposes further development within the rural countryside and can only be considered an unnecessary encroachment in the area."

Environment Agency - Were notified on 14th February, 2002.

Hyder – "Further to the above consultation we have the following comments on behalf of Dwr Cymru Welsh Water.

The proposed development would overload the existing public sewerage system. Improvements are planned which would enable a connection to be made in 1st April 2002. We consider any development prior to this date to be premature and therefore OBJECT to the proposals unless formal agreement is reached between the Planning Authority and Developer to prevent occupation prior to this date.

Foul water and surface water discharges must be drained separately from site.

If a connection is required to the public sewerage system, the developer is advised to contact the Network Development Consultants (DCWW sewerage agents) on Tel: 01443 331155.

No surface water shall be allowed to connect (either directly or indirectly) to the public sewerage system.

No land drainage run-off will be permitted to discharge to the public sewerage system.

Reason: To protect the integrity of the public sewerage system.

We hope the above is satisfactory, however should you require further assistance please contact us on our reference."

Director of Legal and Regulatory Services (Environmental Health) – No observations.

REPRESENTATIONS

The occupiers of neighbouring properties were notified on 14th February, 2002. In addition, a site notice was posted on 22nd February, 2002. Letters of objection have been received from the occupiers of 6 and 12 Fferm Goch, "Pen-y-Gaer", "Pedair Onnen", "Haulfryn", "Vale View" and 2, Heol Llidiard. In summary, the grounds of objection generally relate to highway safety, site within the Quarry Buffer Zone, and detrimental to the appearance of the area. Whilst all of the representations are available on file for Committee Members' inspection the letter from the occupier of "Haulfryn" is reproduced at Appendix 'B' as being generally indicative.

The applicant's agents Bobbetts Mackan have submitted a statement in support of the application. The statement consists of the following:

- A written submission in support of the application which refers to the history of Mr. Carroll and his family, particularly with reference to the family's occupation of a site at Lost Stone Lane, Llangan. The submission also refers to guidance on gypsy sites, referring to extracts from Circular 1/94 in formulating the case for approval of this application. The submission considers that the application site is suitable in planning terms, being located adjacent to a settlement and services. The statement also refers to the Human Rights Act and recent case law on the matter. The applicants agent in preparing the statement refers to the fact that to allow the family to regain possession of their own land will be beneficial to them. The use of a personal planning condition will amount to a permanent solution by allowing relocation from the Council's site at Lost Stone Lane. It is also contended that the use of the site would give greater security and also would make the family responsible for the provision of their own on-site requirements. Finally reference is made to the personal circumstances of the family, in terms of health and education. A copy of the written submission is appended at Appendix C.

- A schedule of photographs which show the location of the site and the applicants current site.

- Letters in support (10 no. in total) from a number of persons, all of which are available on file for the inspection of Members. However the letters from the occupier of 'Ambury', Cowbridge is reproduced (also at Appendix C) as an indication of the support expressed. Other letters are from residents from the locality at St. Mary's Hill, Treoes, Llangan and Pentre Meyrick. Also attached in Appendix C is the letter from the headteacher of Heronsbridge School.

- A formal written statement of Debora Harvey of the Children's Society and a survey carried out by that society dealing with issues relating to children's education and links between education and the occupation of established and lawful sites.

- A medical report by Dr. John C. Jemmett, a copy of which is also attached at Appendix C.

REPORT

Committee Members will note from the planning history that the applicant has submitted two previous applications in 1993 for the use of the same area of land as a gypsy caravan site, both of which were refused and subsequently dismissed on appeal to the Welsh Office.

The present application falls to be determined against the Council's current development plan policies for the area along with relevant central government guidance and all other material planning considerations. It will be noted from the following outline of the relevant policy position that there has been little material change in policy circumstances that would favour the proposal. If anything, it is considered that with the further progress made towards the formal adoption of the Council's Unitary Development Plan, then the policy objections to the proposal hold even greater weight.

The adopted development plan for the area is the South Glamorgan County Council Structure Plan Proposals for Alteration No. 1 1989. The following policies are considered relevant:

Policy EV3 states:

"Development outside built-up areas and areas identified for urban development will be restricted unless such development is essential in the interests of agriculture, forestry, mineral extraction (subject to mineral policies) or public utilities."

Policy H10 states:

"There shall be a presumption against the erection of dwellings in the open countryside, unless such development can be justified in the interests of agriculture and forestry."

Notwithstanding this Policy H16 does allow for "infill" housing within the village of Llangan, however, the application site is located outside of the village in a countryside location.

Policy H15 of the Structure Plan states:

"In accordance with the Caravan Sites Act 1968, sufficient caravan sites will be provided for all gypsies who normally reside in or resort to this County. This will be achieved by the development of permanent gypsy caravan sites in appropriate locations."

The most up-to-date policies are contained within the Vale of Glamorgan Unitary Development Plan Deposit Draft (as amended) 1998 which is adopted for development control purposes and has progressed beyond Public Inquiry stage. It therefore holds considerably more weight in the determination of the current application than was given to the draft Local Plans by the Welsh Office Inspectors at the time of the earlier appeal decisions.

Policy ENV1 states:

"Development in the countryside will not be permitted unless it is essential for one or more of the following uses:

(i) Agriculture, forestry, minerals, waste management, utilities or infrastructure;

(ii) Appropriate recreational use;

(iii) The conversion of existing rural buildings under Policy ENV7;

(iv) The diversification of farmsteads under Policy EMP8."

Policy HOUS3 relates to dwellings in the countryside and states:

"The erection of dwellings in the countryside and within those rural villages not identified in Policy HOUS2 and HOUS8 will not be permitted unless such developments can be justified in the interests of agriculture or forestry."

Policy HOUS15 relates more specifically to the use of land for gypsy caravans and states:

"Proposals for the use of land for the siting of residential caravans occupied by gypsies will only be permitted if all of the following criteria are met:

(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 or recreational uses."

Finally, in policy terms, it is noted that the site is located within the Buffer Zone defined around Ruthin Quarry established under Policy MIN 6 which states:

"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, unless it can be demonstrated that mineral working would not reasonably affect sensitive development."

Although Ruthin Quarry is not working at present it could resume operations at any time until 2042 subject to updated working conditions being approved.

Central government guidance is contained within Welsh Office Circular 2/94 which it is noted, was the relevant guidance at the time of the Welsh Office Inspector's determination of the appeal decision on the earlier 1993 application. In addition reference to the accommodation needs of gypsy families is made within paragraph 9.2.17 of Planning Policy Wales March 2002. This states that it

is important that local planning authorities have policies for the provision of gypsy sites in their Unitary Development Plans. "In drawing up policies local planning authorities should consult with providers of social housing, representatives of gypsies and travellers and landowners in areas likely to be appropriate for gypsy sites." This advice has been followed by the Council and was undertaken in the preparation of the Unitary Development Plan.

In this regard representations made through the Unitary Development Plan process sought to ensure the provision of a designated traveller site within the Council's area. The provision for such a site was rejected by the Inspector, on the basis that there was no evidence of need. It should be noted however that the question of need that was considered by the Inspector was a general one, and not specific in respect of the applicant's own or personal need.

In addition, Policy HOUS15 reflects the advice contained in Welsh Office Circular 2/94 which states:

"As with any other planning application, proposals for gypsy sites should continue to be determined solely in relation to land use factors. Whilst gypsy sites might be acceptable in some rural locations, the granting of permission must be consistent with agricultural, archaeological, countryside, environmental, and Green Belt policies ...The aim should always be to secure provision appropriate to gypsies accommodation needs while protecting amenity."

In highway terms, the highway objections to the proposal that were raised on the 1993 applications are maintained. The site gains its vehicular access onto a classified road with a visibility requirement of 2.4m x 215m. The required visibility cannot be achieved to the north due to the topography of the road. A highway objection is therefore raised on the grounds of highway safety to protect users of the highway.

In determining the last appeal in June 1994 it is noted that the Welsh Office Inspector considered the main issues to be whether or not the use of the land for residential caravans would be acceptable in the light of local and national policy objections due to the visual impact on the character and appearance of the locality and the likely effect of turning traffic movements on the safety, convenience and free-flow of traffic along the classified road. The fact that the applicant was a gypsy seeking private accommodation was also given due weight. It is considered that these issues remain the primary ones to be considered and due weight is also given to the personal circumstances of the applicant and his family.

On the first issue the site lies in the countryside beyond the reasonable limits of Llangan village. Contrary to the applicant's agents statement that the site is "infill" this is clearly not the case as it does not represent development of a small gap in an otherwise built-up frontage. The proposal therefore does not meet criterion (vi) of Policy HOUS 15 as it is not considered a suitable site for small-scale residential development. It is a proposal which would adversely affect the undeveloped rural character of the area contrary to the above quoted policies which aim to protect the countryside from inappropriate development for its own sake. The applicant has submitted no justification with the application which would meet with any of the criteria outlined in the above policies. In addition, it is

noted that the site is also unsuitable for residential development in relation to the minerals objectives contained within Policy MIN 6 and there is, therefore, a minerals objection to the proposal.

On the issue of highways it is considered that if there has been any change since the appeal decision in 1994, then this would be an increase in the usage of the road. The road provides links from the M4 motorway to the north and Cowbridge, the Llandow Industrial Estate and Llantwit Major, all of which have seen additional development since 1993. It is noted that the Inspector in his appeal decision in 1994 concluded that the "type and scale of turning movements, coupled with the sub-standard visibility, would unduly detract from the safety, convenience and free-flow of traffic along the Pencoed - Pentre Meyrick Class III road and place the site occupants at undue risk."

Thus the application fails to meet criterion (iii) of Policy HOUS15 as it does not have a safe vehicular access.

The applicant's agents have prepared a supporting statement which has been submitted with the application. In that statement they refer to the problems the applicant has experienced on the site he currently occupies and the fact that no other sites are available. Whilst the situation in respect of the current occupied site is noted the application has been assessed on its planning merits taking into account all material considerations and planning merits of the current application and the particular site.

The supporting statement also refers to "revised thinking on gypsy sites" and quotes guidance Circular 1/94 (Welsh Office Circular 2/94). The agents claim that the Local Plan has not properly addressed the issues of gypsy site provision and at paragraph 5 indicate that travellers have not been consulted on the preparation of the Local Plan. It is noted however that gypsy representatives were consulted on the preparation of the Unitary Development Plan which has now progressed beyond the Public Inquiry stage.

Finally, it is noted that the applicant's agents refer to the Human Rights Act 1998, in particular Articles 8 and 14 which refer to a right to respect for private and family life and discrimination. The statement outlines the personal circumstances of the family including the health and educational needs of the children in particular, the special educational needs of the child Kalip. It is noted that the personal circumstances of the applicant and his family were given full consideration at the time of the 1994 appeal. Whilst the Human Rights Act itself was not enacted, nevertheless, the principles that are now enshrined in that law were considered by the Inspector, who concluded that the personal circumstances and "the inevitable element of hardship" did not outweigh the sound planning reasons for refusal based on the provision of the development plan.

Notwithstanding the above summary of the previous consideration of these material factors, this application has been assessed with full consideration having been given to the written submissions that accompanied the application.

Thus it is considered that the proposal is contrary to adopted and emerging development plan policies and central government guidance. The proposal fails

on a number of criteria, in particular the impact on the rural countryside, highway safety and minerals policy. Thus in considering also the applicant's Human Rights it is determined that the balance of considerations is weighed more heavily in favour of protecting the countryside and the applicant's own safety and wellbeing in terms of the highways and minerals issues. In conclusion, the following recommendation is made.

02700

RECOMMENDATION (W.R.)

REFUSE

1. In the opinion of the Local Planning Authority the proposal represents unjustified development in the countryside which would detract from the undeveloped rural character of the area, contrary to Policies EV3, H10 and H16 of the South Glamorgan Structure Plan Proposals for Alteration No. 1 1989and Policies ENV1 and HOUS3 of the Vale of Glamorgan UnitaryDevelopment Plan Deposit Draft (as amended) 1998.

2. In the opinion of the Local Planning Authority the site is not suitable for small-scale residential use, being within the countryside and a Minerals Buffer Zone, and has an unsafe vehicular access, contrary to Policies HOUS15 and MIN6 of the Vale of Glamorgan Unitary Development Plan Deposit Draft (as amended) 1998.

Appendix 2

2011/00710/FUL Received on 19 July 2011

Mr.T. Price c/o Agent,
Green Planning Solutions LLP, Unit D Lunesdale, Upton Magna Business Park, Upton Magna, Shrewsbury, Shropshire, SY4 4TT

The Stables, Redway Road, Bonvilston

The use of land for the stationing of caravans for residential purposes for 1 no gypsy pitch together with the formation of additional hard standing and utility/dayroom ancillary to that use.

SITE AND CONTEXT

The application site comprises an area of land of approximately 0.1ha, which includes part of an agricultural field parcel and an existing driveway access that currently serves a single storey stable block. The existing stable block sits immediately to the south and east of the development site and lies within the applicant's ownership.

The site is located on the southern side of Redway Road in open countryside to the north west of the village of Bonvilston. The nearest property is Crossways, an existing dwellinghouse, which is located over 100m to the north.

The site is accessed via an existing field gate entrance directly onto Redway Road, which is a single track lane for much of its length. The site is surrounded by a network of public rights of way, including a public footpath to the south and another that runs past the site along Redway Road.

DESCRIPTION OF DEVELOPMENT

This is an application for full planning permission for the use of the land for the stationing of caravans for residential purposes for 1 No. gypsy pitch. The proposal will provide for an area of hard-standing to the north of the existing stable block. This is shown on the submitted plans to accommodate a mobile home, a touring caravan, and a single storey utility / day room. The proposed pitched roof building will measure 6.5m x 3.414m, to a ridge height of 3.9m, and will accommodate a kitchen, bathroom and day room. The external finishes will be render with an interlocking clay tile roof.

The hard-standing area will be enclosed by new hedgerow and tree planting. Beyond this to the north a new package treatment plant and soakaway are proposed.

Vehicular access will be via the existing hard core driveway and field gate entrance onto Redway Road. The area will provide for suitable turning and parking for a minimum of 2 No. vehicles of less than 3.5 tonnes.

The application is accompanied by a Design and Access Statement.

PLANNING HISTORY

90/00105/OUT : Residential property. Refused 1 May 1990 on the grounds that the proposal represented an intrusion into the rural landscape thereby damaging the amenity of the countryside in conflict with the policies of the Local Planning Authority and the County Structure Plan.

05/01964/FUL : Retrospective application to retain existing stable block and access track. Approved 24 March 2006 subject to a condition that the stable block and yard shall not be used for commercial purposes and the internal layout of the stables and associated hay and feedstore shall not be altered without the prior consent of the Local Planning Authority.

CONSULTATIONS

St. Nicholas and Bonvilston Community Council comment:

"The Community Council wish to make the following observations and recommendations:

- The proposal constitutes residential development in the open countryside. Development on agricultural land outside village settlement.
- Inability to control unauthorized expansion onto adjoining land.
- 'Communal washing/cooking' facilities would attract casual travellers.
- Use of site for other trading activities.
- Inability to control and monitor existence of hygienic conditions.
- Increased heavy traffic on a narrow restricted country road.
- Possibility of anti-social activities.
- There are numerous genuine environmental issues causing grave concern to local residents which need to be addressed and NOT disregarded.
- The Community Council considers the application totally unacceptable and recommend REFUSAL."

Welsh St. Donats Community Council comment:

"Following representations from a resident and Bonvilston Community Council the Welsh St Donats Community Council have met to discuss the application and have the following comments:

- The application is confusing, misleading and inaccurate. How many caravan pitches are proposed and does the applicant, who does not appear to be nomadic, intend to reside at the site. This is not clear in the proposal.

- The application is in conflict with the Vale of Glamorgan Councils policies and criteria for provision of traveller sites.

- While the Community Council understands that there could be an obligation to provide a suitable traveller site in the future, it does not consider this site to be appropriate due to its location size and access.

- The Council recommends planning permission should be denied."

Pendoylan Community Council comment:

"The proposal is contrary to policy for development in the rural vale. Approval would set a precedent. The Community Council are aware that the Vale of Glamorgan Council is currently exploring a number of options to meet the needs of the travelling community and this site is not one of them. The local infrastructure will struggle to support the travelling community with local roads already experiencing problems. The issue is not only volume but size of vehicles on a single track lane. There is also the issue of health and education provision.

The agent for the development, Green Planning Solutions, advises gypsies on how to contest efforts to evict them as a breach of their human rights. They appear to have no appreciation for the quality of living in the country. The proposal provides more space than will be required for one caravan. The risk of deterioration of the visual amenity of the area is also great.

Pendoylan Community Council share the general opinion that this application is declined."

Environment Agency Wales has no formal comment to make on this lower risk development proposal and have provided their generic advice notes only.

Dwr Cymru / Welsh Water were notified on 25 July 2011. No comments have been received to date.

The Director of Legal, Public Protection and Housing Services (Environmental Health – Pollution) has no comment to make regarding the application.

The Director of Legal, Public Protection and Housing Services (Environmental Health- Private Sector Housing) has no objections but note that to comply with the Caravan Site and Control of Development Act 1960 the applicant will require a site licence authorising the use of the land as a caravan site. Conditions will be imposed as part of the site licence and these will be based on model standards. The main conditions will relate to the scale, design and layout of the site, provision of facilities such as wc/showers, fire fighting equipment, waste and the maintenance of the site.

Housing Services - Strategy & Supporting People Manager comment:

"I can confirm that the Housing Department is supportive of the application as there are currently no permanent and transit pitches in the Vale of Glamorgan for travellers, despite there being an identified need for both.

We are aware that work is also currently being undertaken by the Planning Department to identify suitable options for a site as part of the Local Development Plan process.

For your information, the need for both permanent and transit pitches was identified as Section 87 of the Local Government Act 2003 requires local authorities to produce Local Housing Strategies (LHS) and to submit them to the Welsh Government. Each LHS must consider the accommodation needs of Gypsies and Travellers in order to comply with the statutory requirement under s.225 of the Housing Act 2004.

Against this policy background, Fordham Research were commissioned by Officers of the Vale of Glamorgan Council's Housing and Planning Departments in partnership with their respective Officers in Cardiff Council in October 2007 to undertake a Gypsy and Travellers Accommodation Assessment (G&TAA) following the completion of the joint Local Housing Market Assessment commissioned in 2006 (updated 2010).

The aim of the study was to quantify the accommodation and housing related support needs of Gypsies and Travellers. This is in terms of residential and transit sites and bricks and mortar accommodation.

The G & TAA report concluded that there is the following estimated need in the Authority.

Estimate of Need in Vale of Glamorgan 2008 to 2018

Type	Additional Units per annum	Total Additional Units over the 10 Year period
Authorised pitches	0.6	6
Unauthorised pitches	0	0
Transit pitches (Where Gypsies and Travellers may legally stop in the course of travelling)	1.5	15
Housing	0.1	1

The Council's Highway Development Team comment:

"In order to provide comments in respect of this application I should be grateful if you would ask the applicant to clarify the following:

1. Drawing No. 10 373 PRIC11 Proposed Site Layout indicates a 'Proposed mobile home' and a 'Proposed touring caravan'.

    a. Is the 'mobile home' intended to be what I know as a 'static caravan' of the type one sees at a caravan park? If so, what 'berth' is it to be?

b. Is the touring caravan only to be stored on the site and used exclusively by the residents of the mobile home, or is it to be beneficially occupied on site by the applicant or possibly third parties?

2 Despite the location of the site and the nature of the application, Vehicle Parking [No. 11 in the application document] says that there is zero existing or proposed parking spaces on site. Please ask the applicant whether this is correct and if so how he intends to occupy the mobile home and use the touring caravan without the benefit of motorised transport."

REPRESENTATIONS

The occupiers of neighbouring properties were notified on 25 July 2011. In addition a number of site notices were posted in the area on the 2 and 25 August 2011. To date the Council has received over 50 No. representations. These include 26 No. individual objection letters/emails from the occupiers of Crossways, 3 and 43 Village Farm, Old Farm, Greenway Cottage, The Old Barn, Parc Newydd, The Barn Greenway Farm, Great Barn, Cwrt Newydd, Trevithyn House, Ty Groes Farm, Maerdy Newydd Barn, Plwcca Dafydd, Lilypot Farm, The Annexe Ty Groes Farm, 4 and 6 Tair Onen, and 9 Heol St. Cattwg and Corrwg, in Pendoylan.

A further 23 No. residents have signed and added objections to a standard letter, including occupiers from 4 Church Row, 4, 9, 10, 22 and 52 Heol St. Cattwg, Springfield House, and Little Orchard, Pendoylan; Rhos Colwyn, Heol Mynydd, Coetref, Ty Tal y Fan, Great House Court, Iwan Mead, Woodlands, The Cedars, The Wallage, and Crosslands, Welsh St Donats; 1 and 7 Maes y Felin, Llandow; and 1, 2 and 3 Heol Ty Mawr.

There have also been 4 No. anonymous / unsigned representations, three opposing the application and one in support from a resident of Pendoylan.

In addition Councillor Traherne has submitted representations indicating that the application is unacceptable and should be refused.

Whilst all of the representations are available on file for Committee Members to view in full, copies of a few of the letters are reproduced at Appendix A as being generally indicative of the points raised. In summary the objections raised include:

- Increase in traffic generation and problems with vehicle movements along a poor single track lane.
- Impact on visual amenity of the site being out of keeping with the rural character of this countryside location.
- Loss of and impact on agriculture in the area.
- Lack of services in the area including council care for occupiers and additional impact on local services, including schools.

- Piecemeal residential development contrary to policy.
- Queries over numbers of residents, parking and possible expansion.
- Potential for expansion of business use, with problems already encountered from applicant's existing horses.
- Noise nuisance.
- Fear of crime.
- Social problems.
- Devaluation of property.
- No demand for gypsy sites in the area.
- The applicant lives in the area and does not have a 'nomadic habit of life'.
- Unfair to allow preferential treatment for a gypsy application with previous refusals for residential on the site.

REPORT

Planning Policies

The Development Plan for the area comprises the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011, which was formally adopted by the Council on 18 April 2005, and within which the following policies are of relevance:

ENV1 – DEVELOPMENT IN THE COUNTRYSIDE

ENV2 – AGRICULTURAL LAND

ENV27- DESIGN OF NEW DEVELOPMENTS

HOUS14 – GYPSY CARAVANS

Strategic Policies 1 and 2 – The Environment, and 8 – Transportation

Supplementary Planning Guidance (SPG) including Design in the Landscape and Sustainable Development.

National guidance is contained within Planning Policy Wales Edition 4, February 2011, TAN12 – Design and Circular 30/2007 Planning for Gypsy and Traveller Caravan Sites.

Issues

In assessing the proposal against the above policies and guidance it is considered that one of the principal issues in the determination of this application is the acceptability of this particular site with regard to both the applicants and the wider need for traveller sites in the Vale of Glamorgan. Beyond the principle of the proposed development there is the consideration of more specific issues including the visual impact, highway safety and neighbouring amenity.

The Principle of and Justification for Traveller Accommodation on the Site

Planning Policy Wales places considerable emphasis upon the need to strictly control new housing in the open countryside, away from existing settlements, and upon the need for development to embody sustainability principles. Such guidance is reflected in the Council's own currently adopted Unitary Development Plan policies.

The application site is located within the open countryside over a kilometre from the nearest village of Bonvilston. The proposal is for the stationing of caravans for a gypsy pitch, which, with the positioning of the mobile home, and the permanent utility building and hard-stand, amounts to a new form of residential development in the countryside. Such development is normally contrary Policies ENV1 and HOUS3 of the Unitary Development Plan, insofar as it cannot be justified in the interests of agriculture or forestry (or other criterion) as is the case with the current application, in that no such justification has been submitted.

Moreover, the development of the site cannot be described, in any way, as limited infilling or rounding off, given the isolated location of the site with no other surrounding or nearby development. It would thus constitute an unacceptable form of sporadic residential development in the open countryside, contrary to the advice within Section 9 of Planning Policy Wales (PPW). However, paragraph 9.2.21 of PPW notes that local authorities are required to assess the accommodation needs of Gypsy families. It is therefore important that local planning authorities have policies for the provision of gypsy sites in their development plans. In line with this Policy HOUS14 of the Council's currently adopted development plan provides an objective, criterion-based assessment against which planning applications for the siting of caravans to be occupied by gypsies can be assessed. This Policy was drawn up following consultation with local Gypsy interest groups, namely Cardiff Gypsy Sites Group; National Romany Rights; Romany Institute; and the Society of Travelling People.

The policy text advises that proposals for the use of land for the siting of residential caravans occupied by gypsies will only be permitted if all of the following criteria are met:

(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; and

(v) Adequate community and utility services exist and are reasonably accessible or can be readily and economically provided.

Notwithstanding the above, the Council must also have due regard to the more up-to-date guidance contained in the Welsh Assembly Government Circular 30/2007 Planning for Gypsy and Traveller Caravan Site. Paragraphs 36 to 41 of the Circular give guidance on planning applications and clarifies that their determination shall be made in accordance with the development plan unless material considerations indicate otherwise. Other considerations for Gypsy and Traveller site applications are identified as usually including the impact on the surrounding area, the existing level of provision and need for sites in the area, the availability (or lack of) alternative accommodation for the applicants and their specific personal circumstances.

a) Need for Traveller Sites

In terms of the general need for traveller sites in the Vale it is noted that in 2008 a survey was conducted by Fordham Research Group on behalf of the Vale of Glamorgan and Cardiff Local Authorities into Gypsy and Traveller Accommodation throughout both authorities. The report was produced in response to the Housing Act 2004 which requires local authorities to consider Gypsies and Travellers accommodation needs in their local housing strategies. In terms of need on a national scale the report notes that the Welsh Assembly Government (WAG) caravan count illustrates that Cardiff has by far the largest Gypsy and Traveller caravan count in South West Wales region and the Vale of Glamorgan has one of the smallest. It is recognised that the Vale of Glamorgan has no authorised permanent residential or transit pitches, whilst Cardiff has two authorised sites which are owned and managed by the Council.

As part of this application the Council's Housing Section were consulted and identified from the Fordham Report that there are currently no authorised permanent residential or transit pitches in the area and there is an identified need for 6 permanent and 15 transit pitches to 2018. The Council is currently in the process of identifying need and suitable sites through the emerging Local Development Plan process in full accordance with the advice in Circular 30/2007. The current proposal could contribute to the identified need, and whilst no supporting information has been submitted with the application in respect of the future occupiers of the site, or any possible personal circumstances that may be material to the consideration of the application, nevertheless, it has been assumed that they will be classified as Gypsies and Travellers as defined by WAG Circular 30/2007. Thus whilst accepting a need for such development there remains consideration as to whether this particular site is a suitable location for use as a traveller site.

b) Location

In terms of the rural location of the site it is noted that Circular 30/2007 advice at para. 26 makes it clear that there should not be an in principle objection to rural sites. Notwithstanding this, para. 19 notes that issues of site sustainability are important for the health and well being of travellers, and not only in terms of transport mode, pedestrian access and safety and distances from services but for a range of issues including the wider benefits of ease of access to GP and other health services; children attending school; etc. Indeed it is noted that this is a point that has been raised in a number of the objections.

It is considered that the site is proposed unsustainable, not only in terms of the reliance on private transport but also in respect of the occupiers of the site accessing services in the community, including education and health. Day to day local services would have to be accessed via a single track country lane to the nearest local facilities approximately 1.5km away.

In addition to issues of sustainability it is noted that the site is identified as having an agricultural land classification of Grade 2. Policy ENV2 of the UDP notes that the best and most versatile agricultural land will be protected from irreversible development, save where overriding need can be demonstrated. Non agricultural land or land of a lower quality should be used when development is proposed. It is noted that no such supporting need has been submitted to justify why this particular site is appropriate to meet the demand for Gypsy and Traveller sites in the Vale. Moreover the type of use proposed combined with the area of hardstanding to be provided, indicates that if permission were granted its unlikely the land would ever be returned to agricultural use.

Thus it is considered that the use of this particular site for a gypsy pitch represents unsustainable development and the permanent loss of good quality agricultural land.

Character and Appearance

As already noted the site lies outside any designated residential settlement boundary and for the purpose of planning policy is within the countryside. The site itself does not have any special landscape or other such designation. Although no plans or elevations of the individual caravan units have been provided, the submitted DAS notes that the proposed caravans will conform to the definitions within Section 29 (1) of the Caravan Sites and Control of Development Act 1960 and Section 13 (1) of the Caravan Sites Act 1968. The DAS also advises that the site layout has been determined to best meet the applicant's requirements and has been designed with reference to the standards defined in 'Model Standards 2008 for Caravan Sites - Caravan Sites and Control of Development Act 1960 – Section 5 and Good Practice Guide in Designing Gypsy Traveller Sites in Wales.' As regards the landscaping of the site, the submitted plans indicate that the proposed hard-stand area will be enclosed by new hedgerow and tree planting.

In their submissions, the applicant's agent states that the proposal "contains numerous measures that will be taken in order to minimise any resultant visual impact. Existing hedgerows, bunds and areas of substantial vegetation will be retained and augmented wherever possible and no existing trees will be affected by the proposals. Additional native hedgerow and tree planting is indicated on the plan to supplement what exists on the site and where any hedgerow is removed this will be replaced with new native species planting. The materials and overall form of the utility / day-room building are appropriate to a countryside location with features typical of the tradition of agricultural buildings of this scale in the countryside."

Despite this it is considered that the proposed use of the site would introduce new structures (including the permanent utility building and hard-standing), domestic activities and a pattern of land-use, which would add to the evidence of residential occupation in the area. The site would be visible not only from Crossways and the public highways but more clearly visible from the public footpath to the south. Although the guidance in Circular 30/2007 is noted, the impact on the surrounding area remains a key consideration in assessing the acceptability of traveller sites (para. 36 refers). Thus it is concluded that the urbanisation of the site would detract from the unspoilt, undeveloped character of the surrounding rural landscape.

Highway Safety

Criterion (iii) of Policy HOUS12 requires that the proposal has a safe vehicular access. It is noted that the Council's Highway Engineer has requested further details in respect of likely numbers on the site in relation to parking and traffic generation, but despite this, there is no specific objection raised in relation to the existing visibility at the site entrance.

21 so highway would have no issue

It is noted that a large number of the objections raised relate to the inadequacy of the existing Redway Road for additional traffic and particularly the movement of caravans. However the number of caravans indicated in the submission and the area of hard-standing proposed means that the use of the site will be low level, which must be compared with the potential for the movement of agricultural machinery to and from the site. Thus in the absence of any objections from the Council's Highway Authority it is considered that a refusal on highway grounds could not be sustained. Nevertheless, given the objections raised elsewhere in this report, the above conclusion in respect of highway issues are not considered to overcome the objections to the proposal on other land use policy grounds.

Amenities of Neighbouring Occupiers

Whilst objections have been received from a wide area including Bonvilston, Welsh St. Donats and Pendoylan, there are representations from neighbours closer to the site, including the nearest residents at Crossways to the north.

In addition to the objections raised in relation to the matters addressed above, it is noted that there are concerns relating to fear of crime, social problems, and the devaluation of property. These are not considered to be valid planning objections when considering the acceptability of the application. Other issues such as the likelihood of a business use or the expansion of the applicant's current activities in respect of horses and damage to property outside the site, are also not relevant to the current application. Another concern has been raised over potential noise. Apart from the general noise from the residents of the site which should be no more of a nuisance than other residential properties in the vicinity, there is the potential for noise from generators likely to be associated with the caravan use. This, however, is considered to be a matter which could be overcome by condition requiring the siting and details of any such generator – if indeed such a generator would be required - to be subject to further approval, including any required acoustic mitigation to ensure it would have no adverse impact on the amenity of the nearest residential properties.

These are valid

Thus it is concluded that there are no reasonable grounds to object in terms of the potential impact on neighbouring amenity as a result of the proposed use.

Other Considerations

Circular 30/2007 identifies that 'other considerations' for Gypsy and Traveller site applications usually include the existing level of provision and need for sites in the area, the availability (or lack of) alternative accommodation for the applicants and their specific personal circumstances.

The Circular also explains that the provisions of the European Convention on Human Rights should be considered as an integral part of local authorities' decision making, including its approach to the question of what are material considerations in planning cases. Accordingly, consideration must be given to the consequence of refusal of this application on the rights of the applicant and those concerned, including local residents, and whether it is necessary and proportionate in the circumstances.

As already noted no supporting information has been submitted with the application in relation to any relevant personal circumstances, and as such the application has been considered on the basis of a one off private site for the general provision of accommodation for Gypsy and Travellers.

In respect of human rights, the right under Article 8 is qualified by necessary interference by a public authority to protect certain interests including economic well-being, which it has been established includes protection of the environment. Accordingly, it is maintained that, in determining the planning application, full consideration has been given to the implications for the Human Rights of the Gypsy and Traveller community. Policy HOUS14 of the UDP allows an assessment of proposals for gypsy sites against objective criterion aimed at ensuring only sites which do not cause demonstrable and unacceptable harm to matters of acknowledged importance are allowed. In addition the Council is pursuing policies through the emerging Local Development Plan that will seek the provision of suitable Gypsy and Traveller sites. Thus in considering the issue of Human Rights, which are not unqualified or absolute rights, it is maintained that a balanced and proportionate judgement has been reached, which weighs more heavily in favour of ensuring sustainable development and the protection of agricultural land and the setting of the countryside.

In view of the above the following recommendation is made.

CONCLUSION

The decision to recommend refusal of planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011.

Having regard to Policies ENV1 - Development in the Countryside; ENV2 - Agricultural Land; ENV27 - Design of New Developments; HOUS14 - Gypsy Caravans; and Strategic Policies 1 and 2-The Environment, and 8-Transportation of the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011; Supplementary Planning Guidance on Design in the Landscape and Sustainable Development; and national guidance contained in Planning Policy Wales, TAN12-Design and Circular 30/2007 Planning for Gypsy and Traveller Caravan Sites, it is considered that the proposal represents an unacceptable, unsustainable and unjustified form of development in this countryside location that would result in the loss of good quality agricultural land and detract from the unspoilt, undeveloped nature of the surrounding rural landscape.

17/2010 x 3

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Adeilad y Goron Parc Cathays Caerdydd CF10 3NQ	Crown Buildings Cathays Park Cardiff CF10 3NQ	Ffon/tel: Ffacs/fax: e-bost/e-mail:	029 2082 3889 029 2082 5150 wales@pins.gsi.gov.uk

Sian Husband Pembrokeshire County Council County Hall Haverfordwest SA61 1TP	Eich Cyf / Your Ref	10/0310/PA
	Ein Cyf / Our Ref	APP/N6845/A/11/2151750/WF
	Dyddiad / Date	20 September 2011

Dear Mrs Husband

Town and Country Planning Act 1990
Appeal by Mr M Jones
Site at Land off Clay Lane, Maiden Wells

Amgaeaf benderfyniad yr Arolygydd ar yr apêl uchod.

I enclose the Inspector's decision on the above appeal

Yn gywir

Yours faithfully

Rhys Rigby

Rhys Rigby
Cofrestrfa - Registry

Rydyn yn Croesawu Gohebiaeth yn Gymraeg a Saesneg
We Welcome Communications in English and Welsh

Pembrokeshire County Council

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Penderfyniad ar yr Apêl

Ymchwiliad a agorwyd ar 16/08/11
Ymweliad â safle a wnaed ar 17/08/11

gan Clive Nield BSc (Hons) CEng MICE MCIWEM C.WEM

Appeal Decision

Inquiry opened on 16/08/11
Site visit made on 17/08/11

by Clive Nield BSc (Hons) CEng MICE MCIWEM C.WEM

Arolygydd a benodir gan Weinidogion Cymru / an Inspector appointed by the Welsh Ministers

Dyddiad: 20/09/11 **Date: 20/09/11**

Appeal Ref: APP/N6845/A/11/2151750
Site address: Land off Clay Lane, Maiden Wells, Pembrokeshire

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Matthew Jones against the decision of Pembrokeshire County Council.
- The application Ref 10/0310/PA, dated 16 June 2010, was refused by notice dated 22 October 2010.
- The development proposed is use of the land for the stationing of caravans for residential purposes together with the formation of hard standing and a utility/dayroom ancillary to that use.
- The inquiry sat for 2 days on 16 & 17 August 2011.

Decision

1. The appeal is dismissed.

Procedural and Background Matters

2. The appeal site is part of a field just outside the village and, although not featured in the Council's reasons for refusal, the effect on the character and appearance of the area is an issue raised in representations received from many local residents. This is an important matter, and some 2½ weeks before the public inquiry I forewarned the Appellant's agent and invited him to make further representations on it. An additional Landscape Statement was presented at the public inquiry. The Council also put forward additional verbal evidence on this issue.

3. Although the description of development does not make it clear, the intention is that the site be used as gypsy accommodation, and the Appellant, Mr Jones, and his wife are Romany gypsies. Although the Council's first reason for refusal was that insufficient evidence had been provided to prove gypsy status, this is no longer in dispute.

4. At the inquiry an application for costs was made by Mr Matthew Jones against Pembrokeshire County Council. This application is the subject of a separate Decision.

Main Issues

5. The main issues in this case are: whether or not an adequate and safe vehicular access can be provided; whether or not the proposal meets policy aims for sustainable

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development; the effects of the development on the character and appearance of the area; the availability and need for accommodation for gypsies and travellers in the County, and the weight to be attributed to this; and the personal circumstances of Mr Jones and his wife in respect of their need for accommodation.

Reasons

Safety of Access

6. Whilst one of the Council's reasons for refusal was in connection with visibility at the site access, it is now agreed that visibility would be acceptable. The Council adds a reservation that the speed of traffic on the new road layout, currently under construction, will initially be uncertain until a 50 mph speed limit is introduced early in 2012. However, with or without that speed limit I consider the visibility to provide an acceptable level of highway safety, which would comply with the aims of development plan policy.

Sustainability

7. The only reason for refusal now sustained by the Council is that of sustainability. Maidenwells is a small hamlet with little in the way of community facilities. It comprises some 50 houses, a community hall and place of worship and only benefits from an irregular bus service. There is no footway to connect the appeal site to the village, and the nearest bus stop is some 465 metres away. A wider range of community facilities is available in Pembroke about 3 km away. Although a somewhat simplistic approach to the assessment of sustainability, these factors provide a useful platform for the wider assessment of sustainability advised by WAG Circular 30/2007, Planning for Gypsy and Traveller Caravan Sites.

8. The Circular advises that sustainability assessment for gypsy and traveller caravan sites should place less emphasis on reducing the need for travel by private car and should take into account a wider range of matters such as: opportunities for family growth and the support of family and social networks; peaceful and integrated co-existence with the local community; access to GPs and other health services; and regular school attendance. In this case, the proposed development would certainly allow opportunities for family growth but would be poorly located for family and social networks and for access to health facilities and schools. The site would not be integrated physically with the village, and the concerted opposition expressed by a considerable number of local residents and their elected representatives gives little confidence of a peaceful and integrated co-existence with the local community.

9. I will address the personal circumstances of Mr Jones and his wife later. However, in terms of general sustainability, including the wider appreciation defined in the Circular, the appeal site scores poorly. I conclude that the proposed development would conflict with national policy for the promotion of sustainable development.

Character and Appearance of Area

10. At the application stage the Council did not take issue with the effects of the proposed development on the character and appearance of the area. The Delegated Decision Report concluded that, subject to suitable landscaping measures, there would be no adverse landscape impact. However, many local residents have expressed concerns about these effects, especially as the site is located in open countryside outside the village.

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11. The immediate area does not benefit from any particular designation and is of typical Pembrokeshire rural character with fields of varying size, hedgerows (including earth banks), and scattered communities and individual properties. The appeal site is a strip of land along the eastern side of the field, remote from the village. In order to minimise the visibility of the caravans and amenity building from the road it would be proposed to locate them in the north-east corner of the field (i.e. at the back of the field) and linked to the site entrance by a long stone track. Mr Jones would screen the site by introducing earth banks and hedgerows along the front and side boundaries and additional landscaping measures around the site entrance and next to the caravans. For safety reasons the entrance gate would be set back from the road with a length of tarmacadam surfacing in front of it.

12. Mr Jones argues that it is common to see fields divided in this way in Pembrokeshire, that the only public views into the site are from the road past it, and that the proposed landscaping measures and natural topography of the land would provide effective screening. To some extent these assertions are correct. However, the site can be viewed from a much wider area than the road immediately in front of it, and the landscaping measures would only partly mitigate the visual impact of the development.

13. The introduction of a caravan site into this open countryside location would change the character of the area. The caravans and brick amenity block, together with inevitable external domestic paraphernalia and additional comings and goings of a domestic nature would change the character of the site from part of an agricultural field to a residential property. The formal site entrance with tarmacadam surfacing would emphasise this change in character. In addition, the introduction of the additional hedges, earth banks and trees would indicate a more intensive of use of the land, and it would be several years before they became fully effective as visual screens.

14. The site is isolated from the village and has no relationship to it. As such, the development would appear as an incongruous feature in the open countryside and would cause substantial harm to the character and appearance of the area. It would conflict with development plan and national policy to safeguard the countryside both for its own sake and for the setting it provides for the settlements in it. I am aware that WAG Circular 30/2007 advises that *"Rural settings, where not subject to specific planning or other constraints, are acceptable in principle"*. However, this does not override the need to assess the suitability of each individual site.

15. There is nothing remarkable about this particular site; indeed, Mr Jones says he picked it purely because it was available for him to buy. He did not consult the Council on its planning merits before he bought the field, as advised as good practice in the Circular. It is noteworthy that the Circular also advises Councils *"In deciding where to provide for Gypsy and Traveller sites, local planning authorities should first consider locations in or near existing settlements with access to local services"* and that *"they are entitled to refuse applications in locations that do not comply with planning policies, especially where the authority has complied with this guidance and proceeded properly to ensure needs identified by accommodation assessments are met"*. While the Council has made only partial progress towards the latter, there is a clear indication that each site should be assessed in terms of general planning policies. My conclusion is that the proposal would cause substantial harm to the character and appearance of this rural area contrary to the aims of relevant development plan and national policies.

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Availability and Need for Gypsy Accommodation

16. The Circular makes it clear that Councils are expected to assess the availability and need for accommodation for gypsies and travellers in the County and should make adequate provision to meet that need in the development plan. It further makes it clear that the extent to which Councils have achieved this is a material consideration in the determination of any planning application.

17. The current adopted development plan, the Joint Unitary Development Plan for Pembrokeshire 2000-2016, was adopted in 2006 at a time when the Council understood overall provision for gypsy caravan sites exceeded demand and would be sufficient to meet any additional needs over the plan period. The relevant policy, Policy 54 Gypsy Caravans, is a criteria-based policy which is now out of step with the more recent Government Circular. The Circular advocates the allocation of specific areas of land in future development plans, and the emerging Pembrokeshire Local Development Plan (LDP) shows an intention to follow that guidance.

18. The Council has carried out a Gypsy Traveller Accommodation Needs Assessment (GTAA), dated August 2010, which identified a need for an additional 33 pitches over the period 2011 - 2016. The deposit draft LDP, issued for consultation in January 2011, allocated land to accommodate this need by extending 3 existing gypsy caravan sites. Pembrokeshire County Council already makes provision for more gypsy caravan accommodation than any other County in Wales, largely by the provision of Council owned sites. However, at present these are full and have waiting lists.

19. The Council says it is preparing to make an application for grant funding for these site extensions and that the timetable for adoption of the emerging LDP is some 1½-2 years. Thus it seems the timetable for these extensions is likely to be of the order of 2-3 years. In the mean time there is a significant unmet need for accommodation. The Appellant further argues that the Council's 2010 Needs Assessment has serious shortcomings and underestimates the need by between 5-15 pitches. Whilst it does not accept the detailed figures, the Council has acknowledged that the need has been underestimated. Thus, it is common ground between the main parties that there is a significant unmet need for additional accommodation in the County and that there are currently no alternative available sites.

20. The Appellant also argues that, as the 2010 Needs Assessment underestimates the number of additional pitches needed over the next 5 years, there is no realistic likelihood of sufficient land being identified by the Council in the immediate future to meet the real need to 2016. I do not accept that argument. Whilst the 2010 Needs Assessment is clearly inadequate, the emerging LDP has yet to be subject to detailed scrutiny, and there is no reason to doubt that the shortcomings of the 2010 Needs Assessment will be identified and corrected. If the recent LDP consultation process has not brought this to the Council's attention, then this appeal certainly has, and I have no reason to believe the Council will not act on it.

21. The main matter at dispute in regard to the lack of alternative pitch provision is the weight to be attributed to it. The implications of a lack of adequate provision for gypsy accommodation are illustrated by the current circumstances experienced by some of the gypsies in Pembrokeshire. Some extended families are doubling up on pitches on the Council's gypsy sites; some, like the Appellant, are living on land outside those sites where there is no authorised pitch; some are believed to be living in houses, though would prefer to revert to their traditional way of life; some (though no particular evidence has been put forward to confirm this) may be living more transient

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lives without any fixed base; and some young adults are continuing to live with their parents even though they want to set up home separately.

22. The consequence of these circumstances are overcrowding, lack of security and stress, and it is likely to be at least 2-3 years before the Council makes increased provision for the additional accommodation needed. In view of this situation I attribute considerable weight to the lack of alternative pitch provision and the clear unmet need for additional gypsy accommodation. The Appellant has brought to my attention a number of previous appeal decisions and legal judgements, and my conclusions are consistent with these precedents, so far as they relate to similar circumstances.

Personal Circumstances

23. Finally, I turn to the personal circumstances of Mr Jones and his wife. They are both Romany gypsies and at present they occupy an area of waste land just outside the Council's Castle Quarry site. It is reported they want to start a family but are deterred by the lack of security on their present site. The appeal site would provide a stable home with reasonable access to health and education services.

24. On the other hand, the Council says Mr Jones lives on a "tolerated pitch" next to the Castle Quarry site and that there is no intention of taking enforcement action against him. In fact, it is reported that the Council appreciates how well Mr Jones maintains the land. The land in question is the same land on which the Council plans to extend the Castle Quarry site, and it is likely Mr Jones will be allocated one of the new pitches when they are established.

25. Whilst it is not disputed that Mr Jones and his wife are officially classed as "homeless", in reality Mr Jones has lived on his unauthorised Castle Quarry plot for the past 5 years. His wife has lived with her family at the Castle Quarry site all her life until she married Mr Jones in April 2010 and joined him on his unauthorised plot. Whilst they do not enjoy the long-term security that the appeal site would offer, I do not consider their personal circumstances to be unusual for people of their age. Many comparable young people of the settled population face similar challenges. I conclude that the personal circumstances of Mr Jones and his wife warrant limited weight.

Overall Conclusion

26. I have concluded above that, although the site access would provide an acceptable level of visibility, the proposed development would be poorly located in terms of sustainability (including the wider definition specified in WAG Circular 30/2007) and would cause substantial harm to the rural character and appearance of the area. In these respects it would conflict with national and development plan policy. Balanced against these factors are the undisputed unmet need for additional gypsy accommodation in the County, the lack of available, affordable, acceptable and suitable land to meet that need in advance of the Council's planned additional provision in 2-3 years time, and the Appellant's personal circumstances.

27. Although it is submitted that the appeal site represents the best chance of a secure home for Mr Jones and his wife for several years, Mr Jones says he purchased this particular field purely because it was the only land available to him to buy at the time. The land is not remarkable in any way, and much of the land in Pembrokeshire might be considered similar. Whilst not going so far as to describe it as a random selection, if planning permission were granted on this land it could set a precedent for similar applications almost anywhere throughout the County, albeit a precedent applicable only to the gypsy population, which is relatively small.

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28. Much has been made of the advice in the Circular that gypsy caravan sites are acceptable in principle in rural settings. However, it is clearly not intended that that should be regardless of the planning merits of any particular site. In this case. I consider the factors in favour of granting planning permission to be clearly outweighed by the harm to the rural character and appearance of the area and the unsustainable nature of the development. On balance, the proposal would be contrary to the aims of national and development plan policy.

29. I have also considered the possibility of granting temporary permission and of using planning conditions to make the proposal acceptable, for example a condition making the permission personal to Mr Jones. As the Council is likely to make additional gypsy accommodation available in the near future, a temporary permission, say for 3 years, would bridge the gap. In that case any harm to the character and appearance of the area would be for a limited time only.

30. However, the proposal includes a permanent amenity block of substantial construction and various other elements involving significant capital outlay, such as the lengthy stone drive and area of hardstanding, the tarmacadam and gated entrance, the extensive earth banks and landscaping measures, and provisions for foul and surface water drainage and treatment. It would not be reasonable to grant temporary planning permission that would require these measures to be removed after just a few years. Furthermore, in such a short time the benefits of the landscaping measures would barely be appreciated, and the harm to the character and appearance of the area would be acute. On balance, my conclusion is that the benefits of a temporary permission would still be clearly outweighed by the harm caused.

31. As for a personal permission, I have concluded above that the personal circumstances of Mr Jones and his wife carry limited weight. Accordingly, they have little effect on the balance of arguments and the use of a personal condition would not make the development acceptable.

32. For the reasons given above I conclude that the appeal as a whole should be dismissed.

33. Submissions were made relating to Article 8 of the European Convention on Human Rights, and I recognise that dismissal of the appeal would interfere with the home and family life of Mr Jones and his wife. However, this must be weighed against the wider public interest. For the reasons given above, I have found that this proposal would be harmful to the rural character and appearance of the area and contrary to policies to safeguard the open countryside, and I am satisfied that this legitimate aim can only be adequately safeguarded by the refusal of permission. On balance, I consider that the dismissal of the appeal would not have a disproportionate effect on Mr Jones and his wife.

34. In my determination of the appeal I have also had regard to the status of Mr Jones and his wife as Romany gypsies, a recognised distinct racial group covered by the Race Relations Act 1976, now replaced by the Equality Act 2010.

Clive Nield

Inspector

Pembrokeshire County Council

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Ms Claire Incledon of Counsel	Principal Advocate, Pembrokeshire CC. Instructed by Council Solicitor.
She called:	
Mr Martin Allen, BSc, MSc	Senior Planning Officer, Pembrokeshire CC.

FOR THE APPELLANT:

Mr Matthew Green, BA	Agent - Partner, Green Planning Solutions LLP.
He gave evidence and called:	
Mr Matthew Jones	Appellant.

INTERESTED PERSONS:

Cllr John Allen-Mirehouse	Councillor for neighbouring ward.
Cllr Rosalie Lilwall	Ward Councillor.
Mr Harold Clarke	Local resident.
Mr Stuart Lewis	Local resident.
Mr Roland Rogers	Local resident.

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ADDITIONAL DOCUMENTS RECEIVED AT INQUIRY

1.1-1.2	Copies of Letters of Notification of appeal and inquiry.
2.1-2.2	Signed Statements of Common Ground on: highway matters; and other matters.
3	Signed Witness Statement of Mr Jones.
4	Landscape Statement submitted on behalf of Mr Jones.
5	Draft conditions suggested by Council.
6	Closing Submissions on behalf of Council.
7	(Summary) Closing Submissions on behalf of Appellant.
8	Costs Application on behalf of Appellant.

PLANS

A1-A4 Application Plans reproduced at A4 size.

Pembrokeshire County Council

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Penderfyniad ar gostau

Ymchwiliad a agorwyd ar 16/08/11
Ymweliad â safle a wnaed ar 17/08/11

gan Clive Nield BSc (Hons) CEng MICE MCIWEM C.WEM

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 20/09/11

Costs Decision

Inquiry opened on 16/08/11
Site visit made on 17/08/11

by Clive Nield BSc (Hons) CEng MICE MCIWEM C.WEM

an Inspector appointed by the Welsh Ministers

Date: 20/09/11

Costs application in relation to Appeal Ref: APP/N6845/A/11/2151750
Site address: Land off Clay Lane, Malden Wells, Pembrokeshire

The Welsh Ministers have transferred the authority to decide this application for costs to me as the appointed Inspector.

- The application is made under the Town and Country Planning Act 1990, sections 78, 320 and Schedule 6, and the Local Government Act 1972, section 250(5).
- The application is made by Mr Matthew Jones for either a full or a partial award of costs against Pembrokeshire County Council.
- The inquiry was in connection with an appeal against the refusal of planning permission for use of the land for the stationing of caravans for residential purposes together with the formation of hardstanding and a utility/dayroom ancillary to that use.
- The inquiry sat for 2 days on 16 and 17 August 2011.

Decision

1. The application for an award of costs is allowed in part in the terms set out below.

Submissions for Mr Matthew Jones

2. The costs application was submitted in writing at the inquiry. The following additional points were made orally. In paragraph 1 the application should refer to partial award of costs in relation to each of the 3 reasons for refusal. Paragraph 6 should be supplemented by adding that the Council also failed to consider national policy in WAG Circular 30/2007, Planning for Gypsy and Traveller Caravan Sites, in regard to the definition of sustainability. Paragraph 7 should be supplemented by adding reference to paragraph 8 of Annex 3 of Circular 23/93 (Welsh Office), Awards of Costs Incurred in Planning and Other (including Compulsory Purchase Order) Proceedings.

3. An additional paragraph 10a should be added saying that the Council also failed to consider the possibility of granting a temporary permission. At the inquiry it was accepted by the Council that transitional arrangements came into play as the criteria in paragraph 13 of Circular 30/2007 were applicable. That paragraph advises that temporary permission may be justified where there is unmet need, no available alternative gypsy accommodation, and there is a reasonable expectation that new sites are likely to become available at the end of a period of time. The Council's failure to consider the possibility of granting temporary permission amounts to unreasonable behaviour as described in paragraph 11 of Annex 3 of the Costs Circular.

4. A key point in respect of the 3 reasons for refusal is whether or not the application should have been refused on them at all. The Council now accepts that the first reason

Pembrokeshire County Council

(insufficient evidence that the Applicant is a gypsy) is irrelevant unless the Applicant wants his personal circumstances to be taken into consideration. The Council conceded this point in the Statement of Common Ground before the start of the inquiry, and so costs are reduced accordingly.

5. The second reason for refusal concerned highway safety, and the costs applicable have been reduced by the agreement eventually reached in the Statement of Common Ground. However, the Council had information on the design speed of the new road layout and the planned speed limit when it considered the application and could have overcome its concerns at that time by the use of a suitable planning condition, as it suggested at the inquiry.

6. The third reason was in connection with sustainability, and it is clear that at the application stage the Council failed to take into account the wider definition of sustainability described in Circular 30/2007. Indeed, the Council's statement of evidence makes no reference to Circular 30/2007 at all, and it was only introduced in verbal evidence at the inquiry, probably on the advice of the Council's Counsel. The application should not have been refused on any of these grounds.

Response by Pembrokeshire County Council

7. The response was made orally at the inquiry, and it was emphasised that costs should only be awarded where a party has acted unreasonably. At the outset of the inquiry the Inspector identified 4 main issues in dispute: sustainability; the effect on the character and appearance of the area; the unmet need for gypsy accommodation; and the personal circumstances of the Appellant. The Council has sought to address these issues at the inquiry and has not acted unreasonably.

8. The Statement of Common Ground on highway matters was agreed in July 2011, well in advance of the public inquiry. Whilst the Council has maintained its argument about traffic speeds in excess of the design speed for the new road layout, it was not unreasonable to do this on account of the real concerns about highway safety. No costs should be awarded in connection with this reason for refusal.

9. With regard to the first reason for refusal, the failure to provide information on the Appellant's gypsy status, the Council agreed not to pursue this matter a few days before the start of the inquiry. In its opening at the inquiry the Council also confirmed its acceptance on the question of unmet need for gypsy accommodation, and it was not necessary to explore this in detail at the inquiry.

10. The third reason for refusal concerned sustainability, where the Council had paid particular attention to the elements of this referred to in Unitary Development Plan Policy 54 on Gypsy Caravans. However, the Council has never disputed that the policy should be explored in the light of the wider definition of sustainability contained in Circular 30/2007. It argued that the principles of sustainability should be adhered to, including links to amenity (with reference to UDP Policy 78) and whether or not the site should be located close to the village for peaceful integration with the local community.

11. It was correct to raise these issues at the inquiry because of the village location and the strength of local objections. If the Council has failed to make its case on all matters, an award of costs should at most be only partial. On the whole the Council has acted entirely reasonably.

Pembrokeshire County Council

Reasons

12. Circular 23/93 (Welsh Office) advises that, irrespective of the outcome of the appeal, costs may only be awarded against a party who has behaved unreasonably and thereby caused the party applying for costs to incur unnecessary or wasted expense in the appeal process.

Full Costs

13. The application for a full award of costs is based on the premise that the Council acted unreasonably in refusing the application and that it should not have been necessary to incur the costs of an appeal at all. Whilst there is merit in some of the arguments put forward and the Council's refusal on some grounds may be considered to be unreasonable (I deal with these further below), the fact that I have concluded on the balance of evidence that the proposed development would cause harm and conflict with development plan and national policy which outweighs the arguments in favour of granting permission leads me to the conclusion that the appeal could not have been avoided.

14. If the Council had taken into account everything that it should have done and had carried out the proper balancing exercise, I have no reason to doubt that it would have still refused the application. I have carried out this full exercise and reached the conclusion that the appeal against the Council's refusal should be dismissed. Thus the Council's refusal was not so unreasonable as to cause the Appellant to incur all of his costs in pursuing the appeal unnecessarily.

15. I therefore find that unreasonable behaviour resulting in unnecessary or wasted expense, as described in Circular 23/93, has not been demonstrated so far as a full award of costs is concerned.

Partial Costs

16. The application for a partial award of costs is made in respect of each of the 3 reasons for refusal. The first was that insufficient evidence had been provided to show that the Applicant was a gypsy. Whilst it is common practice for gypsy applicants to provide this information, strictly it is not necessary even when the application is for a gypsy caravan site. Failure to provide that information means that the personal circumstances of the Applicant cannot be taken into account but the wider needs of the gypsy community are still a material consideration.

17. The Council accepted this situation in advance of the public inquiry and acknowledged the Appellant's gypsy status in the 2nd Statement of Common Ground submitted at the start of the inquiry. The Council also acknowledged in its opening statement at the inquiry that this reason for refusal was flawed. I conclude that the Council acted unreasonably in refusing the application on this ground and caused the Appellant to incur unnecessary expense in dealing with this matter in preparations for the inquiry, though little time was spent on it at the inquiry itself.

18. The second reason for refusal was that there will be substandard access visibility once the new road improvement scheme is carried out. However, a Statement of Common Ground was agreed between the main parties in mid-July to the effect that visibility would be acceptable once a 50 mph speed limit was introduced along the stretch of road in question. This is expected in January 2012.

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19. Whilst the Appellant continues to argue that visibility would be acceptable with or without that speed limit and I have reached the same conclusion, it was not unreasonable for the Council to argue otherwise. However, this matter should not have led to refusal of the application as the Council's objections could have been overcome by a suitable planning condition, as was agreed by the parties in the Statement of Common Ground.

20. At the time of the application the Council's refusal seems to have been based on lack of appreciation of its own highway department's intentions for the design of the new road scheme, both in terms of the design speed used and the planned speed limit. A proper appreciation would have enabled it to overcome its objections by use of a planning condition. I conclude that the Council acted unreasonably in refusing the application on this ground and caused the Appellant to incur unnecessary expense in dealing with this matter in preparations for the inquiry, though only limited time was spent on it at the inquiry itself.

21. Finally, I turn to the third reason for refusal, that the lack of community and utility services in the village would make future occupants of the site reliant on use of the private car to access local services. The Appellant argues that this narrow approach to consideration of sustainability indicates a clear failure to take into account the advice in Circular 30/2007 and in 2 recent appeal decisions in the County that sustainability has to be considered in a much wider context for gypsies.

22. It is apparent that the Council's consideration was quite specifically in terms of the particular criteria in Unitary Development Plan Policy 54 and that it did not address the wider matters advised in Circular 30/2007. That failure to take into account more recent national policy amounts to unreasonable behaviour. However, I have found the lack of local services and facilities in the village to be an important element of my conclusions on sustainability even though I have taken into account the wider definition and list of criteria contained in Circular 30/2007.

23. I have reached the conclusion that the appeal site scores poorly on sustainability, even when less emphasis is placed on avoidance of travel by private car and weight is given to the wider definition in Circular 30/2007. In my main decision I have concluded that the proposed development would conflict with national policy for the promotion of sustainable development. Consequently, even though the Council acted unreasonably in failing to properly consider the wider aspects of sustainability, it did not cause the Appellant to incur additional or wasted cost in this part of the appeal. The costs would have had to have been incurred in any case.

24. Overall, I therefore find that unreasonable behaviour resulting in unnecessary expense, as described in Circular 23/93, has been demonstrated and that a partial award of costs is justified in respect of reasons for refusal 1 and 2.

Costs Order

25. In exercise of the powers under section 250(5) of the Local Government Act 1972 and Schedule 6 of the Town and Country Planning Act 1990 as amended, and all other enabling powers in that behalf, IT IS HEREBY ORDERED that Pembrokeshire County Council shall pay to Mr Matthew Jones the costs of the appeal proceedings limited to those costs incurred in dealing with the Council's reasons for refusal 1 and 2, such costs to be assessed in the Senior Courts Costs Office if not agreed. The proceedings concerned an appeal more particularly described in the heading of this decision.

Pembrokeshire County Council

26. The Applicant is now invited to submit to Pembrokeshire County Council, to whom a copy of this decision has been sent, details of these costs with a view to reaching agreement as to the amount. In the event that the parties cannot agree on the amount, a copy of the guidance note on how to apply for a detailed assessment by the Senior Courts Costs Office is enclosed.

Clive Nield

Inspector

Pembrokeshire County Council

The Planning Inspectorate

Award of appeal costs:

Local Government Act 1972 - section 250(5)

How to apply for a detailed and independent assessment when the amount of an award of costs is disputed

This note is for general guidance only. If you are in any doubt about how to proceed in a particular case, you should seek professional advice.

If the parties cannot agree on the amount of costs to be recovered, either party can refer the disputed costs to a Costs Officer or Costs Judge for detailed assessment[1]. This is handled by:

The Senior Courts Costs Office[2]
Clifford's Inn
Fetter Lane
London EC4A 1DQ
(Tel: 020 7947 7124).

But before this can happen you must arrange to have the costs award made what is called an order of the High Court[3]. This is done by writing to:

The Administrative Court Office
Royal Courts of Justice
Strand
London WC2A 2LL.

You should refer to section 250(5) of the Local Government Act 1972, and enclose the original of the order of the Secretary of State, or his Inspector, awarding costs. A prepaid return envelope should be enclosed. The High Court order will be returned with guidance about the next steps to be taken in the detailed assessment process.

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[1] The detailed assessment process is governed by Part 47 of the Civil Procedure Rules that came into effect on 26 April 1999. These rules are available online at http://www.justice.gov.uk/civil/procrules_fin/menus/rules.htm
You can also buy the Rules from The Stationery Office bookshops or look at copies in your local library or council offices.
[2] Formerly named the Supreme Court Costs Office
[3] Please note that no interest can be claimed on the costs claimed unless and until a High Court order has been made. Interest will only run from the date of that order.

Pembrokeshire County Council

10/7/97

Respondent: 2nd
First Affidavit of
Sworn: 10.7.97
Crown Office Ref No:
CO 510/95

IN THE HIGH COURT OF JUSTICE

QUEEN'S BENCH DIVISION

CROWN OFFICE LIST

IN THE MATTER OF AN APPLICATION FOR JUDICIAL REVIEW AND IN THE MATTER OF A DECISION OF SOUTH GLAMORGAN COUNTY COUNCIL DATED 20 DECEMBER 1994

B E T W E E N

THE QUEEN

and

SOUTH GLAMORGAN COUNTY COUNCIL

and

WILLIAM CARROLL **Respondents**

EX PARTE STANLEY PHILIP HARDING **Applicant**

AFFIDAVIT

I, Robert James Quick, of Dock Offices, Barry Dock, Barry, Vale of Glamorgan, make oath and say as follows:

1. I am Chief Planning Officer to The Vale of Glamorgan Council, I am a member of the Royal Town Planning Institute and a member of the Chartered Institute of Transport, I have been practising in the field of Town and Country Planning for the past 23 years and have been the Planning Division's representative on the Working Group dealing with this matter since the inception of The Vale of Glamorgan Council in April, 1996. I am duly authorised to make this affidavit on behalf of the First Respondent.

2. I have, since taking over responsibility for this matter, acquainted myself with all the relevant documents, including the affidavits sworn herein. In particular, I have read the report by Michael Cox filed on behalf of the Second Respondent and upon which I comment in this Affidavit. Before doing so, I shall outline certain changes which have occurred since the swearing of the Affidavit of Peter Norman Cope on behalf of the Respondent on 31 May, 1995.

3. On 1st April, 1996, pursuant to the Local Government (Wales) Act 1994, local government reorganisation came into effect in Wales. The First Respondent became a new Unitary Authority on the dissolution of the former South Glamorgan County Council, Vale of Glamorgan Borough Council and Ogwr Borough Council. Whilst some of the members of the old authorities became members of the new unitary authority, naturally the views of the new Unitary Authority do not coincide with the views of the former Councils, and the views of the First Respondent are its own after due consideration of all relevant matters.

4. The former Vale of Glamorgan Borough Council had strongly objected to the planning application the subject of the Application herein, on grounds that the proposal would intrude into the rural landscape and damage the amenity of the countryside; it considered the proposal to be contrary to the current Structure Plan and the draft Local Plan policies. This objection was forwarded to South Glamorgan County Council and was recorded in the report to the Economic Development and Strategic Planning Services Committee of that Council, at Exhibit "PNC 1" to Peter Norman Cope.

5. Following local government reorganisation, the attitude of the new Unitary Authority to the planning permission the subject of the Application herein is similar to the attitude of the former Vale of Glamorgan Borough Council in that it does not support the planning permission. After taking Leading Counsel's opinion, the First Respondent (that is, the new Unitary Authority) through its Leader and Chief Executive upon taking the advice of the Head of Legal and Administration resolved not to resist the Application herein.

Accordingly, a Consent Order was made quashing the planning permission by Brooke, J. on 1st May, 1996.

6. The Consent Order was set aside, on the application of the Second Respondent by Harrison, J. on 20th January, 1997. It was further ordered that the Second Respondent be served with the Notice of Motion and Affidavits herein. The circumstances are fully set out in the note of judgment taken by the First Respondent's Counsel, which is now produced and shown to me marked Exhibit "1".

7. I am informed by the First Respondent's Senior Lawyer and verily believe that proceedings to evict the Second Respondent from the site at Penllyn Glebe had been taken in Cardiff County Court, and that there was a hearing in the matter on 9th September, 1996. On that occasion Crowther J. adjourned the matter pending the outcome of the instant hearing.

8. The First Respondent's attitude to the Application herein remains that it does not support the planning permission and that it intends to appear by Counsel on the hearing of the Application for the assistance of the Court.

9. In the light of the First Respondent's resolution and in order to assist the Court, I make certain comments on the report of Mr. Cox. I shall make my comments by reference to the paragraph numbers of the report.

Paragraphs 2.2 & 2.3

I have caused a check of the First Respondent's archived files to be made, and verily believe that the site to which reference appears at Paragraphs 2.2 and 2.3 is Pantruthin Farm, which was owned at that time by Mr. D. Jones. The First Respondent did not take enforcement action against Mr. Jones. The First Respondent through its Enforcement Officer Mr. A. Harfoot advised Mr. Jones that planning permission was required for caravans to be stationed on his land, and provided him with the relevant application forms.

No formal enforcement action was taken to require Mr. Jones to remove the caravans from his land. No application for planning permission was received. The First Respondent's letter to Mr. Jones is now produced and shown to me and exhibited hereto as Exhibit "2".

Paragraph 3.1

Welsh Office Circular 51/77; Caravan Sites Act 1968 - Part II Gypsy Caravan Sites was cancelled by Welsh Office Circular 2.94: Gypsy Sites and Planning, published on 5th January, 1994. The former duty to provide accommodation for gypsies under Part II Caravan Sites Act 1968 was repealed by the Criminal Justice and Public Order Act 1994, which came into force, as Mr. Cox states at paragraph 3.7 on 3rd November, 1994. The date on which the planning application was made was 17th November, 1994, it being determined on 20th December, 1994.

Paragraph 3.4

As noted in my comments in respect of paragraphs 2.2 and 2.3 no enforcement action was taken by the First Respondent against Mr. Jones, and no application for planning permission was received from him, hence the requirements of Welsh Office Circular 51/77 never fell to be considered.

Paragraph 3.13

I do not consider "the sum of the advice in Circular 2/94 to be that where a local need can be demonstrated, authorities should identify any surplus land in their ownership on the edge of settlements, possibly in rural or semi-rural settings, where there are no adverse highway conditions, for the appropriate location of gypsy sites", as stated in Mr. Cox's report. Paragraph 11 of the said Circular advises as follows: "Authorities should also consider making full use of the registers of unused and under used land owned by public bodies as an aid to identifying suitable locations. Vacant land or surplus local authority land may be appropriate." Paragraphs 13 and 14 counsel caution with regard to areas protected by local planning policies, including countryside policies. There is now produced and shown to me marked Exhibit "3" a copy of the Circular. At paragraph 3.43 of the report Mr. Cox states that paragraphs 14 and 22 of the Circular are contradictory. I respectfully disagree with that opinion: both paragraphs are clear that the planning of gypsy sites must be consistent with agricultural, countryside and environmental policies.

Paragraph 3.20

South Glamorgan County Council is now extinct, and therefore has no policy in respect of provision of gypsy accommodation.

The First Respondent, in considering gypsy accommodation takes account inter alia of the following as material considerations:

(i) The South Glamorgan Structure Plan - Policy H8. This policy has never been amended to take account of the repealing of the Caravan Sites Act 1968, hence it is considered to be out of date, and the weight given to this consideration is accordingly reduced.

(ii) The Vale of Glamorgan Local Plan Deposit Draft (as amended) 1995, policy HOUS 14. The Vale of Glamorgan Local Plan was produced by the former Vale of Glamorgan Borough Council and underwent all stages of public consultation, up to but excluding a Public Inquiry. The former Vale of Glamorgan Borough Council determined that a Unitary Development Plan should be produced by the First Respondent, and hence in February, 1996, aborted the proposed Public Inquiry. The Local Plan Deposit Draft (as amended) 1995 is however adopted for Development Control Purposes, and accordingly is a material consideration in the determination of planning applications.

There is now produced and shown to me and produced hereto as Exhibit 4 a copy of Policy HOUS 14 of the Local Plan Deposit Draft (as amended) 1995, and as Exhibit 5 a copy of the Minute 1325(1) of the Public Works and Planning Committee of the Vale of Glamorgan Borough Council held on 5th December, 1994, approving the Local Plan Deposit Draft for Development Control Purposes and Minute 197(3) of the Economic Development, Planning, Transportation and Highways Committee of 2nd May, 1996, approving the use of the Local Plan Deposit Draft as amended after the Public Consultation exercise for the same purpose.

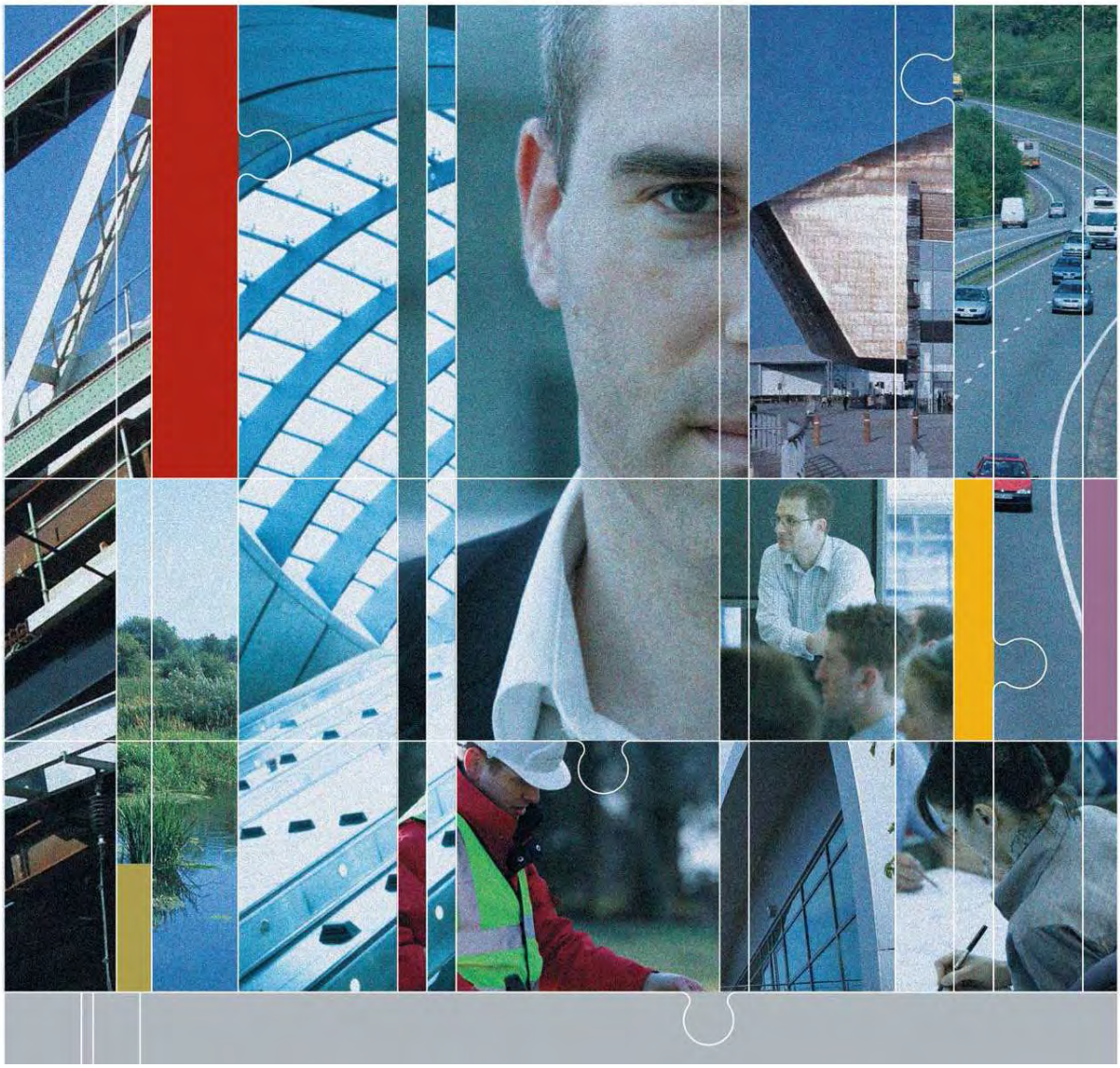
10. The Vale of Glamorgan Council has made efforts to facilitate the Second Respondent and his family. The Authority has reviewed suitable sites in its administrative area, and has identified an alternative site at Gluepot Lane, Llandow, which is approximately four miles from the Llangan site and lies in a rural location. The characteristics of the Gluepot Lane site are such that its use as a gypsy caravan site more closely accords with policy HOUS 14 of the Local Plan Deposit Draft (as amended) 1995 than the site at Llangan. The Authority has offered to undertake works to make it suitable

for occupation by the Second Respondent and his family, such as providing lighting and an amenity block. I am informed and verily believe that the Second Respondent's wife objects to the site, and therefore the offer has been declined.

SWORN this 10th. day of July 1997

Before me

Solicitor/~~Commissioner for Oaths.~~



Llangan Travellers Site Accessibility Assessment

March 2012

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Quality Management

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Prepared by	Brian Baker	Signature (for file)	
Checked by	Dean Mears	Signature (for file)	
Authorised by	Wayne palmer	Signature (for file)	

Llangan Travellers Site Accessibility Assessment, March 2012

1. Introduction

1.2 Mr. Richard Mann has commissioned Capita Symonds to undertake a preliminary assessment based on National Highway Policy and Design Guidance for Highways of the proposed Llangan Travellers site in the Vale of Glamorgan.

1.1 The Vale of Glamorgan county Borough Council have submitted proposals within their LDP consultation document to create a new development within a green field area, to the west of Llangan Village. Llangan is situated approximately 1300 metres north of the A48 trunk road and its junction at Pentre Meyrick and 5km west of the nearest major town of Cowbridge.

2. Location

2.1 Llangan is a Hamlet of approximately 35 properties, and is subject to "conservation status". The village is accessed from the main highway network via unclassified "rural roads" of various standards. It is understood that the village is residential only, that is to say there are no shops or other services in the village. There is a primary school (Llangan Primary School), but this is located approximately 1km from the village itself and 900 metres from the proposed development site. The proposed site location is shown in **Photograph 1**.

Photograph 1. Site Location

The site is also approximately 675 metres south west of the hamlet of Fferm Goch.

2.2 The development is to take the form of a "travellers" site, of approximately 21 "pitches", 6 being permanent residential pitches and 15 transit pitches. The area to be developed is understood to be presently occupied illegally by on "traveller family". The Vale of Glamorgan Deposit Local Plan 2011 – 2026 denotes the Land to the East of Llangan as Site Reference MG 9.

2.3 No details of the layout of the proposed site have been seen, it is assumed that the site can safely accommodate the planned number of pitches. There is guidance on site layouts, density, minimum requirements and so forth available, in particular the Welsh Government's Good Practice Guide in Designing Gypsy Traveller Sites in Wales dated July 2009. This study has not considered possible internal layouts nor viability of accommodating 21 pitches, however when comparing aerial photographs of Cardiff's Rover Way site and this location the Cardiff site appears to be approximately 30% larger in plan. This could infer the Llangan site may be too small to accommodate 21 pitches without additional land take from the adjoining fields. There would obviously be concerns if the site layout was substandard, minimum spacing of accommodation, minimum road widths etc are essential both for residents comforts and safety.

2.4 It is a concern that the size of the proposed site is greater than that recommended in the Welsh Governments 2009 guide, where no more than 12 pitches is preferred and more than 20 should be avoided unless there is a clear need for larger sites.

3. Assessment

3.1 Capita Symonds have been asked to comment on the suitability of the location with regard to highway access, this report is not intended to cover any aspect of the consultation process currently being undertaken but is intended as purely an advice note for the suitability of highway standards. The contents of this report are based on a limited brief, and are preliminary and offered for guidance only and are not a comprehensive study of the proposal.

3.2 The site is a small area of rural grassland (field) bordered by mature hedges, and crossed by a watercourse, part of the site is currently occupied by residential caravan buildings, is hard surfaced and the entrance is via a locked field gate. There is uncertainty over which services are available at the site at the present time.

3.3 The site itself is accessed via a narrow poorly maintained rural lane (see **Photograph 2**) of approximately 2.5m metres width, with neither footway nor verge, and semi mature vegetation encroaches onto the lane from both sides. The lane links Llangan with the nearby hamlet of Fferm Goch, and the distance from the main road to the site access point is approximately 110 metres. The 1km long lane itself is of poor horizontal alignment, with poor forward visibility and unsuitable for regular vehicular traffic. If the site is developed the lane itself would need major upgrading, which would certainly change its appearance within this rural environment.

Photograph 2. Site Access Lane

3.4 The lane itself links to the main, unclassified road, highway access road serving Llangan via a standard T junction. Visibility to and from the junction is reasonable for its current use. This unclassified road to Llangan at this point is of reasonable "rural standard". However, to the east, in the direction of the village school and main highway network the road narrows to approximately 3 metres width, with high hedge banks to both sides, such that for approximately 250 metres there is no scope for two way traffic.

3.5 The village school is approximately 1km from the village and 900metres from the proposed site. It is noted that the route does not offer any facilities for pedestrians, such that the only safe way for children to travel between the site and the school safely would be by vehicle. This route would also be potentially hazardous for cycle use for children, the elderly or infirm and could be potentially hazardous for all users other than by car.

Photograph 3. Junction With Main Road

3.6 Approximately 210 metres west of the T junction lay the first of the residential properties in Llangan village itself.

3.7 The aforementioned lane appears little used, as seen from the vegetation growth across it, it is understood it provides a route for a nearby pony club as well as access to the existing single residential site.

3.8 It is noted that both the site and nearby highway network are relatively flat, no steep gradients exist.

3.9 Generally, the site proposal is of similar size to the site that has long been established at Rover Way, in Cardiff. The 21 pitches at that location are understood to be home to approximately 80 or more people, of which a half can be school age children. The numbers can fluctuate, and it is understood that at times young families sometimes share pitches, thereby increasing the numbers on site.

3.10 With regard to the appropriateness of the location for a travellers site development, in relation to transportation, it is difficult to refer to standard guidelines, as few relate to “rural highways”, most highway design standards for residential development relate to urban areas. Hence, the advice contained within this report is based on best available information, acceptable highway standards for developments of similar size and transport needs of small communities. Welsh Government guidelines state sites should be situated in close proximity to transport links. The Llangan site would not appear to meet that criteria, being situated away from the main transport infrastructure, sites should also have ready access to schools, doctors and shops, against which requirements Llangan again appears to fail.

3.11 With regards to the existing lane, it is generally considered that where there is direct access to dwellings, the previous standard for developments, Design Bulletin 32, offers guidance where it states that a desirable minimum carriageway width of 5.5metres is appropriate, together with 2.0 metre wide footways on both sides. This will allow two way traffic at all times, and safe movement of pedestrians. However, as there is no direct access off the lane (apart from into the proposed development) it may be possible to incorporate a reduced carriageway width of 4.1 metres. This will enable two way traffic at low speeds, and cater for the emergency services (fire appliances).

3.12 Thus the lane itself should be widened to this minimum standard, which will require the removal of the existing hedge line on one or both sides of the lane and probable acquisition of land from the adjoining fields. This will of course change the environmental character of the area substantially, but is considered essential to cater for increased vehicle and pedestrian traffic.

3.13 It is relevant that TAN 18 additionally indicates that any extra traffic generated by a proposed development may produce the need for transport improvements in the vicinity, and beyond. TAN 18 states that where improvements are necessary, local planning authorities may grant planning permission subject to a condition requiring that improvements are completed prior to the commencement/occupation of the development.

3.14 With regards to the adjacent highway network, the main unclassified road leading northwards from Pentre Meyrick to Ruthin is of reasonable standard. Approximately 1.8km north of the A48, Llangan is accessed by turning left, and then via a single track rural road for approximately 250metres. This road then widens to approximately 4.5metres, enabling two way traffic to operate. As stated previously, no footway or verge exists for much of this section.

3.15 Should the development proceed, the likely increase in traffic would lead to potential traffic issues on this section of highway and, as such, it would seem appropriate to widen the carriageway to 5.5metres and to include footway verges. This will necessitate the acquisition of adjacent farm land, and the removal of the existing hedge bank on one or both sides.

3.16 The wider impact locality should be assessed when considering developments. The proposal at Llangan is likely to have a substantial impact on the nature of the area, due to what would be considered essential and fairly significant highway improvements to accommodate the additional traffic generated by the development. Although there are likely be safety benefits to users of the highway as a result of any highway improvements, it should be noted that potential highway improvements of the potential significance to mitigate for the proposed site are likely to change the visual and ecological nature of the area.

3.17 No observations are made within this report with regard to the internal site layout. Issues such as density of the development, services required, internal layout, impact on the ecology (an ecology assessment would seem essential) and the environment, although outside of the brief of this report, are likely to be of significance.

3.18 It is considered that prior to developing the site the following is carried out:

a. A traffic impact assessment.
b. An ecological assessment
c. Detailed appraisal of the highway network, principally between the site and the main highways (A48 and A473 at Pencoed).
d. Identification of non-hazardous pedestrian routes to schools or consideration of alternative free transport for pupils.
e. A full risk analysis for the proposed development is carried out.

3.19 The Welsh Governments 2009 guidance (item 3.2.5 of that document) offer detailed criteria to assist location choice, in summary these are:

1. Accessibility, sites should have good access to the public highway, safe and direct. This would need major highway improvements to the nearby road network to achieve, as it stands Llangan fails to achieve this point.

2. The site, should be level, no risk of flooding etc, Llangan appears to achieve this.

3. Local services, site should be within reasonable distance of schools, medical and community services. Again Llangan appears to fail this point.

4. Environment, location should be acceptable, e.g. not adjacent hazardous environs. Llangan may achieve this point.

5. On site services, all main services should be provided. While it is unknown what existing services are provided, it is unlikely all main services serve the current site; new links to services would therefore be required.

6. From the above it would seem that Llangan fails to achieve 3 of the 5 key points in regards location choice. In relation to this report item 1 above is key, and unless substantial spending on highway improvement is carried out then the location would not appear acceptable to accommodate the development.

4. Summary

4.1 In summary, it is considered that the location, being set back substantially from the main highway network, in a rural area, with no nearby facilities is not ideal for a development of 21 families, likely to generate substantial traffic and increased pedestrian and cycle use. There is limited access to the following facilities;

- Significant local retail, leisure and recreation facilities.
- Local medical and significant community facilities (nearest being Cowbridge and Bridgend).
- Regular bus and rail services.

4.2 It is understood that the travelling communities themselves favour sites situated on the outskirts of towns and cities, where services are more readily available. This point is noted from the Fordham 2008 report and similar views are noted in various other sources. This is obviously not the case at Llangan. There are limited local facilities and from a sustainable viewpoint the site does little to discourage car-borne transport and encourage walking and cycling.

4.3 It is apparent that detailed consideration and investigation should be undertaken to substantially improve the road network / transport links for the site to be developed from a transportation perspective. The current highway network is not considered appropriate for substantial additional traffic / development as it stands, while the lack of local services will necessitate all occupants of the area have to travel by motorised transport.

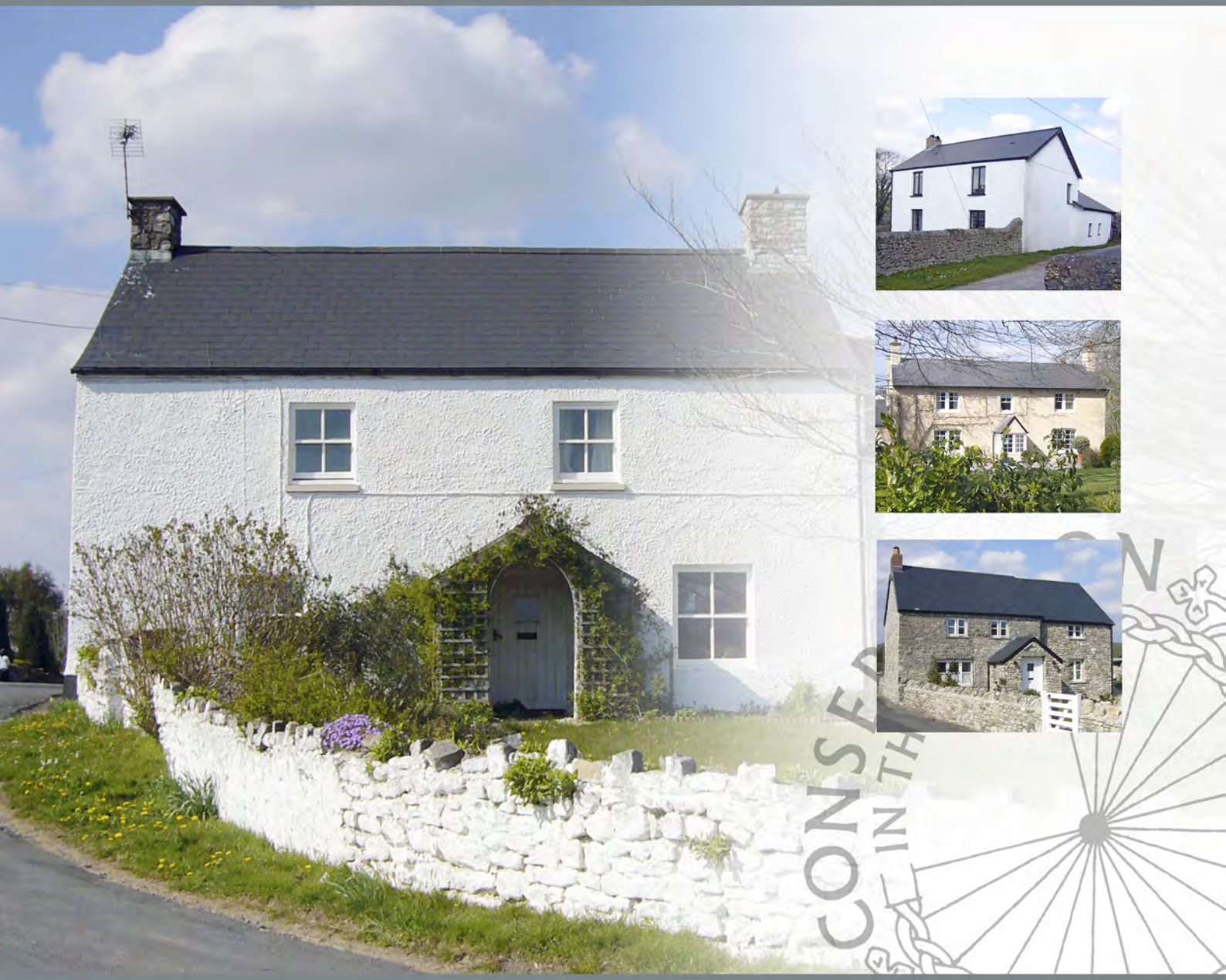
4.4 The routes between the village (and site) and main highway network (as currently exist) are considered unsafe for non-motorised users.

B C Baker, I Eng, FIHE, MICHT

22nd March 2012

CONSERVATION AREA

LLANGAN



APPRAISAL AND MANAGEMENT PLAN

DIRECTORATE OF ENVIRONMENTAL AND
ECONOMIC REGENERATION

VALE of GLAMORGAN
BRO MORGANNWG

CONSERVATION IN THE VALE

Llangan
Conservation Area Appraisal and Management Plan

March 2009

This document is the adopted Llangan Conservation Area Appraisal and Management Plan, and is a publicly agreed statement on the character and appearance of the Conservation Area and of a publicly agreed set of policies and actions intended to preserve and enhance the special qualities of the Conservation Area.

Following a period of public consultation from 1st September 2008 to 10th October 2008, this document was submitted on 25th March 2009 to the Vale of Glamorgan Council's Cabinet with a recommendation that the document is adopted as Supplementary Planning Guidance to the Vale of Glamorgan Adopted Unitary Development Plan (1996 – 2011). The Appraisal/Management Plan will also inform the preparation of the emergent Local Development Plan

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VALE of GLAMORGAN

BRO MORGANNWG

The Vale of Glamorgan © 2009

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Introduction

The Llangan Conservation Area was designated in August 1973 by the former Glamorgan County Council in recognition of the special architectural and historic interest of the village.

Having designated the Conservation Area, the local authority has a statutory duty to ensure that the character of the area is preserved or enhanced. It is therefore necessary to define and analyse those qualities that contribute to, or detract from, the special interest of the area, and to assess how they combine to justify the area's special designation as a Conservation Area.

The Llangan Conservation Area Appraisal and Management Plan builds upon policy set out by the Welsh Assembly in Planning Policy Wales and Circular 61/96, and local policy including the Council's adopted Supplementary Planning Guidance '*Conservation Areas in the Rural Vale' (1999).* This document provides a further, firm basis on which applications for development within, and close to the Llangan Conservation Area can be assessed.

The document is divided into two parts, Part 1 (The Conservation Area Appraisal) and Part 2 (The Conservation Area Management Plan).

The Conservation Area Appraisal records and analyses the various features that give the Llangan Conservation Area its special architectural and historic interest. These features are noted, described, and marked on the Conservation Area Appraisal Map along with written commentary on how they contribute to the special interest of the Conservation Area. There is a presumption that all of these features should be "preserved or enhanced", as required by the legislation.

The Conservation Area Management Plan is based upon the negative factors and summary of issues identified in Part 1 and sets out proposals and policies which can enhance the character and appearance of the Llangan Conservation Area. The recommendations include proposals for enhancement and policies for the avoidance of harmful change.

The Management Plan is written in the awareness that in managing the Vale's conservation areas the Council's resources are limited and therefore need to be prioritised. Financial constraints on the Council mean that proposals for which it is responsible may take longer than is desirable to implement. However, the Council will continue to encourage improvements to the Conservation Area in co-operation with property owners, groups and local businesses.

The document is intended for use by planning officers, developers and landowners to ensure that the special character is not eroded, but rather preserved and enhanced through development activity. While the descriptions go into some detail, a reader should not assume that the omission of any building, feature or space from this appraisal means that it is not of interest; if in doubt, please contact the Vale of Glamorgan Council - contact details can be found at the end of this document.

The survey work for this appraisal was undertaken during April and May 2008. To be concise and readable, the appraisal does not record all features of interest.

The Effects of Designation

This Appraisal/Management Plan has been prepared in compliance with Section 69(2) of the Planning (Listed Buildings and Conservation) Areas Act, 1990. The consequences of designation are summarised as follows:

- the Council has a general duty to ensure the preservation and enhancement of the Llangan Conservation Area in the determination of planning applications;
- six weeks notice needs to be given to the Council before works are carried out to certain trees not subject to tree preservation orders (those over 7.5cm in diameter measured 1.5 metres above the ground);
- conservation area consent is needed for the demolition of any unlisted building in the conservation area (subject to certain exemptions in terms of size some very minor buildings may be excluded from this provision);
- the details as to the limits regarding the works (such as extensions) which may be carried out without the benefit of planning permission are stricter;
- extra publicity is given to planning applications.

In practice, the Council's principal involvement in the management of the conservation area is through its duty to advise on, consider and respond to planning applications for new development. These are normally subject to closer scrutiny from a design perspective and may as a result often require a greater level of explanatory information and presentation. Dependent upon size of a proposal, an application may also be referred to the Council's Conservation Area Advisory Group, an independent forum which makes recommendations to the Council's Planning Committee regarding a number of issues regarding the management of conservation areas in the Vale of Glamorgan.

The Council also makes an important contribution to the appearance of the conservation area in the management of the public estate (e.g. parks, open spaces and its own buildings) and in fulfilling its statutory obligations as highway authority (e.g. in the maintenance of highways, verges, ditches, drains, hedges and in the provision of street furniture, signs and lighting).

Process of the Appraisal

Involving the community (and thereby raising public awareness) has been an integral part of the Appraisal process. This has been beneficial in two respects. Firstly, it has allowed the local community to provide important commentary on both the existing situation and its aspirations for the Conservation Area. In addition, it has raised awareness of the Conservation Area status of the village, and the implications for those living within its boundaries.

The Conservation and Design Team met initially with local Councillors on 29 May 2008 to outline the objectives of the review and to outline the main issues that are affecting the Conservation Area. Following this meeting a leaflet summarising the purpose of the Conservation Area Appraisal and Management Plan was prepared and a short questionnaire was distributed to all properties. The consultation period lasted 3 weeks. The results of the questionnaire were considered in the preparation of a draft Appraisal.

Following a consultation period of six weeks from 1st September 2008 to 10th October 2008, which included a surgery held at Cowbridge Community College on 10th September 2008 any further comments were considered and amendments, where necessary, made to the document which was then presented to, and approved by, the Vale of Glamorgan Council's Cabinet of 25 March 2009.

Planning Policy Framework

National Advice

Conservation Areas are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A Conservation Area is defined as *"an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance"*. It is the quality and interest of an *area*, rather than that of individual buildings, which is the prime consideration in identifying a Conservation Area.

Section 72 of the same Act specifies that, in making a decision on an application for development in a Conservation Area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

This document should be read in conjunction with national planning policy guidance, particularly Planning Policy Wales, which is augmented by Circular 61/96 – 'Planning and the Historic Environment: Historic Buildings and Conservation Areas' and Circular 1/98 – 'Planning and the Historic Environment: Directions by the Secretary of State for Wales'. These documents provide advice on the designation of Conservation Areas, and the importance of assessing the special interest of each one in an appropriate manner.

Development Plan

The Vale of Glamorgan's Unitary Development Plan (UDP) was adopted in April 2005. The Plan sets out the Council's aspirations for protecting and enhancing the historic environment and states how applications affecting Conservation Areas will be assessed. The policies relating directly to the management of Conservation Areas are:

- ENV 17 (Protection of Built and Historic Environment)
- ENV 20 (Development in Conservation Areas)
- ENV 21 (Demolition in Conservation Areas)
- ENV 22 (Advertisements in Conservation Areas)
- ENV 23 (Shopfront Design in Conservation Areas)

Additionally, Policy ENV 24 (Conservation and Enhancement of Open Space) and Policy ENV 27 (Design of New Developments) are important in the assessment of planning applications relating to Conservation Areas.

These policies will be strengthened by this Appraisal, which will offer greater detail regarding those elements that give the area its distinctiveness.

It should be noted that the designation of a Conservation Area is not intended to prevent change. It is, however, important that new development in or adjacent to the Conservation Area either preserves or enhances the quality of the area. For this reason, strict controls exist over applications for new development.

In addition to Conservation Area specific policies, the following UDP policies apply:

- ENV 1 (Development in the Countryside)
- ENV 2 (Agricultural Land)
- ENV 4 (Special Landscape Areas)
- ENV 11 (Protection of Landscape Features)
- ENV 12 (Woodland Management)
- HOUS 3 (Dwellings in the Countryside)
- HOUS 5 (Agricultural or Forestry Dwellings)
- HOUS 7 (Replacement and Extension of Dwellings in the Countryside).

These policies, and in particular ENV1 and HOUS3, restrict new housing development in the countryside to those that are justified in the interests of agriculture and forestry only.

Given the policy background and the character of Llangan it is unlikely that an intensification of development in the village would be appropriate.

Local Development Plan

The Vale of Glamorgan Council has started work on producing its Local Development Plan (LDP), which will set out how land within the Vale is used between 2011 and 2026. This includes the historic built environment and Conservation Areas. Up-to-date information on the progress of the Council's LDP can be found at www.valeofglamorgan.gov.uk.

Most historic buildings face south with gables end on to the road.

Roadside stone walls and grass verges help to retain a rural character.

Former farm buildings, for example this granary, have been converted to residential use.

The stone wall between Church Farm and the Church.

Summary of Special Interest

Although not exhaustive, the defining characteristics of the Conservation Area that reinforce the designation can be summarised as follows:

- Small Border Vale village in a rural hilltop setting;
- Historic settlement comprising medieval church, rectory, farmsteads and vernacular cottages;
- The architectural and historic interest of the area's pre-1900 buildings and structures, five of which are listed including medieval church and two 16th century houses;
- Typical historic pairing of medieval church and rectory set in a grove of fine sycamore and beech trees;
- Walled churchyard containing two medieval crosses of great rarity: Celtic Cross (c.10th century) and Churchyard Cross (c.15th century);
- Open green wedge of agricultural land between the environs of the Church and the early core of the village around the road junction;
- Mature trees and hedgerows, especially the grove of trees around the churchyard and rectory grounds;
- Extensive views to St. Mary Hill, the Ewenny Valley and southwards to an old lead mining chimney;
- Two significant 'greens': one beside the southern road junction with an open southerly aspect, the other at the entrance to the churchyard;
- Grass verges;
- Prevalence of stone boundary walls;
- Tranquil atmosphere;
- Bio-diversity and wildlife.

Llangan is located on rising land that continues to rise until it reaches St. Mary Hill.

Looking southwards the view is marred by pylons. A 19th century lead mine chimney can be seen to the right of centre.

Hedgerows provide rural boundaries along the approach to the village.

Small green beside the entrance to St. Canna's churchyard.

Location and Setting

Location and Context

Llangan is a small village located about 5 kilometres north-west of Cowbridge and 25 kilometres from Cardiff. The village has a rural setting alongside a minor road between Penllyn and Treoes and the main thoroughfare carries a small volume of local traffic. The conservation area covers only the northernmost, most historic, part of the village; the south-eastern linear extension of the village and the cul-de-sac of Twchwyn Garth date from the second half of the 20th century and are not included.

General Character and Plan Form

Historically, the built form of the conservation area was linear and comprised farm buildings and cottages sited on either side of the thoroughfare without a consistent relationship to the road. Generally speaking, the area's older properties face south and therefore have gables end-on to the road – Y Bwthyn and Ty Mawr have their gable walls directly abutting the road whist other properties e.g. converted farm buildings such as The Byre and The Granary are set back as befits their former agricultural use.

In common with many Glamorgan villages the church is located a short distance away from the main area of development, set apart in a spacious churchyard bounded by a stone wall and sheltered by trees. An open space between two distinct parts of the conservation area, one around St. Canna's Church the other around Church Farm, is one of its defining features. The green fields on either side of the short length of road between Church Farm and St. Canna's Church bring the surrounding countryside right into the village and emphasise the area's rural location.

In the latter part of the 20th century , new dwellings have been inserted into the dispersed historic form of the village, notably the three modern houses in a backland location on the east side of the road together with The Croft and Maesybryn which are detached dwellings in large plots on the west side.

Landscape Setting

Llangan is situated on a high limestone plateau in an area traditionally known as the Border Vale. The area is a tract of transitional country lying between the lower plateau of the Vale of Glamorgan and the high plateau of the uplands to the north. The land falls steeply westward to the Ewenny Valley and some distance to the east lies the broad valley of the River Thaw. Nant Canna, a tributary of the River Ewenny, runs along a shallow valley between Llangan and St. Mary Hill north of the conservation area. The wider landscape, though now predominantly arable, is pockmarked with remains of quarrying and mining activity.

Historic Development and Archaeology

The locality seems to have been populated during the Bronze Age and a Roman burial ground has been found near Llangan school. The Romans may have been attracted by the presence of lead ore, which was mined locally until the end of the 19th century.

Extract from George Yates' Map of 1799

The Church at Llangan is dedicated to Canna, traditionally the mother of St. Crallo, who founded a religious community at Llangrallo (Coychurch), and wife of Sadwrn, the brother of St. Illtyd. Canna, (born c. AD 510) also founded a church at Llanganna and she seems to be further commemorated in the place names of Pontcanna and Canton in Cardiff.

St. Canna's Church is probably 12th century in origin and although it may contain work from the 14th century (rood stair and chancel arch) and 16th Century (porch) it was externally almost completely rebuilt in 1856.

Within St. Canna's churchyard there are two extraordinary stone crosses. The 'Celtic Cross' is a disc-headed cross slab from the late 9th or early 10th century depicting the Crucifixion, now sheltering under a slated canopy. The 'Churchyard Cross' is wholly medieval and appears to be complete, unaltered and not rebuilt. This makes it an exceptional rarity.

The conservation area contains at least two dwellings of 16th century origin, The Old Rectory and Mount Pleasant Farmhouse, both of which have been altered and enlarged. The church at Llangan is associated with the Reverend David Jones, a late 18th century evangelical Methodist preacher who regularly preached to congregations of 4,000 and became known as 'the angel of Llangan'.

Historically, the community's economy has revolved around agriculture and the conservation area contains two old farmsteads, Church Farm and Mount Pleasant Farm. A lead mining site close to Gelliaraul Farm, to the south of the conservation area, was worked intermittently during the 18th and 19th centuries but does not appear to have left any lasting legacy in the village itself. Inquest documents record miners killed by accidents at Tewgoed during the 18th century. The only surviving structure from the Llangan lead mine which was active from 1855-1879 is a tall chimney dating from c.1855 which can be viewed across the fields south of Mount Pleasant Farmhouse.

Ordnance survey Map c.1880

Until the second half of the 20th century the built form of the settlement comprised church, rectory and two farmsteads with associated farm buildings and cottages. The small hamlet began to grow in size from the 1960s onwards as spaces close to the road were infilled, former farm buildings were converted and extended and a linear eastern extension to the village was added alongside the eastern approach. However the village remains small in size and does not have a shop, public house or community facility other than the Church.

An unusually wide verge beside the southern road junction enhances the village's hilltop location.

The absence of kerbs and pavements contributes to the rural character of the conservation area.

An open field, through which runs a public footpath, is vital to the rural setting of the churchyard.

Haphazard layout and unmetalled side roads are a reminder of the agricultural origins of the village.

Spatial Analysis

Development is dispersed in a haphazard pattern beside the road. The pre-1950 low density of the southern part of the area has been much increased by late 20th century infill but this part of the conservation area still retains a spacious atmosphere as a result of relatively large gardens, the set-back of some buildings, occasional views of the wider landscape and comparatively wide rural roads which experience little traffic.

Although spoiled by electricity pylons, southward views from the road junction south of Mount Pleasant Farm attest the rural setting of the conservation area. Similarly there are expansive views northward from the churchyard and the lane to Treoes.

The northern part of the conservation area containing church and rectory is much less dense than the southern part. It is characterised by the two large buildings at the centre of large plots screened by trees and immediately abutting open countryside. Both northern and southern areas contain a small 'green', the former at the entrance to the churchyard where there is a young tree in a patch of mown grass, the latter is a rough triangle of unkerbed roadside verge that forms a good setting for Mount Pleasant Farm and contributes to the rural atmosphere of the village.

Character Analysis

Actvity and Prevailing Uses

Historically, the village originated as a small medieval agricultural community, later linked to mining activity at Gelliaraul to the south of the conservation area. With the exception of the Church and minor farming activity, the conservation area is now predominantly residential. The shift from agricultural to residential uses is exemplified by former farm buildings which have extended and converted to residential uses (i.e. today's The Granary and The Byre) and modern backland infill (i.e. Rookery Nook, Oakfield) which occupies the site of former small fields. The village is on a bus route and is visited by the mobile library.

Buildings in the Conservation Area

Most of the older buildings reflect the village's agricultural origins, having been built as cottages and farm buildings. The most significant of these are listed and described below. From the southern end of the conservation area there is a view across open fields to a lone chimney north of Gelliaraul Farm that is the only surviving structure from the mid 19th century Llangan lead mine (outside the conservation area).

Both The Old Rectory and Mount Pleasant Farmhouse have 16th century origins as dwellings, now altered and enlarged. The original, and typical, close relationship between church and rectory, including a gateway between the two, is retained although the Church was almost completely rebuilt in the 1850s. The Celtic cross and the churchyard cross in the churchyard are items of great rarity.

Local limestone dominates as a building material. Slate roofs set at varying pitches and orientation highlight the informal building groups on either side of the road.

Celtic Cross

Medieval Churchyard Cross

Church of St. Canna.

Telephone Call Box.

Scheduled Monuments

Celtic Cross, Church of St. Canna

The cross, which depicts the Crucifixion, probably dates from the 9th or 10th century. It is approximately 1.3 metres in height and is set in a stone and concrete base within an open shelter just west of St. Canna's Church.

Medieval Churchyard Cross at Church of St. Canna

The limestone cross consists of a polygonal shaft with carved tabernacle head. The crosshead carries carvings of the Crucifixion on the west face and a Pieta on the east face; two figures of saints on the other sides. The cross is also listed grade I for its fine design and the great rarity of its exceptionally complete state.

Listed Buildings

Church of St. Canna – Grade II

The church is probably 12th century in origin and plan but was extensively remodelled in 1856. The only surviving structural feature is the doorway to the roodloft staircase. The church is built of local limestone with probably Bath stone dressings and Welsh slate roof.

Telephone Call-box Opposite Mount Pleasant Farm – Grade II

K6 type square red kiosk of cast-iron construction to the standard design of Giles Gilbert Scott. It has a domed roof with 4 lunettes containing embossed crowns. Listed grade II and included as a telephone call-box in a heritage location.

Mount Pleasant Farmhouse.

The Old Rectory.

Ty Mawr (South of Church)

Stone walls are a distinctive feature of the conservation area.

Mount Pleasant Farmhouse with Attached Barn – Grade II

This is a late 16th century two cell house which was heightened in c. 1800 to two full storeys. The attached barn appears to be a mixed purpose building with a threshing floor, cowhouse, stable and hayloft over.

The Old Rectory – Grade II

The house appears to originate from the mid 16th century, presumably a rectory from the first. It is listed as a 16th century house which has, remarkably, survived almost intact within a much larger 17th century and later house. The front elevation retains its c.1900 appearance. Little is now visible of the house's ancient origins when viewed externally.

Locally Listed County Treasures

The County Treasures survey contains a unified list of historic built assets found within the Vale of Glamorgan. It contains listed buildings, scheduled monuments, as well as entries identified as being of 'local importance'.

In addition to the above scheduled monuments and listed buildings Ty Mawr (south of Church of St. Canna) is recorded as a County Treasure. It is a direct entry cottage with lateral chimneys, probably the oldest and least modified in the village.

Ty Mawr (South of Church)

Sub Regional cottage direct entry with lateral chimneys. Probably oldest and least modified in village. Note - there are two houses named "Ty Mawr" in the village.

Positive Buildings - The Contribution of Key Unlisted Buildings

A number of key unlisted buildings have been identified as 'positive buildings' and these are marked on the appraisal map. Positive buildings are those which make a positive contribution to the special architectural or historic interest of the conservation area. Criteria for selection is given in Appendix 1.

Local Details

The rural character of the area is reinforced by grass verges and an absence of pavements. The grass verge opposite The Old Rectory is unusually wide and, like the two 'greens', adds to the spaciousness of the conservation area.

Small features such as this Victorian letter box add to local distinctiveness and should be preserved

The use of red brick suggests that this building was constructed in the 19th century.

The bell-cote of St. Canna's Church. Of the two bells, one is probably medieval, the other is dated 1861.

The church is surrounded by a band of trees

Stone boundary walls are a particular feature of the area – the one on the eastern side of the road between Church Farm and the entrance to the churchyard has an aged quality arising from colourful lichen. West of The Old Rectory is a rectangular garden partly enclosed by a well-constructed stone wall.

The red telephone kiosk, which is grade II listed, and the adjacent VR wall mounted red postbox contribute to the area's local distinctiveness.

General Condition

General building condition within the area is good and several historic buildings have been, or are in the process of, refurbishment. However, there are significant cracks in the stone walling of the Church and in at least one location, trees have caused the boundary stone wall to topple.

Green Spaces and Bio-Diversity

The green wedge between the northern part of the village, containing church and rectory, and the residential southern part is a prime characteristic of the conservation area. The wedge comprises open fields on either side of the road from where there a good northward views towards St. Mary Hill. Trees and boundary hedges add to the green aspect of this wedge.

Trees are a particular feature of the northern part of the conservation area particularly those within, and leading up to, the churchyard and those in the grounds of The Old Rectory. These mature beech and sycamore trees provide a fine setting for the historic buildings and a robust northern edge to the conservation area.

Trees are a feature of private gardens in the southern part of the conservation area but are not as prominent or as plentiful as around the Church. Private residences have well tended accompanying gardens, some of which front the highway, which adds to the rural ambience of the village.

The churchyard wall is in need of repair.

Cracks in the church's masonry are a cause for concern.

This oil tank might be concealed by a screen.

Some gravestones are in need of attention.

Negative Factors

There are a number of elements which detract from the special character of the area, and which offer potential for beneficial change. They are:

- Major vertical cracks in the stonework of St. Canna's Church indicate a need for remedial action;
- Some tombstones in the churchyard area in need of repair;
- The green oil tank east of the church would benefit from some form of screening;
- Electricity pylons and power lines spoil southward views;
- The churchyard's boundary wall is in need of attention in places;
- Major alteration and extension to some historic buildings has resulted in a significant loss of historic character.

Summary of Issues

The following issues have been listed with regard to the 'negative factors' listed above and include the views of the local community as part of the preliminary public consultation exercise. They provide the basis for the Management Plan. These issues will be subject to regular review by the Council and new ones may be added in the future:

- Protection of significant views into and out of the Conservation Area;
- Condition of the Church;
- The care and management of unkerbed grass verges, hedges and wooded banks;
- The protection and repair of stone boundary walls adjoining the highway;
- The retention and enhancement of the wayside brook;
- Building maintenance and repair;
- Design of new development;
- The care and management of important trees and tree groups;
- Boundary review;
- Monitoring and review.

Management Plan

Introduction

The Management Plan sets out proposals and policies which can enhance the character and appearance of the Conservation Area in the light of the issues identified in the preceding Appraisal.

For further details about the purpose and status of the Management Plan, please see the introduction to this document.

Boundary Review

As part of the character appraisal process, a thorough survey and review of the existing boundaries of the Llangan Conservation Area was undertaken. It was found that some of the conservation area boundary in the north and south of the area does not follow obvious field boundaries or hedgerows and are therefore not easily identifiable on the ground.

Recommendation:
Two amendments to the boundary of the Llangan Conservation Area are proposed.
(1) At the south of the area, the boundary should be redrawn to follow the existing hedgerows and fences beside the road and extended grass verge;
(2) At the north of the area, the boundary should be redrawn more tightly towards the village settlement thereby omitting a large field.

The proposed changes are shown on the accompanying appraisal map.

Landscape Setting

The landscape setting of the Conservation Area is very important and is notable for its rural, almost hilltop, location. For this reason the boundary has been drawn widely around the historic built environment and includes fields and open spaces that are vital to the area's rural landscape setting.

Recommendation:
Development which impacts in a detrimental way upon the immediate setting of the Conservation Area will be resisted. The Council will resist applications for change on the edges of the Conservation Area which would have a detrimental effect on the area's setting.

Views

There are many short and long views into, out of and through the Conservation Area which make a positive contribution to its special character. The most important views are identified on the Appraisal Map in the character appraisal.

Recommendation:
The Council will seek to ensure that all development respects the important views within, into and from the Conservation Area, as identified in the appraisal. The Council will seek to ensure that these views remain protected from inappropriate forms of development.

Protection of Important Open Spaces

Open areas and spaces between buildings and groups of buildings play an aesthetic part in forming the character of the village, in particular the green by the church entrance and beside the southern road junction. They can improve access into the surrounding countryside, frame vistas, enable distant views or are simply part of the historic development of the rural place.

Recommendation:
The development of open areas that contribute to the character of the Conservation Area will be opposed.

Management of Grass Verges

The appraisal has identified that unkerbed grass verges are a significant element in the rural ambience of the Conservation Area.

Recommendation:
The Council will ensure that any highway works bring a positive improvement to the Conservation Area and that grass verges are protected. Where highway improvements are required, they should respect the character of the Conservation Area.

Protection and Repair of Stone Walls

Traditionally, most boundaries in the Conservation Area are defined by limestone rubble walls. There is a small loss of these walls where routine maintenance and rebuilding of fallen sections has been neglected. Stone boundary walls, hedges and railings which enhance the character of the Conservation Area should be retained.

Recommendation:
The Council will seek to resist proposals to remove or significantly alter traditional boundary walls or for new boundary treatments which fail to respect the form and materials of traditional boundary treatments in the area. The Council will seek to secure the maintenance and repair of traditional stone walls.

Building Maintenance and Repair

Building condition in the conservation area is generally good but there are serious cracks in the masonry walling of St. Canna's Church and these are in need of immediate attention.

Recommendation:
The Council will seek to monitor the condition of all historic buildings in the Conservation Area and will report findings and advise action, as necessary. Where the condition of a building gives cause for concern, appropriate steps will be sought to secure the future of the building, including the use of statutory powers.

Management of Trees

Trees make a vital contribution to the rural ambience of the Conservation Area and the setting of many of its historic buildings especially around church and rectory. The appraisal identifies a number of significant trees and groups of trees on verges or within areas of public open space and within private gardens. Because of the very large number of trees, and the difficulty of obtaining access onto private land, a full tree survey was not carried out at the time of the appraisal survey and the Appraisal map therefore only includes an indication of the most significant groups of trees.

Recommendation:
The Council will seek to consider the use of Tree Preservation Orders in appropriate circumstances where a tree has significant amenity value and is considered to be potentially under threat. The felling of trees or development of woodland that contributes to the character of the Conservation Area will be opposed.

Loss of Architectural Detail and Minor Alterations to Historic Buildings

Many of the unlisted buildings in the Llangan Conservation Area have been adversely affected by the replacement of original timber sash windows with uPVC or aluminium, the loss of original timber front doors, removal of render and painting of formerly exposed stonework. Most of these minor alterations are not currently subject of planning control. The incremental loss of original building materials and architectural detail is cumulatively eroding one of the characteristic features of the Conservation Area.

Recommendations:
The Council will encourage restoration of architectural detail/reversal of unsympathetic alterations especially timber windows, chimney stacks and original roof covering.

The Council will consider the future introduction of an 'Article 4' Direction in respect of buildings identified as 'County Treasures' and 'positive' buildings in the Appraisal.

Control of New Development

Some modern developments do not harmonise with the historic character and appearance of the Conservation Area. This applies to small extensions and garages as well as larger development schemes.

Recommendations:
Development proposals will be judged for their effect on the area's character and appearance as identified in the Llangan Conservation Area Appraisal together with relevant Development Plan policies and any other material considerations.

The Council will continue to ensure that all new development accords with policies in the Unitary Development Plan and any other policies which supersede this in the emerging Local Development Plan (LDP).

Positive Buildings

'Positive' buildings have been identified as part of the appraisal process and these are marked on the Appraisal Map. Generally, these are individual or groups of buildings that retain all or a high proportion of their original architectural detailing and which add interest and vitality to the appearance of the Conservation Area. The criteria for selection of positive buildings are identified in Appendix 1 of this document.

Recommendation:
In accordance with Government guidance contained within Circular 61/96, the Council will adopt a general presumption against the demolition of 'positive' buildings with proposals to demolish such buildings assessed against the same broad criteria as proposals to demolish listed buildings. Any application for the demolition of a positive building will therefore need to be justified as to why the building should not be retained.

Conservation Area Guidance

Consultation with the local community suggests that there is a need for additional design guidance and leaflets about conservation areas that build upon existing supplementary planning guidance and advisory leaflets.

Recommendation:
The Council will consider preparing advisory guidance and 'best practice' notes that would assist in retaining the area's prevalent historic character and appearance and promote awareness of the value and importance of the conservation area, e.g. written advice regarding (a) alterations to historic buildings, (b) development within conservation areas, (c) the use of traditional building materials, (d) appropriate boundary treatment in rural villages and (e) care and maintenance of trees and woodland.

Buildings and Land in Poor Condition

Recommendation:
Where sites or buildings are in a poor condition and the appearance of the property or land are detrimental to the surrounding area or neighbourhood, consideration will be given to the serving of a Section 215 Notice. This notice requires proper maintenance of the property or land in question, and specifies what steps are required to remedy the problem within a specific time period.

Monitoring and Review

Recommendation:
This document should be reviewed every five years from the date of its formal adoption. A review should include the following:

- *A survey of the Conservation Area including a full dated photographic survey to aid possible enforcement action;*
- *An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;*
- *The identification of any new issues which need to be addressed, requiring further actions or enhancements;*
- *The production of a short report detailing the findings of the survey and any necessary action;*
- *Publicity and advertising.*

References and Useful Information

Local Generic Guidance

Advice for owners of properties in Conservation Areas can be found in the leaflet *A Guide to Living and Working in Conservation Areas*, which is available on line on the Council website at www.valeofglamorgan.gov.uk

Additional information, including design guidance and guidance on repairs and alteration is contained within the adopted supplementary planning guidance document – Conservation Areas in the Rural Vale.

Bibliography

1. J Newman, Glamorgan (Pevsner 'The Buildings of Wales'), Yale University, 1995
2. Statutory List of Buildings of Special Historic or Architectural Interest
3. Vale of Glamorgan Council, Conservation Areas in the Rural Vale, 1999
4. Vale of Glamorgan Council, County Treasures, 2007
5. R.Denning, Llangan, 1967

Contact Details

For further advice and information please contact the Conservation and Design Team at:

Planning and Transportation Policy,
Vale of Glamorgan Council,
Dock Office,
Barry Docks,
CF63 4RT

Tel: 01446 704 626/8
Email: planning&transport@valeofglamorgan.gov.uk

Appendix 1

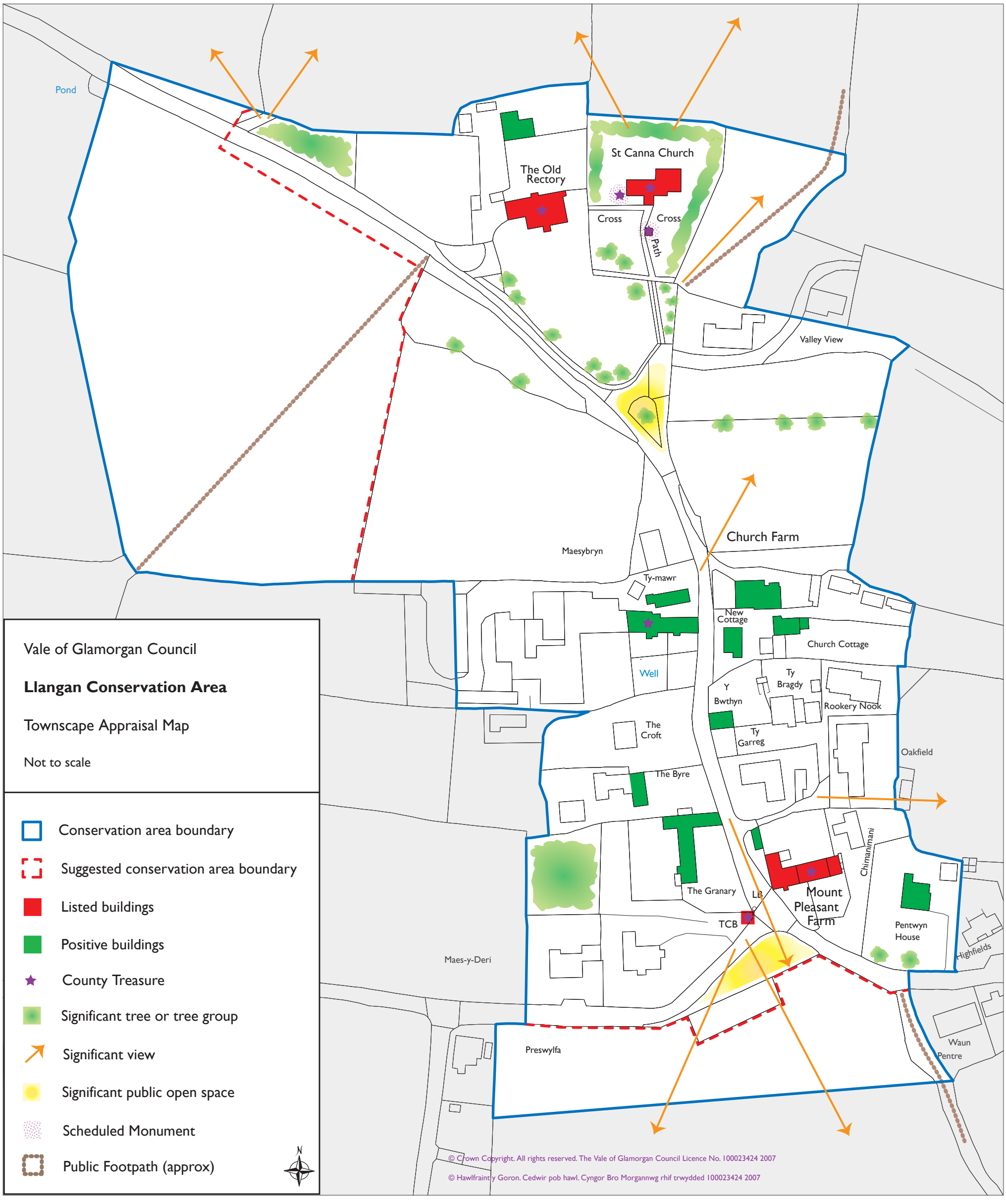
Criteria for the Selection of 'Positive Buildings'.

For the purposes of this conservation area appraisal, a positive building is an unlisted building that makes a positive contribution to the special architectural or historic interest of the conservation area.

The criteria for assessing the contribution made by unlisted buildings to the special architectural or historic interest of a conservation area are given below.

Any one of these characteristics could provide the basis for considering that a building makes a positive contribution to the special architectural or historic interest of a conservation area and is therefore identified as a 'positive building':

- Is the building the work of a particular architect of regional or local note?
- Has it qualities of age, style, materials or any other characteristics which reflect those of at least a substantial number of the buildings in the conservation area?
- Does it relate by age, materials or in any other historically significant way to adjacent listed buildings, and contribute positively to their setting?
- Does it individually, or as part of a group, serve as a reminder of the gradual development of the settlement in which it stands, or of an earlier phase of growth?
- Does it have significant historic association with established features such as the road layout, burgage plots, a town park or a landscape feature?
- Does the building have landmark quality, or contribute to the quality of recognisable spaces, including exteriors or open spaces with a complex of public buildings?
- Does it reflect the traditional functional character of, or former uses within, the area?
- Has it significant historic associations with local people or past events?
- Does its use contribute to the character or appearance of the conservation area?
- If a structure associated with a designed landscape within the conservation area, such as a significant wall, terracing or a minor garden building, is it of identifiable importance to the historic design?


Pond
The Old Rectory
St Canna Church
Cross
Cross
Path
Valley View
Church Farm
Maesybryn
Ty-mawr
New Cottage
Church Cottage
Well
Y Bwthyn
Ty Bragdy
Rookery Nook
The Croft
Ty Garreg
Oakfield
The Byre
Chimanimani
The Granary
LB
Mount Pleasant Farm
TCB
Pentwyn House
Highfields
Maes-y-Deri
Preswylfa
Waun Pentre
Vale of Glamorgan Council
Llangan Conservation Area
Townscape Appraisal Map
Not to scale
Conservation area boundary
Suggested conservation area boundary
Listed buildings
Positive buildings
County Treasure
Significant tree or tree group
Significant view
Significant public open space
Scheduled Monument
Public Footpath (approx)
N
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 Appendix 5

FW: Chief Fire Officer.docx

From: **Matheson, Richard (Head of Legislative Fire Safety)** (RG-Matheson@southwales-fire.gov.uk)
Sent: 31 January 2012 10:25:49
To: 'Richard@skistgervais.co.uk' (Richard@skistgervais.co.uk)
1 attachment
designinggypsysites.doc (1846.5 KB)

Dear Richard,

May I firstly apologise for the delay in responding to your email. Unfortunately, I became unwell last week and as a consequence, I was unexpectedly off work for a number of days.

Reference your enquiry below, South Wales Fire & Rescue Service has no record of consultation (under Town and Country Planning) in respect of the proposal.

Typical fire and rescue service vehicle access route specification recommends a

- Minimum width of road between kerbs 3.7 metres;
- Minimum width of a gateway 3.1 metres
- Minimum clearance height of 3.7 metres;
- Minimum carrying capacity 12.5 tonnes;

A fire service vehicle should not have to reverse more than 20 metres. Where a turning circle needs to be provided it should be:

- Minimum turning circle between kerbs 16.8 metres;
- Minimum turning circle between walls 19.2 metres.

These distances are the standard distances that the SWFRS recommend on any planning consultation as they align with the recommendations to satisfy the Building Regulations. Where necessary, due to constraints of an existing site, SWFRS may consider the suitability of access routes on a case by case basis.

With regard to the attendance times to the proposed site, appliances from Cowbridge fire station and Bridgend fire station comprise the pre-determined attendance. It is estimated that the first appliance would be in attendance within eight minutes from the time of call.

As well as access routes, the fire service would also recommend adequate water supplies for fire fighting are made a condition of planning. A fire hydrant providing an adequate flow of water would be necessary. Where this facility is not available, alternative water supplies may be considered.

I have attached a copy of the Department for Communities and Local Government guidance "Designing Gypsy and Traveller Sites" for your information. Page 24 deals specifically with access for fire appliances.

I trust that this assists with your enquiry, but should you require any further information please do not hesitate to contact me.

Yours sincerely,

Richard Matheson

Head of Risk Reduction

01443 232551

From: Morris, RG (Head of Community Safety and Partnerships)
Sent: 23 January 2012 12:55
To: Matheson, Richard (Head of Legislative Fire Safety)
Cc: Brown, Neil (Head of Road Safety)
Subject: FW: Chief Fire Officer.docx

Hi Rich,

Please see e-mail trail below, can you advise accordingly?

Regards

Rob

Rob Morris

Group Manager

Head of Community Safety and Partnerships

South Wales Fire and Rescue Service

Tel 01443 232000

Mobile 07747693410

rg-morris@southwales-fire.gov.uk

From: Griffin, Julie (PA to CFO)
Sent: 23 January 2012 08:46
To: Morris, RG (Head of Community Safety and Partnerships)
Subject: FW: Chief Fire Officer.docx

Julie Griffin

PA to Acting Chief Fire Officer, Huw Jakeway

CP i'r Prif Swyddog Tân Dros Dro, Huw Jakeway

South Wales Fire and Rescue Service

Gwasanaeth Tân ac Achub De Cymru

Ffôn/Tel: 01443 232006

E-Mail/ E-Bost: j-griffin@southwales-fire.gov.uk

From: Richard Mann [mailto:rmann@uwha.co.uk]
Sent: 20 January 2012 11:59
To: Business Support
Cc: Richard@skistgervais.co.uk
Subject: RE: Chief Fire Officer.docx

Please accept my apologies as I have added some further information. Please can you respond to Richard@skistgervais.co.uk

I have also enclosed the text by way of this e-mail in the event that you cannot open the previous file and have sent a copy by post.

Regards

Chief Fire Officer

South Wales Fire & Rescue Service
Forest View Business Park
Llantrisant
CF72 8LX

20th January 2012

Dear Sir / Madam

Re: VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN

The Vale of Glamorgan has recently published is Draft LDP which is suggesting that a piece of open countryside adjacent to the village of Llangan be considered for a large scale Gypsy and Travellers site.

We would like to know whether the Vale of Glamorgan has consulted with the South Wales Fire Service with respect to this site.

The Office of the Deputy Prime Minister publishes design guidance specifically in relation to sites for Gypsy and Travellers which recommends that access roads to such sites are required to be a minimum of 3.5m wide for 2 way traffic and at least 3.m wide for one way systems. I would be interested to know if the South Wales Fire Authority has a view on this and whether they feel that wider access is more appropriate.

I would also welcome and comments that you may have in respect of turning areas for emergency vehicles at junction layouts (access to the site is through a narrow lane with a 90 degree turn required).

The ODPM document also comments against the likely risk of fire on a site where LPG containers are stored and we would be interested to have your view on the risk of fire at such sites.

With respect to the particular site in question; I have enclosed a site location plan (edged red) and some street views and would welcome your comments

in relation to access for your emergency vehicles.

The ODPM and the Welsh Government go on to advise that sites should generally be designed to be on the fringes of settled towns and close to all local amenities. We would be interested to have your view on the generality of locations for these types of sites in the context of reaction times for emergency vehicles.

It would be really appreciated if you could come back to me as early as possible.

Regards

Richard Mann

Picture (Device Independent Bitmap)

View A

View C

View B

Picture (Device Independent Bitmap)

View D

Picture (Device Independent Bitmap)

United Welsh Housing Association is a charitable housing association

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Mae'r neges e-bost hon ac unrhyw ffeiliau sydd ynghlwm wrthi yn gwbl gyfrinachol ac wedi'u bwriadu al sylw y person neu sefydliad y maent wedi eu cyfeirio ato yn unig. Na chaniateir i chi adolygu, ailanfon, lledaenu na defnyddio'r wybodaeth uchod ar unrhyw gyfrif: peidiwch a chymryd unrhyw gamau o ganlyniad a gan ddibynnu arni. Os ydych wedi derbyn y neges e-bost hon ar gam, wnewch chi hysbysu'r anfonydd ar unwaith a dileu'r e-bost a'i chynnwys oddi ar eich system os gwelwch yn dda. Barn neu safbwyntiau'r awdur yw'r rhai a fynegir yn y neges e-bost hon ac nid ydynt yn adlewyrchu o anghenraid barn neu safbwyntiau Gwasanaeth Tan Ac Achub De Cymru onis dywedir yn bendant fel arall. Bydd pob eitem o bost a anfonir i'r cyfeiriad hwn yn cael ei monitro gan sustem e-bost corfforaethol y Gwasanaeth Tan ac efallai y caiff ei harchwilio gan berson arall, sy ddim o reidrwydd y derbynnydd gwreiddiol, er mwyn dod o hyd i ddefnydd o ddeunydd anaddas neu dorri rheolau polisiau. Os nad yw hyn yn dderbyniol i chi, peidiwch a defnyddio'r dull yma o gyfathrebu a Gwasanaeth Tan Ac Achub De Cymru.

Site Details

Site Area	0.76
Asset No	23718
Ward	Llandow/Ewenny
Easting	296380
Current use	Gypsy/Traveller Site
Northing	177692

Site Constraints

Access	Poor – Very narrow lane
Topography	Generally level – sloping down from south east corner
Flooding	The site is unaffected by flooding
Surface water flooding	The site is largely unaffected by surface water flooding but there is a large band of surface water flooding located to north of the site
Special Landscape Area	The site is within a Special landscape Area
Green Wedge	The site is not within a green wedge designation
Conservation Area	The site is not within a designated Conservation Area but is located in close proximity to the Conservation Area of Llangan
Quarry Buffer Zone	The site is not within a defined quarry buffer zone
PROW	None affecting the Site
SINC	None
Other designations UDP	Near Llangan Conservation Area
Hazards	None identified
Estates Issues	Owning Department – Housing. Part of the site is currently used as a Gypsy and Traveller Site. There may be implications to consider under S123 of the Local Government Act relating to the loss of Public Open Space. Legal advice should be sought as a result.
Legal issues	No legal restriction on the land. Designated as Housing Land so S123 Public Open Space loss is not an issue.
Parks comments	Not consulted
Countryside Comments	Not consulted
General Comments	Part of the site currently used as unauthorised Gypsy and Traveller site. Remainder of the site is Greenfield. Existing services to site but unsure of capacity to accommodate required development. Poor

	road access. Isolated rural location. Site could accommodate additional capacity.
Assessment	The site is owned by the Council and has an accepted long standing use as a Gypsy and Traveller Site and there is scope to increase the capacity of the site should the investment become available. The site is in close proximity to the settlement of Fferm Goch which has been identified in the Vale Of Glamorgan Council's sustainable settlement hierarchy as a Minor Rural Settlement. However, no facilities are located adjacent to the site and public transport provision is very poor.

Appendix 9 can be found within Appendix 8 of the 2016 Representation

Appendix 2 Representation produced by Barton Willmore on behalf of Llangan Action (April 2014)

Vale of Glamorgan Deposit Local Development Plan Alternative Sites Consultation

Representation on behalf of Llangan Action

APRIL 2014

Vale of Glamorgan Deposit Local Development Plan
Alternative Sites Consultation

Representation on behalf of Llangan Action

April 2014

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Date: April 2014

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APPENDICIES

Appendix 1 Representation produced by Barton Willmore on behalf of Llangan Action (March 2012)

1.0 Introduction

1.1 This Representation sets out objections to the proposed de-allocation of 'Land at Hayes Road, Sully' which is allocated under Policy MG 5 of the Vale of Glamorgan Deposit Plan, November 2013 (LDP) for a Gypsy and Traveller site. This Representation also sets out objections to the proposed allocation of a new Gypsy and Traveller site at Llangan under Alternative Site Number 92, Alternative Site Number 105 and Alternative Site Number 106 of the Alternative Sites Register.

1.2 This Representation sets out the merits of retaining the existing allocation at Hayes Road, Sully for the provision of a Gypsy and Traveller site within the LDP due to it being a 'Sound' allocation.

1.3 In addition, this Representation also confirms that the proposed alternative allocations at Llangan are not 'Sound' drawing largely on the previous Representation submitted to the Deposit Local Development Plan (February 2012) in March 2012 which confirms that Llangan is not a suitable settlement for a Gypsy and Traveller site. A copy of the previous Representation produced by Barton Willmore on behalf of Llangan Action is contained in Appendix 1 for ease of reference and should be read in conjunction with this Representation.

2.0 Land at Hayes Road, Sully – A Sound Allocation

2.1 Under Policy MG 5 of the Vale of Glamorgan Deposit Plan, November 2013 (LDP), land at Hayes Road, Sully is allocated for a Gypsy and Traveller site.

2.2 The policy states that:

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

2.3 The supporting paragraphs 6.38 to 6.44 of the LDP state that:

> *"Sections 224 and 225 of the Housing Act 2004 require local authorities to assess the accommodation needs of Gypsy and Travellers within their area and that where there is an identified need sufficient site(s) should be allocated within the Council's LDP to address that need.*
>
> *In 2007 in partnership with Cardiff Council the Vale of Glamorgan Council commissioned Fordham Research13 to undertake a Local Housing Market Assessment to include a Gypsy and Traveller Accommodation Assessment (G&TAA) with the aim of quantifying the accommodation and housing related support needs of Gypsies and Travellers in terms of residential and transit sites as well as bricks and mortar accommodation.*
>
> *The Study, which included direct consultation with the Gypsy and Traveller community, identified a need for the Council to provide 6 authorised pitches and 15 transit pitches for the Plan period.*
>
> *To inform the preparation of this Plan, a further study was commissioned in 2013/14 which has concluded that 18 pitches are required to satisfy the identified and future need for Gypsies and Travellers during the Plan period.*
>
> *Having regard to the evidence collated as part of the study, it concludes that the Plan should meet the short – medium term*

need and closely monitor the situation for the latter period of the Plan, allowing the Council to address clearly identified current needs, but also have flexibility to address needs which cannot be substantiated at this time.

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

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

2.4 It is considered that the proposed allocation meets the Tests of Soundness as set out in the Local Development Plan Manual, June 2006. Therefore, in order to ensure that the Vale of Glamorgan Local Development Plan remains 'sound' with regards to Policy MG 5, it is recommended that the existing allocation is retained in order to provide Gypsy and Traveller accommodation over the LDP

period in the Vale of Glamorgan. It is set out below, how the proposed allocation meets the relevant Tests of Soundness.

Test C2: It has regard to National Policy

2.5 Planning Policy Wales, February 2014, 6th Edition (PPW) sets out the land use planning policy context for Wales at a national level.

Sustainable Development

2.6 Paragraph 4.1.6 of PPW identifies that the planning system has a fundamental role in delivering sustainable development in Wales. It is stated that:

> *"In particular the planning system, through both development plans and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change."*

2.7 Paragraph 4.4.2 identifies that planning policies and proposals should:

- *"Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;*
- *Locate developments so as to minimise the demand for travel, especially by private car; Support the need to tackle the causes of climate change by moving towards a low carbon economy;*
- *Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;*
- *Play an appropriate role to facilitate sustainable building standards;*

- *Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;*
- *Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;*
- *Help to ensure the conservation of the historic environment and cultural heritage Maximise the use of renewable resources;*
- *Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;*
- *Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;*
- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged;*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car;*
- *Promote quality, lasting, environmentally-sound and flexible employment opportunities;*
- *Support initiative and innovation and avoid placing unnecessary burdens on enterprises;*
- *Respect and encourage diversity in the local economy;*
- *Promote a greener economy and social enterprises; and*

- *Contribute to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development and responding to climate change."*

2.8 The site at Hayes Road evidently constitutes sustainable development because the site:

- Will reduce the need to travel due to extensive local service provision in close proximity to the site;
- Is sustainably located with good access to public transport facilities, with the nearest bus stop located approximately 200m from the site which provides services to Barry, Penarth and Cardiff approximately every 30 minutes;
- Is not affected by any historical or ecological designations including SSSIs, Green Wedges or Special Landscape Areas;
- Promotes sustainable access to existing local employment, shopping, education, health, community, leisure and sports facilities;
- Meets the identified needs of Gypsies and Travellers in the Vale of Glamorgan; and
- Contributes to improvements in health due to its location in close proximity to existing services and facilities.

2.9 Although a small portion of the site lies within flood risk Zone C2 on the northern edge, it is considered that adequate mitigation measures could be incorporated into future improvement works which would obviate any risk of flooding within this area, which is confirmed by paragraph 9.8 of the Vale of Glamorgan 'Gypsy and Traveller Site Assessment' LDP Background Paper.

2.10 Furthermore, a small proportion of the site lies within the Health and Safety Executive Consultation Zone associated with Dow Corning. However, the site's location within the Zone requires the Health and Safety Executive to be consulted upon any future planning application but it does not preclude the development of the site in principle.

Housing

2.11 Chapter 9 of PPW deals with housing and paragraph 9.1.1 states that the objectives are to provide:

- *Homes that are in good condition, in safe neighbourhoods and sustainable communities; and*
- *Greater choice for people over the type of housing and the location they live in, recognising the needs for all, including those in need of affordable or special needs housing in both urban and rural areas.*

2.12 Paragraph 9.2.21 of PPW identifies that local authorities are required to assess the accommodation needs of Gypsy families. The Vale of Glamorgan has carried out an assessment of the needs for Gypsies and Travellers. The Fordham Research study identifies that there is a strong feeling in the Gypsy and Travellers community that small sites on the edge of existing large communities are required to help facilitate access to health, education and welfare facilities. The Study also highlighted that isolated, rural sites restrict access to health, education and welfare facilities and should be avoided.

2.13 The site at Hayes Road, Sully accords with the requirement of Planning Policy Wales Chapter 9 in that the site is located on the edge of a large community (Sully) with good access to local health, education and welfare facilities.

WG Circular 30/2007 – Planning for Gypsy and Traveller Caravan Sites

2.14 WG Circular 30/2007 – Planning for Gypsy and Traveller Caravan Sites (Circular 30/2007) paragraph 17 identifies that:

> *"Where there is an assessment of unmet need for Gypsy and Traveller accommodation in the area, local planning authorities should allocate sufficient sites in LDPs to ensure that the identified pitch requirements for residential and transit use can be met. Local planning authorities will need to demonstrate that sites are suitable, and that there is a realistic likelihood that the specific sites allocated in LDPs will be made available for that purpose".*

2.15 The existing allocation near Sully is considered to be large enough to meet the requirement identified for the Vale of Glamorgan. The 'Designing Gypsy and Travellers Sites Good Practice Guide' identifies that a pitch should be a minimum of 500 sq m plus infrastructure and facilities. The 2013 LDP Gypsy and Traveller Site Assessment Background Paper states that "*the Council's land holdings to the south offers the opportunity for expansion in order to include additional services and facilities as recommended in the Good Practice Guide in Designing Gypsy and Traveller Sites in Wales*".

2.16 Paragraph 19 of Circular 30/2007 sets out issues in terms of suitable sites and states that:

> *"Issues of site sustainability are important for the health and well being of Gypsy and Travellers not only in respect of environmental issues but also for the maintenance and support of family and social networks. It should not be considered only in terms of transport mode, pedestrian access, safety and distances from services. Such consideration may include:*
>
> - *opportunities for growth within family units;*
> - *the promotion of peaceful and integrated co-existence between the site and the local community;*
> - *the wider benefits of easier access to GP and other health services;*
> - *access to utilities including waste recovery and disposal services; access for emergency vehicles;*
> - *children attending school on a regular basis;*
> - *also other educational issues such as space e.g. for touring or static play bus, homework club, teaching base for older children and adults;*
> - *suitable safe play areas;*
> - *contribute to a network of transit stops at intervals that reduce the need for long-distance travelling;*
> - *possible environmental damage caused by unauthorised encampment;*

- *not locating sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans and;*
- *regard for areas designated as being of international or national importance for biodiversity and landscape."*

2.17 Furthermore, paragraph 20 of Circular 30/2007 identifies that in deciding where to provide for Gypsy and Traveller sites; local planning authorities should first consider locations in or near existing settlements with access to local services e.g. shops, doctors, schools, employment, leisure and recreation opportunities, churches and other religious establishments.

2.18 Paragraph 26 of Circular 30/2007 states that Gypsy and Travellers sites:

> *"Should respect the scale of and not be so large as to dominate the nearest settled community serving them. They should also avoid placing an undue burden on the local infrastructure."*

2.19 The site at Hayes Road would not dominate the settlement of Sully based on its size and characteristics. The infrastructure to the settlement is considered to be of a suitable standard to accommodate the allocated Gypsy and Traveller Site.

2.20 Based on the above, the site at Hayes Road, Sully therefore fully complies with the requirements of the Circular in that it provides access to existing public transport and local services and facilities including schools and health facilities.

Consistency Test C3 - Wales Spatial Plan, Update 2008

2.21 The Wales Spatial Plan, Update 2008, promotes sustainable development and states that:

'Sustainable development is about improving wellbeing and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources. The Wales Spatial Plan aims to deliver sustainable development through its Area Strategies in the context of the Welsh Assembly Government's statutory Sustainable Development Scheme. The

Scheme is currently being revised to reflect the Assembly Government's One Wales agenda'.

2.22 The WSP identifies 5 key themes which are:

- Building sustainable communities
- Achieving sustainable accessibility
- Promoting a sustainable economy
- Valuing our environment
- Respecting distinctiveness

2.23 In terms of "Building Sustainable Communities" the WSP emphasises the need to focus development to settlements including the creation of jobs and delivering regeneration.

2.24 In "Promoting a Sustainable Economy" the WSP seeks to develop key settlements with vibrant economies, deliver new employment sites at sustainable locations, improve skills within Wales and provide appropriate infrastructure for employment development.

2.25 Within "Valuing Our Environment" the emphasis is to deal with climate change and protecting and enhancing the environment.

2.26 "Achieving Sustainable Accessibility" seeks to locate housing, employment and key services in close proximity to each other and areas accessible by modes of travel other than the private car.

2.27 Finally, "Respecting Distinctiveness" seeks to create flourishing communities, deliver high quality environment, buildings and spaces with a sense of identity and promote the Welsh Language.

2.28 The WSP divides Wales into a number of areas, with the Vale of Glamorgan being located within the South East Wales region – 'Sustainable Capital Region'. The WSP sets out a vision for the area and 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 with conservation of the landscape, environment and community strength of this area.'

2.29 Again the key theme of the Wales Spatial Plan is achieving sustainable development through focusing new development in areas which have good access to key services and facilities. For the reasons set out above the allocation of Hayes Road, Sully is consistent with the objectives of the Wales Spatial Plan. Therefore Policy MG 5 complies with Soundness Test C3 - Consistency.

Consistency – C4 – Vale of Glamorgan Community Strategy

2.30 The Community Strategy 'Planning and Working Together' provides a vision for how the Vale of Glamorgan will look in the future and how that vision can be achieved. The Vision states that:

'Our vision for the Vale is a place:

that is safe, clean and attractive, where individuals and communities have sustainable opportunities to improve their health, learning and skills, prosperity and well being, and where there is a strong sense of community in which local groups and individuals have the capacity and incentive to make an effective contribution to the future sustainability of the area.'

2.31 The Community Strategy contains 10 priority outcomes as follows:

- People of all ages are actively engaged in life in the Vale and have the capacity and confidence to identify their own needs as individuals and within communities.
- The diverse needs of local people are met through the provision of customer focused, accessible services and information.
- Vale of Glamorgan residents and organisations respect the local environment and work together to meet the challenge of climate change.
- Older people are valued and empowered to remain independent, healthy and active. They have equality of opportunity and receive high quality services to meet their diverse needs.

- Children and Young people in the Vale of Glamorgan are well informed and supported to access a broad range of quality services that enable them to take full advantage of the life opportunities available in their local communities and beyond.
- People of all ages are able to access coordinated learning opportunities and have the necessary skills to reach their full potential, helping to remove barriers to employment. The underlying causes of deprivation are tackled and the regeneration of the Vale of Glamorgan continues, opportunities for individuals and businesses are developed and the quality of the built and natural environment is protected and enhanced.
- The Vale of Glamorgan maximises the potential of its position within the region working with its neighbours for the benefit of local people and businesses, attracting visitors, residents and investment.
- Residents and visitors are safe and feel safe and the Vale of Glamorgan is recognised as a low crime area.
- Health inequalities are reduced and residents are able to access the necessary services, information and advice to improve their wellbeing and quality of life.

2.32 Due to Sully being a sustainable location, the allocation of Hayes Road, Sully meets the objectives of the Community Strategy with the site promoting inclusion and accessibility to services and facilities including health and education facilities.

2.33 In conclusion, Policy MG 5 complies with Soundness Test C4.

Test CE1: the plan sets out a coherent strategy from which its policies and allocations logically flow and, where cross boundary issues are relevant, it is compatible with the development plans prepared by neighbouring authorities.

2.34 The LDP sets out a Vision and 10 key strategic objectives to deliver the Vision which set out the context of the LDP strategy. Policy MG 5 is assessed against each of the objectives to demonstrate that the proposed policy and associated allocation at Hayes Road, Sully flows logically from the Strategy and is therefore 'Sound.'

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

2.35 The Gypsy and Travellers community within the Vale of Glamorgan has the same rights as other sections of the community and in this regard the proposed allocation at Sully Road provides appropriate access to existing services, facilities and jobs.

2.36 The proposed allocation is consistent with paragraph 4.5 of the LDP which identifies that:

'The LDP will seek to ensure that the role and function of the towns and villages identified in the sustainable settlement hierarchy is maintained and enhanced by ensuring that new development is of a ***scale appropriate to its location****, supports the local economy and sustains and wherever possible improves local services and facilities'.*

2.37 In regards to role and function of the settlement, Sully is identified as a primary settlement where the aim of the LDP is to concentrate the majority of growth alongside Key Settlements and Service Centres. Paragraph 5.17 of the LDP confirms that primary settlements 'offer a number of key services and facilities, which is consistent with the requirements of Circular 09/2007. Furthermore, the proposed allocation is considered to be of an appropriate scale for Sully, as set out above.

2.38 Therefore it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.39 A key thrust of this objective is locating development to minimise the need to travel. Sully is considered to be sustainably located and indeed the site is located within 200m of a bus stop which provides services to Barry, Penarth and Cardiff approximately every 30 minutes.

2.40 Therefore, it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.41 The LDP identifies that one of the main contributors to climate change is people's propensity to travel by private car and the need to seek to increase the use of sustainable transport. It is identified that this can be achieved through concentrating new development within the South East Zone and the settlements identified within the sustainable settlement hierarchy which are, or can be, well served by public transport or by walking or cycling.

2.42 Sully falls within the South East Zone and is accessible by public transport, foot and cycle. Furthermore, Sully offers the following facilities:

- A Jones Dental Surgery: 2.25km
- Sully Surgery: 600m
- Sully Primary School: 1km
- Sully Library: 1.4km
- Sully Sports and Social Club: 1.7km
- Sully Post Office: 1.3km

2.43 Therefore, it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.44 The proposed site is not subject to any historic or environmental designations therefore the development of the site will not have any adverse impacts on the built or natural environment of the Vale of Glamorgan. In addition, the loss of open space is not considered to be detrimental to the quality of the natural environment of the area.

2.45 Therefore it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.46 Paragraph 4.9 of the LDP identifies that appropriately and conveniently located community facilities are an important component of sustainable communities, reducing the need for people to travel and improving the quality of life.

2.47 The proposed allocation at Hayes Road, Sully is appropriately and conveniently located in close proximity to existing community facilities within Sully including a school, doctors surgery and community centre. In this regard Circular 30/2007 advises that issues of site sustainability are important for the health and well being of travellers, not only in terms of transport mode, pedestrian access and safety and distances from services but for a range of issues including the wider benefits of ease of access to GP and health services; children attending school etc. The proposed allocation therefore achieves this requirement.

2.48 Therefore, it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.49 N/A

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

2.50 Paragraph 4.12 of the LDP states that:

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

2.51 The provision of Gypsy and Traveller accommodation is included in the definition of new housing which is required to meet future needs in accordance with PPW and WG Circular 30/2007, with the allocation at Hayes Road, Sully meeting the objectives of paragraph 4.12 of PPW.

2.52 Therefore, it is considered that Policy MG 5 meets this Strategic Objective of the LDP.

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

2.53 It has been suggested that the allocation of the land at Hayes Road, Sully will have a detrimental impact on delivering Policy MG 9 (7) of the LDP, with Hayes Road being located adjacent to a proposed B1 allocation. However, by definition B1 uses are compatible with residential uses and appropriate screening can be provided to minimise any adverse impacts. Notwithstanding the above, the site at Hayes Road is not considered to be visually obtrusive and the primary frontage to Hayes Road is considered to be well screened from passers-by and local traffic. Furthermore, the 2013 Gypsy and Traveller Site Assessment Background Paper confirms that future site improvement works could readily incorporate additional screening measures to improve views of the site from other areas, including the proposed B1 site to the east.

2.54 In addition, there is over 40 hectares of other land allocated for B1 development within the Vale of Glamorgan (excluding the strategic employment allocations) which is in excess of what is required to meet the economic objectives of the LDP. Therefore, the allocation of Hayes Road, Sully will not have a detrimental impact on meeting this objective of the LDP.

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

2.55 The allocation can be appropriately screened to minimise impacts on the adjacent access to the seafront. In addition, the loss of open space is not considered to be detrimental to the experience of visitors and residents due to the quality and quantity of open space available elsewhere including the sea front.

2.56 Therefore, it is considered that Policy MG 5 will not impact on achieving this objective of the LDP.

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

2.56 The allocation site is part brownfield, whilst the Greenfield element is considered to be of limited environmental value (given the absence of environmental designations).

2.57 Therefore, it is considered that Policy MG 5 is broadly consistent with this Strategic Objective of the LDP.

Test CE2: the strategy, policies and allocations are realistic and appropriate having considered the relevant alternatives and are founded on a robust and credible evidence base.

2.58 The allocation of the Hayes Road, Sully for the provision of a Gypsy and Traveller site is considered to be realistic, appropriate and deliverable having considered the relevant alternatives including the proposed sites at Llangan. Further detail of the unsuitability of Llangan as a location for the Gypsy and Traveller site is set out in the next section, whilst the above and the Council's evidence base clearly demonstrates that the allocation at Hayes Road, Sully is realistic, appropriate and deliverable having considered the alternatives.

2.59 Therefore based on the above, Policy MG 5 is considered to comply with Coherence and Effectiveness Soundness Test CE 2.

Summary

2.61 Based on the above, the proposed de-allocation of Hayes Road for the provision of a Gypsy and Traveller site under Policy MG 5 is not required to make the LDP sound. It is clearly demonstrated above that the proposed allocation complies with the following tests of soundness:

- C1;

- C2;
- C3;
- CE1; and
- CE2.

2.62 Therefore, the proposed allocation of Hayes Road, Sully for a Gypsy and Traveller site is 'Sound' and should accordingly be retained in the adopted LDP.

3.0 Alternative Sites at Llangan

3.1 Three sites including the previously allocated site in Llangan (ASN 92, ASN 105 and ASN 106) are being promoted as potential alternative sites to the allocation at Hayes Road, Sully for a Gypsy and Traveller site. Therefore, this section of the Representation demonstrates that Llangan is not a suitable location for a Gypsy and Travellers site.

3.2 As previously set out, a central theme running through planning policy is sustainable development. Paragraph 4.16 of PPW states that:

'In particular the planning system, through both development plans and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change'.

3.4 Paragraph 4.4.2 identifies that planning policies and proposals should:

- *'Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;*
- *Locate developments so as to minimise the demand for travel, especially by private car;*
- *Support the need to tackle the causes of climate change by moving towards a low carbon economy;*
- *Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;*
- *Play an appropriate role to facilitate sustainable building standards;*
- *Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;*
- *Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;*
- *Help to ensure the conservation of the historic environment and cultural heritage*
- *Maximise the use of renewable resources;*

- *Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;*
- *Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;*
- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged;*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car;*
- *Promote quality, lasting, environmentally-sound and flexible employment opportunities;*
- *Support initiative and innovation and avoid placing unnecessary burdens on enterprises;*
- *Respect and encourage diversity in the local economy;*
- *Promote a greener economy and social enterprises; and*
- *Contribute to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development and responding to climate change'.*

3.5 Llangan is not considered to be a sustainable or suitable location for a Gypsy and Traveller site for the following reasons:

- The limited local facilities available;
- The limited provision of public transport;
- The settlement is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide;

- The settlement does not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan;
- The settlement does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- The settlement does not maximise opportunities for community development and social welfare due to its size;
- The settlement does not foster social inclusion due to the isolated location of the settlement; and
- The settlement does not contribute to improvements in health due to the isolation from services and facilities.

3.6 The assertion that the development of a Gypsy and Traveller site at Llangan does not constitute sustainable development is also supported by a number of planning applications and Appeal decisions (2002/00109/FUL and (2011/00710/FUL) which are detailed in the previous Representation.

3.7 Furthermore, the Background Paper – Sustainable Settlements Appraisal Review, November 2011 sets out how the Council has developed the settlement hierarchy in the Vale of Glamorgan. Within the Background Paper, Llangan is identified under the settlement category of 'Hamlets and Rural Areas'. Paragraph 6.9 of the Sustainable Settlements Appraisal Review Background Paper confirms that such settlements require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale. Paragraph 6.10 states that:

'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.****'*

3.8 This is then confirmed in Chapter 5 of the Deposit LDP, were Hamlets and Rural Areas are not mentioned in terms of accommodating new development.

3.9 Further, the Background Paper of the Vale of Glamorgan LPA identifies 'Acceptable Walking Distances' in Table 1 based on the Guidelines for Providing Journeys on Foot, The Institute of Highways and Transportation (2000) and Sustainable Settlements: A guide for Planners, Designers and Developers and Shaping Neighbourhoods, which confirms that Llangan scores zero for public

transport facilities. If a Gypsy and Traveller site was allocated at Llangan, the occupants of the site would be denied sustainable access to a wide range of facilities and services.

3.10 In conclusion, Llangan is not a sustainable location for a Gypsy and Traveller site and the Representations promoting sites in Llangan fail to recognise that Llangan is not a sustainable location for new development. Therefore, the settlement does not meet planning policy requirements in terms of finding appropriate locations for Gypsy and Traveller sites.

4.0 CONCLUSION

4.1 Based on the above, the proposed de-allocation of the Land at Hayes Road, Sully and the proposals put forward to allocate a site at Llangan for the provision of a Gypsy and Traveller site is not considered to be 'sound'. It is clearly demonstrated that the current proposed allocation at Hayes Road, Sully under Policy MG 5 of the LDP complies with the following tests of soundness:

- C1;
- C2;
- C3;
- CE1; and
- CE2.

4.2 As set out in Chapter 2, Policy MG 5 has been produced in accordance with planning policy in terms of both sustainable development and housing. The site at Hayes Road constitutes sustainable development because the site:

- Will reduce the need to travel due to extensive local service provision in close proximity to the site;
- Is sustainably located with good access to public transport facilities, with the nearest bus stop located approximately 200m from the site which provides services to Barry, Penarth and Cardiff approximately every 30 minutes;
- Is not affected by any historical or ecological designations including SSSIs, Green Wedges or Special Landscape Areas;
- Promotes sustainable access to existing local employment, shopping, education, health, community, leisure and sports facilities;
- Meets the identified needs of Gypsies and Travellers in the Vale of Glamorgan; and
- Contributes to improvements in health due to its location in close proximity to existing services and facilities.

4.3 Whilst it is considered that the de-allocation of Hayes Road, Sully under Policy MG 5 is not required to make the LDP 'sound', it is also considered that Llangan is not a sustainable location for a Gypsy and Traveller site and therefore does not comply with planning policy requirements, for the reasons set out in Chapter 3 and the accompanying Representation in Appendix 1.

4.4 In conclusion, Policy MG 5 in its current form is considered to be 'sound' and therefore the proposed allocation of the land at Hayes Road, Sully for the provision of a Gypsy and Traveller site should be accordingly retained in the adopted LDP.

Appendix 3 Sustainable Settlements Appraisal Background Paper (February 2016 Update)

Vale of Glamorgan **Local Development Plan** 2011-2026

Sustainable Settlements Appraisal

Background Paper

February 2016 update

VALE of GLAMORGAN
BRO MORGANNWG

Local Development Plan
Cynllun Datblygu Lleol

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1. INTRODUCTION

1.1 Planning Policy Wales [PPW] requires Local Development Plan's [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 4.7 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 A revised Sustainable Settlements Appraisal [SSA] was prepared in 2013 to clarify the issues raised surrounding the original methodology and to recommend changes, where appropriate, to the settlement hierarchy in the Vale of Glamorgan Deposit LDP. The revised appraisal contained amendments to the weighting and scoring mechanisms used when compared to the 2007 assessment in order to clarify the methodology and to make the study more robust and transparent. This resulted in some changes to the initial scoring and rankings of settlements within the appraisal although there was little change to the general position of settlements and the overall conclusions and recommended settlement hierarchy for the Deposit LDP.

1.5 This updated study has been prepared to inform the LDP Examination and in response to Hearing Session 1, Action Point 4, to address any factual inaccuracies and those issues raised in representations and at the Hearing Session. This revised study therefore provides a factual update on the Council's previous Sustainable Settlement Appraisals and has a study base date of April 2016. The Council's action

point Position Statement sets out individual changes by settlement and considers any implications for the Local Development Plan.

1.6 For clarity the 2016 Sustainable Settlements Review supersedes the earlier Sustainable Settlements Appraisals dated 2007 and 2013.

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. In the 2011 Census the Vale of Glamorgan's population was recorded as being 126,305.

2.2 The main settlements in the Vale of Glamorgan are the towns of Barry, Penarth, Llantwit Major and Cowbridge, the latter two being historic towns which are surrounded by smaller rural settlements. The St Athan area also hosts the MoD St Athan airbase and the Welsh Government Aerospace Business Park which were designated as part of the Cardiff Airport and St Athan Enterprise Zone in 2012. Cardiff and Bridgend are also in close proximity to the Vale's Eastern and Western boundary respectively and there is significant cross boundary commuting by residents of the Vale of Glamorgan to these areas. Notwithstanding this, 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 and also forms part of the Welsh Government Enterprise Zone.

Policy Context

Planning Policy Wales

2.3 Planning Policy Wales [PPW] (Edition 8, 2016) 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 4.7.2 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 in both urban and rural areas to minimise the need for long distance commuting (paragraph 4.7.4 refers). In terms of developing spatial strategies generally, 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.

2.5 In respect of development in rural areas PPW (paragraph 4.7.7) recognises that for most rural areas the opportunities for reducing car use and increasing the use of public transport, walking and cycling are more limited than in urban areas. In rural areas PPW advises that the majority of new development should be located in those settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. Local service centres, or clusters of smaller settlements where a sustainable functional linkage can be demonstrated, should be designated by local authorities and be identified as the preferred locations for most new development including housing and employment provision (also see PPW Paragraph 8.6.2 relating to Transport).

2.6 Furthermore, PPW (paragraph 9.2.22) also advises 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. There should be a choice of housing, recognising the housing needs of all, including those in need of affordable or special needs provision. 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".

Technical Advice Note 6 (Planning for Sustainable Rural Communities)

2.7 Technical Advice Note (TAN) 6 builds upon the principles set out within Planning Policy Wales. With regards to informing the location of development, TAN 6 Paragraph 2.2.1 advises that "Development plans should set out the spatial vision for

rural communities. This should be based on a sound understanding of the functional linkages within the area and the potential for improving the sustainability of the existing settlement pattern. Many rural communities can accommodate development, particularly to meet local needs. New development can help to generate wealth to support local services, ensuring that communities are sustainable in the long term". Therefore, whilst detailed assessments will be required to consider specific site allocations, TAN 6 also requires an audit of rural services and facilities by settlement and the consideration of functional linkages within the area to inform the settlement strategy in the Local Development Plan.

The Wales Spatial Plan

2.8 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" (WG, 2008 p101).

2.9 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).

2.10 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).

2.11 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. This study follows the subsequent methodology used in the 2013 Background Paper, which introduced a number of changes to the original methodology. Most notably the study used simplified scoring criteria in the assessments in order to indicate the sustainability and broad groups of settlements to help identify suitable locations for new development. Furthermore, for the purpose of brevity, the 2016 Study has only assessed the settlements scoring 4 or more in the previous studies (noting that the LDP hierarchy only included those settlements scoring 5 or more).

3.2 A total of 57 individual settlements within the Vale of Glamorgan have been assessed in this study. 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 or areas of settlements were identified for surveying purposes only as set out overleaf. 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. For the purposes of this study, 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 / St Athan
Cowbridge	Cowbridge / Llanblethian
Sully	Cog / Sully
Rhoose	Fontygary / Rhoose
Llantwit Major	Boverton / Llantwit Major / RAF West Camp
Barry	Barry / The Bendricks

Bonvilston	Bonvilston / Greenway
Corntown and Ewenny	Corntown / Ewenny
Ruthin	Group of hamlets and rural settlements
St Andrews Major	Group of hamlets and rural settlements

3.3 Official population figures for individual settlements are not available due to the availability of data at that geographical scale. As such and for the purposes of this study, settlement population figures have been derived from best available estimates using the following method. Settlement populations were estimated by establishing dwelling counts (taken from the Local Land and Property Gazetteer), these were divided by the Welsh Government dwelling to household conversion ratio (1.04) then multiplied by the assumed average household size of 2.30 persons per household (taken from the latest 2014 Household Estimates). Appendix 1 lists the estimated population figures for each of the assessed settlements and Appendix 2 illustrates the boundaries used for the dwelling counts for each settlement.

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, 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 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. The general safety and nature of the walking environment in accessing these services, particularly relevant in the rural Vale, will therefore need to be considered in the final groupings of settlements.

3.7 These guidelines have been used to produce a 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 to cover the range of services and facilities assessed and 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 one study area, it is acknowledged use of the scoring system alone can be more relevant for surveying and understanding the role of smaller settlements and the discrete urban areas that comprise larger urban settlements. In this respect, each criterion has a maximum possible score for surveying purposes only and to provide the initial sustainability rankings so that comparisons can be drawn when analysing the assessed settlements further. In analysing the grouping of settlements other key factors such as settlement population, functional linkages and the role and status of settlements has been considered.

3.9 Table 2 sets out the scoring system used for these initial sustainability rankings including the individually weighted criteria. Detailed explanation regarding the scoring system is provided below following the table however, the assessment can be summarised through 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 audit of services and facilities undertaken during February 2016. This was based on site visits undertaken by Officers 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 settlement No primary school	3 0

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

Service / Facility	Categories and Travel Distances	Weighted Scores
Bus Services Cont'd	Hourly service to a main settlement throughout the day on weekdays, or; Daily service – less than hourly but at least one morning and one late afternoon/evening service to a main settlement.	1
	No formal bus service or infrequent daily service to a main settlement (i.e. services which do not have a morning and late afternoon return service) *or* 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 settlements (in both directions) Hourly service or less to 2 or more main settlements (in both directions) Station within 800m walking distance of settlement	4 3 1
Leisure and Recreation	Leisure Centre Formal Sports Pitch, or Equipped play area / youth area, or Allotments (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).	2 1 1 1
Employment	Employers / Employment Opportunities within settlement Employers / Employment Opportunities within 2km distance of settlement (based on a 'preferred maximum' walking distance)	3 2
Proximity to Main settlement	Village within 5Km to the centre of a main settlement by nearest road route.	1

N.B. – For the purposes of the above scoring system 'main settlements' are considered to be Bridgend, Cardiff and the main settlements within the Vale of Glamorgan (Barry, St Athan, Penarth, Llantwit Major and Cowbridge). Proximity to main settlements or other facilities such as employment opportunities are measured from the centre of assessed settlements to the centre of main settlements or facilities.

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 in 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 clusters of settlements 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 main settlement (i.e. Barry, St Athan, Penarth, Cowbridge, Llantwit Major, Bridgend or Cardiff), 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 Bus services play an important role in the accessibility of rural communities and contribute towards the vitality of the Vale's rural settlements. It should be noted that some rural bus services are supported and are therefore reliant on Government funding. Since June 2013 a number of rural bus services have changed or been removed from service. This has been reflected in this updated appraisal which has a study base date of February 2016 and which has used bus service and timetabling information correct at that time.

3.17 In addition to these services, the Council operates the "Greenlinks" Rural Community Transport scheme which offers a ring and request service for all Vale residents. Greenlinks was established in June 2010 and has grown greatly in popularity since this time. Whilst not as extensive as traditional bus operations, it is considered that this flexible on demand service provides an important contribution towards rural accessibility in the Vale of Glamorgan and there are plans to extend this facility further in the rural areas. At February 2016, the Vale of Glamorgan was served by two Greenlinks services:

- The G1 Service operates Monday to Friday and is an 'on-demand' service providing a link between St, Athan, Cowbridge, and Bridgend Town Centre , also serving the villages of Llanmaes, Eglwys Brewis, St Mary Church, Llandough, Llanblethian, Pentre Meyrick, Penllyn, Craig Penllyn, City, Ruthin, St Mary Hill, Fferm Goch, LLangan, Treoes, Colwinston, Corntown and Ewenny.

- The G4 Service operates every Thursday and is an 'on demand' service to Cardiff, serving residents of the coastal area of the rural vale, including the villages of Llanmaes, Flemingston, Llancarfan, Llanbethery, Moulton, St Athan, LLantwit Major, Llancadle, Gileston, Penmark, Aberthaw (East), Rhoose and Porthkerry.

3.18 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 3.

Table 3: Settlements Ranked by Initial Sustainability Score (2016)

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

5. ANALYSIS

5.1 This section takes into account the location and functional relationship of settlements within the Vale of Glamorgan together with other relevant socio-economic considerations such as settlement population and their 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. The study then concludes with suggested settlement groupings based upon their relative sustainability.

5.2 The 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 that is proposed following careful consideration of all other planning considerations not covered within this study.

5.3 These wider planning considerations include the local need for development (in terms of the need for local housing, 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 possible that some settlements will not strictly reflect the indicative groupings suggested 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, site specific allocations and the consideration of candidate site assessments, as part of the LDP process, will require individual and detailed 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 (Key and Service Centre 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 these key settlements will 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 (Minor 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, some of which are shared between settlements and service the wider rural community. These can be considered as being the rural villages or clusters of smaller settlements where there are sustainable functional linkages. These settlements play an important role in creating and sustaining vibrant rural communities (considered under section 2.2 'Location of development' in TAN 6 - Planning for Sustainable Rural Communities).

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 and surrounding area.

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 pay 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, particularly given the safety and nature of the walking environment along the associated country roads. 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 generally limited range of services and facilities within the settlement (a lack of core services and facilities),
(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.

Main Settlements (Key and Service Centre 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 highly for bus services and three of the four top scoring settlements also benefit from train services. 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 smaller but still significant populations of over 1000. They are also 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. Overall, the identified primary settlements score 19 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	St. Athan	Llandough (Penarth)
Rhoose	Sully	Wenvoe

Sustainable Rural Settlements (Minor 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. Some are in close proximity to each other or have links with the surrounding towns and villages. 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 facilities. These settlements also have a population above 100 and are within the top 40 of the 57 of the assessed settlements.

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

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

6.8 Culverhouse Cross is the highest scoring settlement within this category and has a high population, estimated at 803. 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, leisure and employment uses. The settlement also benefits from frequent bus services and strategic road links to 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.

Hamlets and Rural Areas

6.9 As noted above, these settlements are 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 by 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 or functional links 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 5 or less within the initial sustainability rankings and / or have a low population generally below 100.

Of the 57 settlements assessed in this 2016 study 11 settlements are identified as being within this rural category, these are:

Penmark	St Georges	Monknash	Llancadle
Llangan	St Brides Super Ely	St Mary Church	Llansannor
Welsh St Donats	Porthkerry	St Andrews Major	

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.

Thirteen anomaly results can therefore be identified, these are:

St Donats	The Downs	St. Hilary	Tair Onen
Leckwith	Marcross	Gileston	Twyn-yd-odyn
Pentre Meyrick	Swanbridge	The Herbets	Ogmore Village
Tredogan			

6.13 These settlements satisfy one or more of the above factors and should be considered as a rural hamlet forming part of the countryside. Table 4 provides further details regarding the identification of these anomaly settlements. These anomaly settlements are shown as settlements with a strike through in the estimated settlements population table at Appendix 1 and in the detailed assessment table at Appendix 3.

Table 4: Identified Anomaly Settlements

Settlement	Commentary
St Donats	▪ 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.
Leckwith	▪ 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 46.
Pentre Meyrick	▪ 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 38, significantly lower than other settlements within sustainable rural settlements classification.
Tredogan	▪ 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 27.
The Downs	▪ Although area is well served by public transport the studied settlement area otherwise amounts to a small number of dwellings in the countryside along Grants Field road off the A48. ▪ No real village core or settlement function given the lack of community services and facilities.
Marcross	▪ Low estimated population of 86. ▪ Limited services and facilities – scored over 4 based on the 303 bus service, its proximity to the service centre of Llantwit Major and a public house. ▪ Otherwise considered to be a small rural hamlet.
Swanbridge	▪ 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 82. ▪ Bus stop detached from assessed area and accessed along a narrow road without a footpath.
St. Hilary	▪ 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. ▪ Limited community facilities although settlement contains a village pub and place of worship and community hall.
Gileston	▪ Minimum score for rural settlement primarily due to location close to the strategic highway, the St Athan Strategic Opportunity Area and MoD Base as apposed to the range of services and facilities. ▪ Otherwise considered to be a small and isolated rural hamlet. ▪ No core services and facilities and no bus services within easy and safe walking distance.
The Herberts	▪ 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 82.
Tair Onen	▪ Low estimated population of 80. ▪ Limited services and facilities – scored over 4 based on employment units located off the A48. ▪ Otherwise considered to be a small rural hamlet.
Twyn yr odyn	▪ Low estimated population of 62. ▪ Limited services and facilities – scored over 4 based on recreation facilities and potential employment opportunities located at Culverhouse Cross. ▪ Otherwise considered to be a small and isolated rural hamlet.
Ogmore Village	▪ Low estimated population of 40. ▪ Limited services and facilities – scored over 4 based on the bus service, its proximity to Bridgend, a post box and food / drink outlet. ▪ Settlement study area located within a sensitive rural area in the Glamorgan Heritage Coast and Castle upon Alun Special Landscape Area. ▪ Otherwise considered to be a small rural hamlet.

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, cannot be fully considered by this study. These are generally factors where it is more 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 potential development sites within individual settlements. Such detailed planning assessments would need to consider the environmental, social and economic issues affecting specific settlements (as referenced in TAN 6 paragraphs 2.2.1 – 2.2.3). Decisions on levels of growth and individual proposals will be made as informed planning judgements having considered all other relevant factors.

7.4 Nevertheless, this study has been used as the starting point for defining the LDP Settlement Hierarchy, and alongside a wider assessment and planning judgement having considered all other material considerations, the LDP Settlement Hierarchy has been defined as below. The findings of this updated 2016 study have not resulted in a material change in the grouping or definition of any individual settlement.

LDP SETTLEMENT HIERARCHY

Key Settlement:
Barry

Service Centre Settlements:
Cowbridge, Llantwit Major and Penarth

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

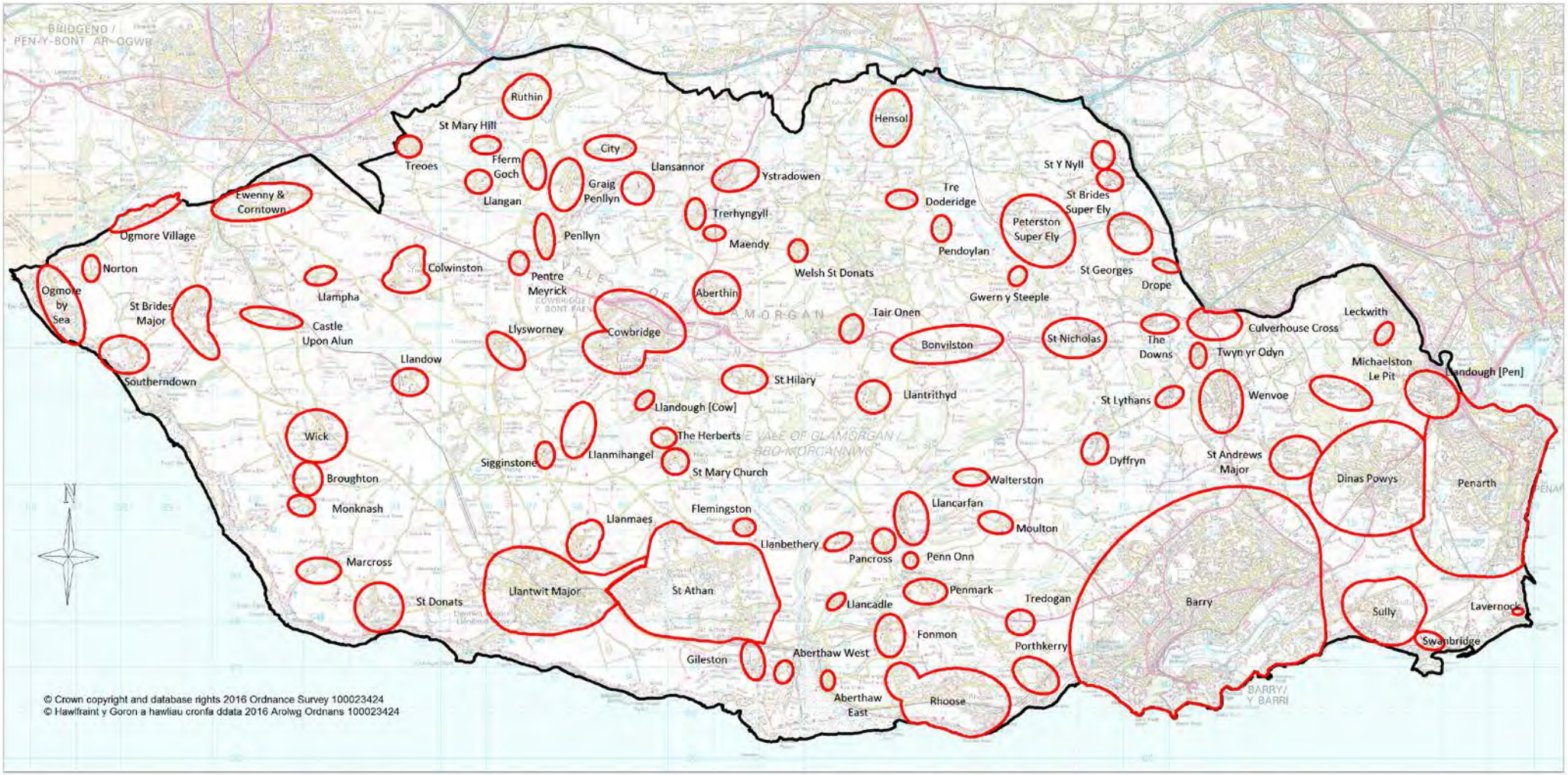
Minor Rural Settlements:
Aberthin, Bonvilston, Colwinston, Corntown, Culverhouse Cross, East Aberthaw, Ewenny, Fferm Goch, Graig Penllyn, Llancarfan, Llandow, Llanmaes, Llysworney, Ogmore by Sea, Pendoylan, Penllyn, Peterston Super Ely, Sigingstone, Southerndown, St Brides Major, St Nicholas, Treoes,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

Appendices

Appendix 1 – Estimated Settlement Population (2016)

Settlement	Estimated Population	Settlement	Estimated Population
Barry	52818	Ystradowen	529
Penarth	24033	Llanmaes	296
Llantwit Major	8581	~~The Downs~~	117
Cowbridge	4034	Llysworney	203
Dinas Powys	7159	Llandow	175
Rhoose	5454	Sigingstone	102
St Athan	4290	~~Marcross~~	86
Sully	3003	~~Swanbridge~~	82
Llandough (Pen)	2059	Graig Penllyn	210
Wenvoe	1320	Southerndown	188
Culverhouse Cross	803	Penllyn	159
Wick	511	~~St Hilary~~	148
St Brides Major	683	~~Gileston~~	144
Peterston Super Ely	630	~~The Herberts~~	82
Corntown & Ewenny	617	~~Tair Onen~~	80
St Nicholas	323	~~Twyn-yr-odyn~~	62
Bonvilston	354	~~Ogmore Village~~	40
Fferm Goch	190	Penmark	139
Aberthaw (East)	102	Llangan	88
Ogmore by Sea	1400	Welsh St Donats	84
Colwinston	487	St Georges	73
Aberthin	345	St Brides Super Ely	62
Treoes	330	Porthkerry	29
Llancarfan	155	Monknash	22
~~St Donats~~	144	St Mary Church	124
Pendoylan	117	St Andrews Major	60
~~Leckwith~~	46	Llancadle	53
~~Pentre Meyrick~~	38	Llansannor	58
~~Tredogan~~	27		

Appendix 2 - Location and Boundary Map of Appraised Settlements



Appendix 3 – 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	2013 Score	2016 Score	Estimated Settlement Population
1	Barry	3	3	6	1	2	2	2	1	1	4	4	4	3	1	37	37	52818
2	Penarth	3	3	6	1	2	2	2	1	1	4	4	4	3	1	37	37	24033
3	Llantwit Major	3	3	6	1	2	2	2	1	1	2	3	4	3	1	36	34	8581
4	Cowbridge	3	3	6	1	2	2	2	1	1	3	0	4	3	1	33	32	4034
5	Dinas Powys	0	3	3	1	2	2	2	1	1	3	4	2	2	1	28	27	7159
6	Rhoose	0	3	3	1	2	2	2	1	1	2	3	2	3	0	27	25	5454
7	St Athan	0	3	3	1	2	2	2	1	1	2	0	2	3	1	25	23	4290
8	Sully	0	3	2	1	1	2	1	1	1	3	0	2	3	1	22	21	3003
9	Llandough (Pen)	0	3	0	1	1	1	2	0	1	4	1	2	3	1	21	20	2059
10	Wenvoe	0	3	2	1	1	1	0	1	1	4	0	2	3	0	20	19	1320
11	Culverhouse Cross	2	0	3	1	0	2	0	0	0	4	0	1	3	0	17	16	803
12	Wick	0	3	2	1	2	1	0	0	1	2	0	1	0	0	14	13	511
13	St Brides Major	0	3	2	1	1	1	0	0	1	1	0	2	0	0	13	12	683
14	Peterston Super Ely	0	3	1	1	1	1	0	0	1	1	0	2	0	0	11	11	630
15	Corntown & Ewenny	0	0	2	1	0	1	0	0	1	2	0	2	0	1	7	10	617
16	St Nicholas	0	3	0	1	2	0	0	0	1	3	0	0	0	0	12	10	323
17	Bonvilston	0	0	1	1	2	1	0	0	1	3	0	0	0	0	13	9	354
18	Fferm Goch	0	3	0	1	0	0	0	0	1	0	0	1	3	0	9	9	190
19	Aberthaw (East)	0	0	0	1	1	1	0	0	0	2	0	1	2	1	9	9	102
20	Ogmore by Sea	0	0	2	1	1	1	0	0	0	2	0	1	0	0	8	8	1400
21	Colwinston	0	3	0	0	1	1	0	0	1	0	0	2	0	0	8	8	487
22	Aberthin	0	0	0	1	1	1	0	0	1	1	0	0	2	1	8	8	345
23	Treoes	0	0	0	1	1	1	0	0	1	0	0	1	2	1	8	8	330
24	Llancarfan	0	3	0	1	1	1	0	0	1	0	0	1	0	0	8	8	155
25	~~St Donats~~	3	0	0	1	1	0	0	0	0	2	0	0	0	1	7	8	144

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	2013 Score	2016 Score	Estimated Settlement Population
26	Pendoylan	0	3	0	1	1	1	0	0	0	1	0	1	0	0	8	8	117
27	~~Leckwith~~	0	0	0	1	0	0	0	0	0	3	0	1	2	1	8	8	46
28	~~Pentre Meyrick~~	0	0	0	1	0	0	0	0	0	3	0	0	3	1	9	8	38
29	~~Tredogan~~	0	0	0	0	0	0	0	0	0	4	0	0	3	1	7	8	27
30	Ystradowen	0	0	1	1	1	1	0	0	1	0	0	1	0	1	7	7	529
31	Llanmaes	0	0	0	1	1	0	0	0	0	0	0	2	2	1	7	7	296
32	Llysworney	0	0	0	1	1	1	0	0	0	1	0	1	0	1	6	6	203
33	Llandow	0	0	0	1	1	0	0	0	1	0	0	1	2	0	7	6	175
34	~~The Downs~~	0	0	0	1	0	0	0	0	0	3	0	0	2	0	6	6	117
35	Sigingstone	0	0	0	1	0	1	0	0	1	0	0	0	2	1	5	6	102
36	~~Marcross~~	0	0	0	1	1	1	0	0	0	2	0	0	0	1	5	6	86
37	~~Swanbridge~~	0	0	0	1	0	1	0	0	0	3	0	0	0	1	7	6	82
38	Graig Penllyn	0	0	0	1	0	1	0	0	0	0	0	2	0	1	5	5	210
39	Southerndown	0	0	0	1	1	1	0	0	0	2	0	0	0	0	5	5	188
40	Penllyn	0	0	0	1	1	1	0	0	1	0	0	0	0	1	5	5	159
41	~~St Hilary~~	0	0	0	1	1	1	0	0	1	0	0	0	0	1	6	5	148
42	~~Gileston~~	0	0	0	1	1	0	0	0	0	0	0	0	2	1	5	5	144
43	~~The Herberts~~	0	3	0	1	0	0	0	0	0	0	0	0	0	1	6	5	82
44	~~Tair Onen~~	0	0	0	1	0	0	0	0	0	0	0	0	3	1	5	5	80
45	~~Twyn-yr-odyn~~	0	0	0	1	0	1	0	0	0	0	0	1	2	0	4	5	62
46	Ogmore Village	0	0	0	1	0	1	0	0	0	2	0	0	0	1	5	5	40
47	Penmark	0	0	0	1	1	1	0	0	1	0	0	0	0	0	4	4	139
48	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	4	88
49	Welsh St Donats	0	0	0	1	1	0	0	0	1	0	0	0	0	1	4	4	84
50	St Georges	0	0	0	1	1	1	0	0	0	1	0	0	0	0	4	4	73
51	St Brides Super Ely	0	0	0	1	1	0	0	0	1	1	0	0	0	0	4	4	62
52	Porthkerry	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	4	29
53	Monknash	0	0	0	1	0	1	0	0	0	2	0	0	0	0	5	4	22
54	St Mary Church	0	0	0	1	1	0	0	0	0	0	0	0	0	1	4	3	124

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	2013 Score	2016 Score	Estimated Settlement Population
55	**St Andrews Major**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**3**	**60**
56	**Llancadle**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**3**	**53**
57	**Llansannor**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**2**	**58**

Appendix 4 – Summary of Changes by Settlement

Settlement	Reasons for Overall Score Change from the 2013 Study
Llantwit Major	• Llantwit Major previously scored 36. • Changes in bus services have resulted in the only score change for Llantwit Major. Bus services now score 2 due to an hourly service to a main centre throughout the day, weekdays and weekends. Previously the score for bus services was 4. This is a situational change due to changes in bus services in the area. • Llantwit Major now scores 34 with an estimated population of 8581 and remains within the 'Main Settlements' category.'
Cowbridge	• Cowbridge previously scored 33. • Changes in bus services have resulted in the only score change for Cowbridge. Bus services now score 3 due to a half hourly or more frequent service to a main centre throughout the day including a Saturday or Sunday. Previously the score for bus services was 4. This is a situational change due to changes in the bus services in the area. • Cowbridge now scores 32 with an estimated population of 4034 and remains within the 'Main Settlements' category.'
Dinas Powys	• Dinas Powys previously scored 28. • Changes in bus services have resulted in the only score change for Dinas Powys. Bus services now score 3 due to a half hourly or more frequent service to a main centre throughout the day including a Saturday or Sunday. Previously the score for bus services was 4. This is a situational change due to changes in the bus services in the area. • Dinas Powys now scores 27 with an estimated population of 7159 and remains within the 'Primary Settlements' category.
Rhoose	• Rhoose previously scored 27. • Changes in bus services have resulted in the only score change for Rhoose. Bus services now score 2 is based on an hourly service to a main centre on weekdays and on a Saturday or Sunday. Previously the score for bus services was 4. This is a situational change due to changes in the bus services in the area. • Rhoose now scores 25 with an estimated population of 5454 and remains within the 'Primary Settlements' category.
St Athan	• St Athan previously scored 25. • Changes in bus services have resulted in the only score change for St Athan. Bus services now score 2 based on an hourly service to a main centre on weekdays and on a Saturday or Sunday. Previously the score for bus services was 4. This is a situational change due to changes in the bus services in the area. • St Athan now scores 23 with an estimated population of 4290 and remains within the 'Primary Settlements' category.
Sully	• Sully previously scored 22. • Changes in bus services have resulted in the only score change for Sully. Bus services now score 3 based on a half hourly or more frequent service to a main centre throughout the day including a Saturday or Sunday. Previously bus services scored 4. This is a situational change due to changes in the bus services in the area. • Sully now scores 21 with an estimated population of 3003 and remains within the 'Primary Settlements' category.

Llandough (Pen)	• Llandough previously scored 21. • The score for places of worship has been corrected to reflect the fact that there is one place of worship within 1km of Llandough, named 'Saint Dochowy's Church'. This change is a factual correction. • Llandough now scores 20 with and estimated population of 2059 and remains within the 'Primary Settlements' category.
Wenvoe	• Wenvoe previously scored 20. • The proximity to main settlement score has been amended following clarification of the scoring criteria. While Wenvoe is approximately 2km (centre to centre) from Culverhouse Cross and the edge of Cardiff it would be beyond 5km to the centre of Cardiff. This change is therefore a factual correction following clarification of the scoring criteria. • Wenvoe now scores 19 with an estimated population of 1320 and remains within the 'Primary Settlements' category.
Culverhouse Cross	• Culverhouse Cross previously scored 17. • The proximity to main settlement score has been amended following clarification of the scoring criteria. Culverhouse Cross is greater than 5km to the centre of Cardiff and the score has been adjusted accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • Culverhouse Cross now scores 16 with an estimated population of 803 and remains within the 'Sustainable Rural Settlements' category.
Wick	• Wick previously scored 14. • Changes in bus services have resulted in the only score change for Wick. Bus services now score 2 based on an hourly service to a main settlement on weekdays. Previously the score for bus services was 3. This is a situational change due to changes in bus services in the area. • Wick now scores 13 overall with an estimated population of 511 and remains within the 'Sustainable Rural Settlements' category.
St Brides Major	• St Brides Major previously scored 13. • Changes in bus services have resulted in the only score change for St Brides Major. Bus services now score 1 based on an hourly service to a main settlement on weekdays. This is a situational change due to changes in bus services in the area. • St Brides Major now scores 12 with an estimated population of 683 and remains within the 'Sustainable Rural Settlements' category.
Peterston Super Ely	• Peterston Super Ely previously scored 11 and the overall score remains unchanged. • Corrections in the scoring for 'day to day shops and services' and leisure and recreation categories have taken place in the updated assessment. • The previous study only recognised one equipped play area/youth area, however there is also a formal sports pitch (tennis courts) located west of the play area. This is therefore a factual change. • The previous study recognised two day to day shops and services, however on Peterston Super Ely is served by one main shop/service. This is therefore a factual correction. • Peterston Super Ely remains within the 'Sustainable Rural Settlements' category.
Corntown and Ewenny	• Corntown previously scored 5 and Ewenny 8. • The rural settlements of Corntown and Ewenny have been combined

	due to their close proximity, built form and functional relationship. The combined score for Corntown and Ewenny is 10 overall. • Corntown and Ewenny lies outside of the top 10 scoring settlements (and is ranked 15th overall). It has an estimated population of 617 and remains within the 'Sustainable Rural Settlements' category. The combination of Corntown and Ewenny have therefore resulted in a new settlement score. .
St Nicholas	• St Nicholas previously scored 12. • Changes in bus services have resulted in one of the changes to the overall score for St Nicholas. Bus services now score 3 based on a half hourly or more frequent service to a main settlement throughout the day including Saturday or Sunday. The previous bus score was 4. This is a situational change due to changes in bus services in the area. • The proximity to main settlement score has been amended following clarification of the scoring criteria. St Nicholas is greater than 5km to the centre of Cardiff and the score has been adjusted accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • St Nicholas now scores 10 overall with an estimated settlement population of 323 and remains within the 'Sustainable Rural Settlements' category.
Bonvilston	• Bonvilston previously scored 13. • Changes in bus services have resulted in one of the changes to the overall score for Bonvilston. Bus services now score 3 based on a half hourly or more frequent service to a main settlement throughout the day including Saturday or Sunday. The previous bus score was 4. This is a situational change due to changes in bus services in the area. • Changes to the proximity to employment score has been made for Bonvilston for consistency with employment uses considered for this criteria. From the centre of the village, Bonvilston is approximately 2.5km from Cottrell Park Golf Club to the east. This change is therefore a factual correction following clarification of the scoring criteria. • Bonvilston now scores 9 overall with an estimated settlement population of 354 and remains within the 'Sustainable Rural Settlements' category.
Llancarfan	• Llancarfan previously scored 8 and the overall score remains unchanged. • The proximity to main settlement score has been amended following clarification of the scoring criteria. Llancarfan is 5.5km to St Athan village centre therefore the proximity to main settlement score has been amended accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • A correction under the scoring for leisure and recreational facilities results in an unchanged overall score. The previous study did not recognise any leisure facilities, however there is one formal sports pitch (tennis court). • Llancarfan remains within the 'Sustainable Rural Settlements' category.
~~St Donats~~	• St Donats previously scored 7. • Changes in bus services have resulted in the only score change for St Donats. Bus services now score 2 based on an hourly service to a

	main settlement on weekdays and on a Saturday or Sunday. Previously bus services scored 1. This is a situational change due to changes in bus services in the area. • St Donats now scores 8 with an estimated population of 144 and remains within the 'Anomaly Settlements' category.
~~Pentre Meyrick~~	• Pentre Meyrick previously scored 9. • Changes in bus services have resulted in the only score change for Pentre Meyrick. Bus services now score 3 based on a half hourly or more frequent service to a main settlement on weekdays and on a Saturday or Sunday. Previously bus services scored 4. This is a situational change due to changes in bus services in the area. • Pentre Meyrick now scores 8 with an estimated population of 38 and remains within the 'Anomaly Settlements' category.
~~Tredogan~~	• Tredogan previously scored 7. • Changes in bus services have resulted in the only score change for Tredogan. Bus services now score 4 based on a half hourly or more frequent service to a main centre throughout and on a Saturday or Sunday. Previously bus services scored 3. This is a situational change due to changes in bus services in the area. • Tredogan now scores 8 with an estimated population of 27 and remains within the 'Anomaly Settlements' category.
Llanmaes	• Llanmaes previously scored 7 and this remains unchanged. • Changes relate to a correction regarding distances to Llantwit Major train station (approximately 1.5km walking distance from the village centre) and a score added for leisure and recreation facilities The previous study recognised one outside play area, however there is an additional grassland pitch with a football and basketball goal posts. These changes are therefore factual corrections. • Llanmaes remains within the 'Sustainable Rural Settlements' category.
Llandow	• Llandow previously scored 7. • Changes in bus services have resulted in the only change to the overall score. Bus services now score 0 due to the infrequent daily service to the settlement (the 321 service is however available from the Nash Manor junction hail and ride location approx. 2km distance). This is a situational change due to changes in bus services in the area. • Llandow now scores 6 with an estimated population of 175 and remains within the 'Sustainable Rural Settlements' category.
~~The Downs~~	• The Downs previously scored 6 and this remains unchanged. • The proximity to main settlement score has been amended following clarification of the scoring criteria. Whilst the Downs is approximately 1.7km from Culverhouse Cross and the edge of Cardiff it is greater than 5km to the centre of Cardiff and the score has been adjusted accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • Changes in bus services have resulted in a change to the score. Bus services now score 3 based on a half hourly or more frequent service to a main settlement throughout the day including a Saturday or Sunday. Previously bus services scored 4. This is a situational change due to changes in bus services in the area. • The Downs did not previously have a score for being within close proximity to employment opportunities or an employment area.

	However, the settlement is within 2km to existing employment uses of Culverhouse Cross and this has been corrected accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • The Downs score remains unchanged and remains within the 'Anomaly Settlements' category.
Sigingstone	• Sigingstone previously scored 5. • Changes in bus services have resulted in a change the bus services score for Sigingstone. Bus services now score 0 due to the infrequent daily service to the settlement (the 321 service is however available from the Llantwit Major junction hail and ride location approx. 1km distance). This is a situational change due to changes in bus services in the area. • Sigingstone did not previously have an employment opportunities score. However, Sigingstone is within 2km of employment opportunities at the Vale Business Park, Llandow. This is a factual change. • Sigingstone now scores 6 with an estimated population of 102 and remains within the 'Sustainable Rural Settlements' category.
~~Marcross~~	• Marcross previously scored 5. • Changes in bus services have resulted in the only change in the overall score for Marcross. Bus services now score 2 based on an hourly service to a main settlement on weekdays and a Saturday or Sunday. Previously the bus services score was 1. This is a situational change due to changes in bus services in the area. • Marcross now scores 6 with an estimated population of 86 and remains within the 'Anomaly Settlements' category.
~~Swanbridge~~	• Swanbridge previously scored 7. • Changes in bus services have resulted in a change to the bus service score. Bus services now score 3 based on a half hourly or more frequent service to a main settlement on weekdays and on a Saturday or Sunday (from Sully Road). Previously the bus services score was 4. This is a situational change due to changes in bus services in the area. • The nearest shop/services are located on Sully road however there are no 'day to day shop/services' within 800m of the settlement and this has been corrected. This change is a factual correction. • There are two restaurant/food and drink outlets within the settlement. There is a public house 'The Captain's Wife' and 'Seashore Grill' restaurant located within the Caravan Park. The previous study only recognised one facility, therefore this change is a factual correction. • Swanbridge now scores 6 with an estimated population of 82 and remains within the 'Anomaly Settlements' category.
~~St Hilary~~	• St Hilary previously scored 6. • Changes in bus services have resulted in a change to the overall score. Bus services now score 0 due to the infrequent daily service to the settlement (the X2 service is available at a bus stop approximately 850m away on the A48). This is a situational change due to changes in bus services in the area. • St Hilary now scores 5 with an estimated population of 148 and remains within the 'Anomaly Settlements' category.
~~The Herberts~~	• The Herberts previously scored 6.

	• Changes in bus services have resulted in a change to the overall score. Bus services now score 0 due to the infrequent daily service to the settlement. Previously the score for bus services was 1. This is a situational change due to changes in bus services in the area. • The Herberts now scores 5 with an estimated population of 82 and remains within the 'Anomaly Settlements' category.
~~Twyn-yr-odyn~~	• Twyn-yr-odyn previously scored 4. • Previously Twyn-yr-odyn was not recognised as having any employment opportunities however the settlement is within 2km of existing employment opportunities at Culverhouse Cross. This change is a factual correction. • The proximity to main settlement score has been amended following clarification of the scoring criteria. Whist Twyn-yr-odyn is approximately 1km from Culverhouse Cross and the edge of Cardiff it is more than 5km to the centre. This change is therefore a factual correction following clarification of the scoring criteria. • Twyn-yr-odyn now scores 5 with an estimated population of 62 and is now categorised within the 'Anomaly Settlements' category.
St Georges	• St Georges previously scored 4 and this remains unchanged. • The proximity to main settlement score has been amended following clarification of the scoring criteria. This change is therefore a factual correction following clarification of the scoring criteria. • The score for bus services is now 1 recognising the 303 bus service and based on an hourly service to a main settlement throughout the day on a Saturday or Sunday. • St Georges remains in the 'Hamlets and Rural Areas' category.
St Brides Super Ely	• St Brides Super Ely previously scored 4 and this remains unchanged. • The proximity to main settlement score has been amended following clarification of the scoring criteria. While the settlement is approximately 3.5km from Pentrebane in Cardiff it would be beyond 5km to the centre. This change is therefore a factual correction following clarification of the scoring criteria. • The score for bus services is now 1 recognising the 303 bus service based on an hourly service to a main settlement throughout the day and on a Saturday or Sunday. This is a situational change due to changes in bus services in the area. • St Brides Super Ely remains in the 'Hamlets and Rural Areas' category.
Monknash	• Monknash previously scored 5. • There are no places of worship within 1km of Monknash and this has been corrected accordingly. This change is a factual correction. • Monknash now scores 4 with an estimated population of 22 and remains within the 'Hamlets and Rural Areas' category.
St Mary Church	• St Mary Church previously scored 4. • Changes in bus services have resulted in a change to the overall score. Bus services now score 0 due to the infrequent daily service to St Mary Church which has no regular. The exception to this is the 'call and ride' Greenlinks G1 service which pre bookable in the rural Vale. This is a situational change due to changes in bus services in the area. • St Mary Church now scores 3 with an estimated population of 124 and remains within the 'Hamlets and Rural Settlements' category.
St Andrews Major	• St Andrews Major previously scored 4.

	• The proximity to main settlement score has been amended following clarification of the scoring criteria. Whilst St Andrews Major is approximately 2.5km from Barry it would be beyond 5km to the Town Centre and the scoring has been adjusted accordingly. This change is therefore a factual correction following clarification of the scoring criteria. • St Andrews Major now scores 3 with an estimated population of 60 and remains within the 'Hamlets and Rural Areas' category.
Llancadle	• Llancadle previously scored 4. • There are no places of worship within 1km of Llancadle and this scoring has been corrected accordingly. This change is a factual correction. • Llancadle now scores 3 with an estimated population of 53 and remains within the 'Hamlets and Rural Areas' category.
Llansannor	• Llansannor previously scored 5. • Llansannor and Llanharry Church in Wales Primary School it is located approximately 2.3km from the centre of Llansannor which is beyond the distance criteria. Therefore, the score for Primary Schools has been adjusted accordingly. This change is a factual correction. • Llansannor now scores 2 with an estimated population of 58 and remains within the 'Hamlets and Rural Areas' category.

Appendix 4 Sustainability Appraisal for Land at Llangan

SA Assessment: Llangan Gypsy and Traveller Allocation

SITE ASSESSMENT STAGE 3: SUSTAINABILITY APPRAISAL

Assessment	Effect
Development at the site will have a positive impact on sustainability	+ +
Development at the site will have a some positive impact on sustainability	+
Development at the site will have a negligible or neutral impact on sustainability. A recorded neutral effect does not necessarily mean there will be no effect at the site level, but shows that at this strategic level there is no identifiable effects.	0
Development at the site would have both positive and negative impact on sustainability	+ / -
Development at the site will have a slight negative impact on the sustainability.	–
Development at the site will have a very negative impact on sustainability	– –
The impact of an issue cannot be predicted at this stage	?

Sustainability Objective	Appraisal guidance notes:	Assessment Criteria	Effect
1. To provide the opportunity for people to meet their housing needs	The site has the potential to deliver a mix of housing tenures including affordable housing (achievable on larger sites through 106 agreements). Whole or part of the site has been promoted for affordable housing. The site is located in an area of housing need as identified in the Housing Market Assessment Study	The provision of a Gypsy and Traveller site would support the objectives of the Council's Housing Strategy 20015 – 2020 and meet the need identified within the Vale of Glamorgan Gypsy and Traveller Accommodation Assessment May 2016. The site is greenfield land in the open countryside adjacent to an existing settlement.	+ -
2. To maintain, promote and enhance the range of local facilities	The site is promoted for community, leisure and recreational facilities. The proposal would not lead to a loss of a community facility. The site has the potential to provide community facilities.	The site is not being investigated for these uses. The proposal to develop the site for the use proposed would not lead to the loss of existing community facilities and development of the site would not provide additional community facilities.	0

3. To maintain and improve access for all	Existing services and facilities are easily accessible from the site by walking, cycling or public transport.	The nearest settlement to the site is the minor rural settlement of Fferm Goch. ~~The site is located close to the minor rural settlement of Fferm Goch~~ and is approximately 600 metres from the village of Llangan. No pedestrian or cycle links are provided along the narrow country roads to these settlements. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. The nearest regular bus services are available 2.6km on the A48 which run approximately every half hour to Cardiff / Bridgend. While the existing village services and facilities within Fferm Goch are within 950m walking/cycling distance from the site but no pedestrian or cycle infrastructure links are available to enhance of facilitate such movements. There ~~would~~ remains a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis. However, no bus stops are located within 400m of the site which is considered to be a reasonable walking distance to a bus stop and therefore the use of public transport will not be encouraged or facilitated. The nearest bus stops are located in Llangan (approximately 600m) and Fferm Goch (approximately 950m) where the rural greenlinks bus service can be accessed from. However, regular bus services can be accessed from the A48 bus stop located 2.6km south of the site.	~~++~~ -- ~~+~~
4. Reduce the causes of deprivation	The development would lead to improved access to employment, housing, health, education facilities or enhancement of the built environment for wards ranked in the lower Indices of Multiple Deprivation.	Development of the site would not contribute toward reducing the causes of deprivation. ~~;~~ ~~however the provision of a permanent Gypsy and Traveller site could assist in enabling future residents of the site to access those services and facilities that contribute towards the measurement of multiple deprivation.~~ The site is isolated and is not located in close proximity to employment, income, health and well-being, education, housing, environment and access for all.	~~0~~ -

5. To maintain, protect and enhance community spirit	The site would not lead to a coalescence of settlements. The site would not result in a loss in recreational land or a community facility.	Development of the site would not lead to coalescence and would not result in loss of recreational land or any community facilities.	**0**
6. To minimise the causes and manage the effects of climate change	The site would not increase the need to travel and or increase travel distances The site is not located within an area prone to flood risk or would will have a negative effect on the quality of water resources The site is capable of incorporating renewable energy sources or energy conservation measures	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. ~~While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling.~~ No pedestrian or cycle links are provided to these settlements. ~~There~~ would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car. There is minor and intermediate surface water flooding located to a northern section of the site. The site falls within a Special Landscape Area and constitutes greenfield land.	~~++~~ -
7. To minimise waste	The site will have a positive impact on waste minimisation (e.g. a proposal for new waste management facility).	The development would generate additional domestic waste and does not promote waste management facilities.	**-**

8. To use land effectively and efficiently	The site is a brownfield site and / or involves the beneficial re-use of existing buildings. The site is capable of accommodating high density development	Predominantly the site is greenfield land with a small portion being classed as brownfield land. The site is classified as Grade 3b and 4, not the best or most versatile agricultural land. Currently there is an unauthorised, tolerated Gypsy and traveller pitch on part of the site. The site is not capable of being developed to a high density given its isolated location in the open countryside.	+ -

		Furthermore the site is proposed to provide for two pitches.	
9. To protect and enhance the built environment and natural environment	The proposal would have a neutral or positive effect on a conservation area, or buildings or gardens designated as having historic interest. The proposal will have a neutral or positive effect on biodiversity, landscape or nature conservation designation.	~~Development as proposed would not affect a conservation area or building or garden of historic interest.~~ ~~The site is not affected by an ecological or landscape designation.~~ The proposed allocation is located in view of a Conservation Area with no intervening development. The development of the site will therefore impact on the setting of the Conservation Area. The site is located within a Special Landscape Area and no Phase 1 Ecological Survey has been completed to confirm that the site is of no ecological interests.	~~**0**~~ ~~--~~
10. To provide a high quality environment within all new developments	The development has the potential to support high quality public realm.	Existing design guidance produced by the Welsh Government for Gypsy and Traveller sites will inform site development and ensure that best practise guidelines are followed.	**0**
11. To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage	The site is not located within a nationally or internationally designated ecological site, an Area of Archaeological or Historical Importance (e.g. Ancient monument, listed buildings, conservation area).	Development as proposed would not affect a national or international site of ecological, archaeological or historic importance.	**0**
12. To reduce the need to travel and enable the use of more sustainable modes of transport	The site is well served by public transport and accessible by walking and cycling. Services and facilities are easily accessible by a range of transport modes including walking and cycling.	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a	**+ /** **- -**

		regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car. No pedestrian or cycle links are provided to Fferm Goch and Llangan and pedestrians and cyclists will have to use the narrow country lanes.	

13. To provide for a diverse and wide range of local job opportunities	The proposal is for new employment development The site would not result in a loss of employment land that has been identified as having a continued economic role.	The development of a Gypsy and Traveller site would not provide employment opportunities. A permanent site is however likely to prove beneficial for future residents allowing improved access to the local employment market and/or a permanent base from which to develop self-employment initiatives and opportunities.	**0**
14. To maintain and enhance the viability of the Vale's town, district and local centres	The site is located either within a centre, edge of centre or an out of town location.	The development proposed will not impact upon the viability of the Vale's town, district or local centres.	**0**
15. To promote appropriate tourism	The proposal is either for a new or enhanced tourism facility or would not result in a loss of a tourism facility.	The proposal would not contribute to the promotion or development of tourism within the Vale of Glamorgan.	**0**

Effect Summary Table

++	+	0	+/-	-	- -	?
0	**0**	**4**	**0**	**5**	**3**	**0**

SA Summary Comments

The site is located within the open countryside. The nearest settlements are the~~ close to the~~ minor rural settlement of Fferm Goch (950m) and Llangan (600m). The site is some 7.5 kilometres from the main service centre of Cowbridge. Whilst the site is unaffected by any ecological, archaeological or historic designations the development of the site will impact on the setting of Llangan Conservation Area, it falls within a Special Landscape Area and no Phase 1 Ecological Survey has been completed to confirm that the site as limited ecological value. There is also ~~and while there is~~ evidence of localised surface water flooding in the area this does not directly affect the site. Although Fferm Goch benefits from some local facilities, there would be a need for future residents of the site to travel to service centres such as Cowbridge or further afield to Bridgend to access employment opportunities and the wider range of services that would be required on a regular basis. These opportunities are only accessible by private car with no pedestrian or cycle facilities being accessible directly from the site. ~~Overall this is a largely neutral assessment against the sustainability objectives.~~ Due to the lack of alternative means of travel to the private car, the site overall scores negatively.

Appendix 5 South Glamorgan County Council Economic Development and Strategic Planning Services Committee Report 20th December 1994 (Planning Application Ref. 3681)

AGENDA ITEM NO. 3(ii)

SOUTH GLAMORGAN COUNTY COUNCIL

ECONOMIC DEVELOPMENT AND STRATEGIC PLANNING SERVICES COMMITTEE : 20 DECEMBER 1994

REPORT OF DIRECTOR

DEVELOPMENT BY THE COUNTY COUNCIL : CHANGE OF USE TO PROVIDE SINGLE FAMILY TRAVELLERS SITE (OS PARCEL NO. 3869) EAST OF LLANGAN VILLAGE (APPLICATION NO. 3681)
ELECTORAL DIVISION : COWBRIDGE

PROPOSAL (Submitted 18 November 1994)

1. This application is made by the Director of Personnel Services and proposes the change of use of 1.8 acres of County Council small-holding land, which is located some 230m east of Llangan Village, for the purposes of providing a single family travellers site. Part of the site will be laid out to provide a hardstanding measuring 35m x 14m, capable of accommodating up to four caravans, although only one family will be allowed permanent residence. A demountable amenity block will also be provided although details have yet to be submitted. Access off the lane serving the site will be via an existing access which will be upgraded to provide a new hardsurfaced road.

REPRESENTATIONS (Expiry date 12 December 1994)

2. a. The Vale of Glamorgan Borough Council objects on the grounds that the proposal would intrude into the rural landscape and damage the amenity of the countryside; it considers the proposal is contrary to existing Structure Plan policy and contrary to draft Local Plan policies.

b. The local Member has been consulted but has not as yet submitted his views.

c. The proposal was advertised as a departure from the development plan, both by press and site notices (two locations). As a result of this publicity, 120+ letters of objection have been received. A list of objectors is attached in Appendix "A". This number includes 80+ individual signatures to a standard letter of objection which has been circulated in the area.

In addition to these letters, a 254 signature petition opposing the development has also been received. Many of the letters refer to the prospective occupier and his circumstances and do not confine themselves to the proposal which is being made by the County Council. I understand that a request has been made for the Secretary of State to call in this application and I have provided the information requested by the Welsh Office.

The grounds of objection are as follows:

(1) Proposal is contrary to the Development Plan.

(2) The proposed occupier is not a resident of South Glamorgan, and has disregarded planning control in the past.

(3) The cost of laying out the site cannot be justified.

(4) The proposed location is in open countryside, where protection policies exist.

(5) Fear of strangers being introduced to the area, resulting in stress to local residents.

(6) Increasing dog population, a danger to children, and livestock.

(7) If this were a private application for residential it would be turned down as a clear intrusion into the countryside.

(8) More pressing need to provide local facilities such as footpaths to the nearby school. Where does the County Council's priorities lie.

(9) Blighting effect of development on local properties.

(10) Why is County Council dealing with proposals previously dealt with by the Borough Council, and consistently resisted.

(11) Poor access, with limited width and visibility.

d. Llangan Community Council has considered the proposal and has made the following representations.

(1) The Council strongly object to this proposal which is out of accord with the Development Plan.

(2) The site is within the open countryside and therefore in normal circumstances the only housing that would be permitted is that connected with agriculture. To permit this development would undoubtedly lead to further development.

(3) Welsh Office Circular 00/93 specifies that whilst the needs of gypsies should be taken into account, their applications should be treated in a similar manner as other members of the population. If permission is granted it is likely the site could expand further. The proposal ignores policies contained in the Vale's Local Plan.

(4) The client is not resident in South Glamorgan and his son attends school in Mid Glamorgan. It would therefore be more appropriate for that authority to find suitable provision.

(5) Cost of laying out the site cannot be justified, when local needs, such as footpath provision to a local school, are ignored.

(6) Community Council not officially informed of the application in usual way.

(7) Previous application made by the client have been consistently resisted. This disregard for normal planning procedures is now leading to financial expense for the ratepayer.

(8) If application permitted, contrary to policy, it brings into question the function of Local Plans and Planning Authorities. Any undermining of the protective legislative framework of local plans will lead to planning chaos.

e. The Borough Council's Director of Housing and Technical Services, the County Council's Director of Highway and Transportation Services, and Welsh Water have no comments.

f. The National Rivers Authority have no objection subject to provision of a soakaway to cater for surface water drainage.

POLICY ISSUES : OPEN COUNTRYSIDE

3. The principal issues to be considered in assessing the planning merits of this proposal are whether the use would be acceptable in the light of national and local planning policy. Current Structure Plan Policies H10 and H16, which are relevant in this case, only allow for development outside the limits of defined settlements (the site is located 230m east of Llangan) where it can be justified in the interests of agriculture or forestry. The draft Replacement Structure Plan and the draft Vale of Glamorgan Local Plan propose changes to these policies, though continuing the broad aims of preventing unrelated developments in the open countryside. These policies are consistent with central government advice.

POLICY ISSUES : ACCOMMODATION FOR GYPSIES

4. However this presumption against unrelated rural development must also be balanced against those policies in the approved Structure Plan (H15) and the draft Replacement Structure Plan (H8) and also the draft Vale of Glamorgan Local Plan (Policy Hous 14). These aim to ensure sufficient caravan pitches for gypsies are provided, subject to meeting certain criteria. Proposed Structure Plan Policy H8 states:-

"Sufficient caravan pitches will be provided for all gypsies who normally reside in or resort to the County; this will be achieved by the development of permanent gypsy sites and transit sites in appropriate locations; proposals for permanent gypsy sites will be evaluated in relationship to the following criteria:-

(i) accessibility;
(ii) availability of water and sewerage facilities;
(iii) availability of secondary and primary school facilities;
(iv) availability of shops, services and bus routes; and
(v) relationship to residential or industrial areas.

NATIONAL POLICY

5. Whilst the duty on the County Council under the Caravan Sites Act 1968 to provide sites for gypsies has recently been repealed by the Criminal Justice and Public Order Act 1994 (which came into force on 3 November), the discretionary powers provided by the Caravan Sites and Control of Development Act 1960 still allows for the provision of such sites. Welsh Office Circular 2/94 (Gypsy Sites and Planning) which stated the government's intention to repeal the statutory duty to provide sites nevertheless stressed the need for Development Plans to continue to have regard to making suitable provision, although such provision must continue to be determined in relation to land use factors and be consistent with countryside protection policies.

LOCAL ISSUES

6. Given the site's location clear of Llangan, the need to provide a suitable site must be very carefully balanced against the need to protect the countryside from unrelated development. The site is intended to provide accommodation for a family who claim to make their living from agriculture, and in these circumstances an urban location would be inappropriate. Strict application of countryside policy would require it to be sited within one of the villages, but based on the experience to date of such proposals, this might be difficult. On balance, the current proposal may be considered to represent a more satisfactory compromise than the previous proposals at Crack Hill (remote from any settlement), St Mary Hill (adjoining the village), and Ruthin Common (adjoining an isolated house).

7. The latter site was the subject of appeals to the Welsh Office, and the Inspector on the last occasion (June 1994) felt that neither the Vale of Glamorgan Local Plan nor the Replacement Structure Plan had progressed far enough to carry much weight. Both were then at the Consultation Stage, and both have since reached their Deposit Stage. The Inspector also considered the personal circumstance of the family concerned, but felt that they were "largely of [their] own making". Bearing in mind the combination of countryside intrusion, visual impact and significant access problems, he dismissed the appeal. Only the former of these issues presents significant problems in the latest proposal.

8. Although the site is in essentially an open field, the location of the hardstanding and proposed amenity block tight against a semi-mature hedgerow on one side and with a tree lined road fronting the site would give an element of screening to this development, although it may well be visible in part from certain viewpoints. The criteria laid out in Policy H8 of the draft Replacement Structure Plan (referred to in paragraph 4), can be substantially met by this site; suitable provision will be made for sewage disposal, water supply

and access; Llangan school lies ½ miles to the east and other services are within reasonable travelling distance. Whilst any proposed site is likely to be unpopular, failure to provide proper accommodation where there is a clear demand, will lead to increasing incidents of unauthorised encampments in more unsuitable locations. Currently the County only has 76 pitches, all on two sites in Cardiff. There is of course a rising demand for this type of accommodation and in terms of the new legislation there is now an obligation for the Structure and Local Plans to provide for such accommodation.

9. Considering the small scale of this development, the minimal but genuine need for pitches in the Vale of Glamorgan, the undoubted hostility towards a more urban location and given the criteria listed under proposed Structure Plan Policy H8, there would appear to be a justification for departing from existing and proposed countryside protection policies in this particular instance. There is however a need to impose strict conditions to limit the area of development, and to control the appearance of the site.

ENVIRONMENTAL STRATEGY, PROPERTY, EQUAL OPPORTUNITIES, PERSONNEL AND ANTI-POVERTY IMPLICATIONS

10. The provision of accommodation for gypsy families is an important principle within the Council's duties to provide equality of opportunity for all sectors of the community. Environmental impact of a site which will remain in the Council's ownership will be far better than allowing travellers to continually establish unlawful temporary sites throughout the area.

RECOMMENDATIONS

That for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992, planning permission be granted for the development described in the plans and documents submitted on 18 November 1994 under application ref. 3681, subject to the following conditions (for clarification the local planning authority is the County Council in respect of this application):-

1. Details of the proposed demountable amenity block shall be submitted to and approved by the Local Planning Authority prior to beneficial occupation of the site.

2. The area proposed for the stationing of caravans shall be enclosed by the creation of an earth bund suitable for planting, within which a hardstanding area shall be provided, details of which shall incorporate appropriate drainage facilities and shall be submitted to and approved by the Local Planning Authority prior to any site works commencing.

3. A landscaping scheme shall be submitted to and approved by the Local Planning Authority prior to any site works commencing and shall thereafter be maintained and replaced as necessary for a period of five years to the satisfaction of the Local Planning Authority.

4. Proposals for the effective management of the site outside the enclosed bunded area shall be submitted to and approved by the Local Planning Authority prior to the commencement of any site works and thereafter this area of the site shall be satisfactorily maintained in accordance with these management proposals.

5. The proposed access works, bund and hardstanding shall be implemented prior to beneficial occupation of the site.

6. No open storage of waste or scrap metals, wood, rags, tyres or any other materials for any purpose whatsoever shall take place on the site, and the enclosure area shall include adequate provision for the proper storage of any household waste.

7. No waste materials or other combustible products shall be burnt on the site at any time.

8. The occupation of the site shall be limited to a single family only, unless the written approval of the Council has been first obtained to allow a limited number of guests to stay on the site for a maximum period of not more than 28 days.

9. The occupation of the site shall be restricted to persons solely or mainly employed in the locality in agriculture or in forestry or a dependant of such a person residing with him or her.

REASONS

(1) No such details have been submitted.

(2/3/4) In the interests of the proper management of the site and of visual amenity.

(5) To ensure such provision is made prior to occupation of the site.

(6/7) To ensure the satisfactory management of the site.

(8) To control the levels of occupancy of the site.

(9) The site is not one where residential use would normally be approved accept for purposes of agriculture or forestry.

Peter Cope
Director

(EDSP/LP/GRT/SW/3681)

This report has been prepared in accordance with procedures approved by the Chief Officer Management Team and reflects their collective views and advice.

Background Papers

Planning Application File 3681
Previous Related Application File 3552

Appendix 6 Vale of Glamorgan Council Report 28th October 1998

AGENDA ITEM NO: 15

THE VALE OF GLAMORGAN COUNCIL

COUNCIL : 28th OCTOBER, 1998

REPORT OF THE CHIEF EXECUTIVE

NOT FOR PUBLICATION BY VIRTUE OF PART 1 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972, THE RELEVANT PARAGRAPH OF THE SCHEDULE BEING REFERRED TO IN BRACKETS AFTER EACH HEADING.

R -v- SOUTH GLAMORGAN COUNTY COUNCIL AND WILLIAM CARROLL, EX PARTE STANLEY HARDING
(Exempt information under paragraph 12[a])

1. Background

1.1. Mr. Carroll lives at Penllyn Glebe, Llangan site with his wife and four children. One of the children is autistic and attends a special school at Bridgend, while two of his other children attend the Llangan Primary School. The Carroll family have settled into the Llangan community and Mr. and Mrs. Carroll support the Parents Teacher Association at the local Primary School. The site is owned by the Council.

1.2. Members will be aware that on 27th November, 1997, the High Court quashed the planning permission granted by South Glamorgan County Council on its own application for a Single Family Traveller site at Penllyn Glebe, Llangan.

1.3. The Development Control Sub-Committee of 8th January, 1998, received a report in relation to the legal implications of the High Court decision of the 27th November, 1997. The Development Control Sub-Committee of 8th January, 1998, Minute 1538 (c) states;

"(c) Results of legal proceedings (HLA) -
A. Judicial Review: R -v- South Glamorgan County Council and William Carroll ex parte Harding -

Mr. Harding, on behalf of the residents of Llangan, had obtained leave to have a Judicial Review of the decision by South Glamorgan County Council in December 1994 to grant planning permission for a Single Family Traveller site at Penllyn Glebe, Llangan. Following protracted negotiations, the need for the

Judicial Review was obviated and, in May, 1996, the said planning permission was quashed with the consent of the above parties. Eviction proceedings were commenced against the current occupiers of the site, Mr. William Carroll and family, when, in September, 1996, following an application by Mr. Carroll's representative, the eviction proceedings were adjourned pending the outcome of a further Judicial Review into the decision to quash the planning permission. The decision to quash the planning permission was subsequently reaffirmed in the High Court, and Mr. Carroll was refused leave to appeal. Mr. Carroll could, nevertheless, seek to challenge the decision to refuse leave to appeal.

Having regard to the above and to the full content of the report, it was RECOMMENDED-

(1) THAT the report be noted for information.

(2) THAT the Head of Legal and Administration report the outcome of any application by Mr. Carroll for leave to appeal to a future meeting."

1.4. Mr. Carroll subsequently made an application for leave to appeal against the decision, but that application was refused by the Court of Appeal on the 16th February, 1998. At the Development Control Sub-Committee on 25th March, 1998, the planning application in relation to a Single Family Traveller site at Penllyn Glebe, Llangan was refused for the following reason:-

"1. In order to preserve the countryside the Local Planning Authority considers that no additional development shall take place other than is justified for purposes of agriculture, forestry, appropriate recreational activities, mineral extraction or public utilities. No such justification exists in this case. Accordingly the development is considered contrary to policies EV3, H10 and H16 of the South Glamorgan Structure Plan Proposals for Alteration No. 1, and policies ENV4, HOUS4 and HOUS14 of the Vale of Glamorgan Local Plan Deposit Draft 1995 (as amended)."

Daughter same again.

The Council began legal proceedings against Mr. Carroll, to repossess the Penllyn Glebe, Llangan site.

The repossession hearing in the County Court was due to be heard on 15th September, 1998. Prior to the County Court hearing Mr. Carroll's legal representatives applied for leave to bring further Judicial Review proceedings challenging the reasonableness of the Council's decision to evict Mr. Carroll in the absence of a suitable site to which he could relocate.

2. The Issues

2.1. The Council, through an Officers Working Group, has considered numerous locations for Mr. Carroll and his family's caravans based on Mr. Carroll's request to be;

? why

(a) located within the Rural Vale, preferably within close proximity of Llangan,

(b) at a location which would be solely occupied by Mr. Carroll's family, and,

why when he wants gypsy life

(c) to have an option to purchase the land from the Council at an unspecified future date.

2.2. It must be noted that Mr. Carroll has refused to consider the option of living in a house and wishes to continue to live through his gypsy/traveller way of life. See (B Previous legal proceedings and Planning Inquiries have also clearly shown that any site for Mr. Carroll's caravans must be consistent with planning policies relating to sites for housing. The Officers Working Group has come to the conclusion that there are currently no suitable locations within the ownership of the Council, and consistent with planning policy, which will meet Mr. Carroll's requirements.

Can we see work involved.

2.3. During May, 1996 the Chief Executive, on behalf of the Council gave an undertaking to Stanley Harding that the Council use all lawful endeavors to remove the occupiers from the Penllyn Glebe, Llangan site.

2.4. Every effort has been made to find an alternative location for Mr. Carroll, but at present there is nothing available.

2.5. The Council is obliged to consider, on grounds of common humanity, whether evicting Mr. Carroll and his family will cause more harm to them then it will be of benefit in planning or other terms. Quite clearly eviction of the family in the absence of a suitable site to which they may relocate will cause them distress, and will disrupt the education of the children. However, the Council may allow the family to remain on the site, on a temporary basis until such time as a suitable site for their relocation becomes available.

2.6. If the Council does not proceed to evict Mr. Carroll and his family from the Penllyn Glebe, Llangan site, then Mr. Carroll's application for leave for a Judicial Review Hearing must necessarily be withdrawn, as he may not challenge a decision which has been withdrawn, and cannot therefore take effect to his prejudice.

3. Legal Implications

3.1. As noted in paragraph 2.3 above the Council has given Stanley Harding an Undertaking that it will use its best lawful endeavours to remove the occupiers from the Penllyn Glebe site. The Head of Legal and Administration is satisfied that the Council can demonstrate that it has used it best lawful endeavours to that effect, however the absence of suitable alternative accommodation cannot achieve that aim, and that any claim to the contrary by Mr. Harding could be resisted. The Council should continue to review sites as they become available and upon any such site being suitable for Mr. Carroll and his family should require them to take up the site and vacate the Penllyn Glebe site.

3.2. As the site no longer has the benefit of planning permission as a Single Family Traveller Site its use in planning terms has reverted to agricultural use. Should Mr. Carroll's residential use of the site exceed four years it would be open to him to make an application for a Certificate of Lawful Development changing the use of the land from agricultural to residential. The Council's continued ownership of the land will however preclude any development thereof, and upon the site becoming vacant an application to change the use back to agricultural use may be pursued if a Certificate of Lawfulness is obtained for residential use. Enforcement against Mr. Carroll's continued occupation of the site in variance with the recent planning refusal is discretionary particularly in view of the continued ownership and control of the site by the Council. It is important however that the search for an acceptable alternative site is continued.

3.3. Should Mr. Carroll remain in occupation of the site it will be necessary to grant him a licence in respect of the occupation. The licence will limit occupation of the site to those persons currently in occupation, would be personal to Mr. Carroll and would not permit the possibility of any person succeeding to the licence and would preclude any person running a business from the site. The area covered by the licence would also be restricted to that part of the field currently occupied by the caravans.

4. Financial Implications

4.1. In the absence of a suitable alternative site for the relocation of the Carroll family the Head of Legal and Administration is of the view that the Council is unlikely to succeed in the pending Judicial Review Hearing, with costs being awarded against the Council.

5. Equal Opportunities Implications

5.1. In any consideration of matters relating to the eviction of gypsies the Council is obliged to have regard to issues of Common Humanity.

6. Employment Implications

6.1. There are no employment implications arising from this report.

7. Recommendations

7.1. It is recommended that the Council allow Mr. Carroll and his immediate family to continue to occupy the Penllyn Glebe, Llangan site under a new licence, to be determined by the Head of Legal and Administration, until a suitable alternative site within the Vale of Glamorgan is available for Mr. Carroll and his immediate family.

7.2. It is recommended that the Head of Legal and Administration is instructed to continue to make enquiries to acquire a suitable alternative site for Mr. Carroll and his family within the Vale of Glamorgan.

7.3 It is recommended that a further report be submitted to Committee reporting on progress in finding an alternative site for Mr. Carroll.

All appropriate Chief Officers have been consulted on this report.

Appendix 7 Response from South Wales Fire & Rescue Service

Gemma Phillips

Subject: FW: Local Development Plan/ Proposed Travellers Site Llangan Vale Of Glamorgan County Borough Council

From: Fisher, Martyn
Sent: 26 September 2016 15:07
To: richardmann1000@gmail.com
Cc: Baxter, D
Subject: FW: Local Development Plan/ Proposed Travellers Site Llangan Vale OfGlamorgan County Borough Council

Hi Richard

Following on to you recent emails please see the below comments from Dave Baxter.

Point 1 the minimum widths etc should be as follows in accordance with Approved Document B5 Table 20

Access for Fire Appliances

Typical vehicle access route requirements:

Appliance Type	Min Width Road	Min Width Gate	Min Turning Circle between Kerb
Pump	3.7m	3.1m	16.8m

Min Turning between Wall	Min Height Clearance	Min Capacity Tonnes
19.2	3.7m	12.5
29.0	4.0m	23

Fire and Rescue Service Vehicles should not have to reverse more than 20 m from the end of an access road. (Diagram 50 of Approved Document B).

Pedestrian Priority

Pedestrian schemes must take into account the need for permanent and unobstructed access for firefighting appliances. The siting of ornamental structures such as flower beds, must take account, not only of the access requirements of the fire appliances but the need to be able to site then in strategic positions; in particular, account must be taken of the working space requirements for aerial appliances. Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure adequate access for fire appliances, their siting and use.

Water Supplies for Firefighting

The existing output of the statutory water supply network may need to be upgraded in certain parts of the local plan area to cater for firefighting needs of new developments. It is recommended that this provision be a condition of planning consent.

Access to Open Water Supplies

Where development of water front sites takes place, the need for permanent and unobstructed access for firefighting appliances to the water should be made a condition of any planning consent.

Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure access for fire pumping appliances is satisfactory.

Housing

Minimum main size 100mm. Housing developments with units of detached or semi-detached houses of not more than two floors should have a water supply capable of delivering a minimum of eight litres per second through any hydrant on the development.

Point 2. The width of 2.5m would not be adequate for fire appliances.

Should you require further information in relation to this matter please do not hesitate to contact **Dave Baxter on 07990 954266.**

Regards / Cofion,

Martyn Fisher
Station Manager / Rheolwr Gorsaf
Business Fire Safety / Diogelwch Tân i Fusnesau
South Wales Fire and Rescue Service Headquarters / Pencadlys Gwasanaeth Tân ac Achub De Cymru
Forest View Business Park / Parc Busnes Forest View
Llantrisant / Llantrisant
Pontyclun / Pont-y-clun
CF72 8LX
Internal / Mewnol:
External / Allanol: 01443 232000
Mobile / Ffôn Symudol: 07899 701298
Email /E-bost: m-fisher@southwales-fire.gov.uk

'Supporting you to protect your business' 'Yn eich cefnogi chi i amddiffyn eich Busnes'

*For any business fire safety queries or concerns please contact me using the details above or alternatively **click here** to visit South Wales Fire and Rescue Service's Business Fire Safety internet site.*
General fire safety advice is also available from our main site in a variety of languages.

*Os oes cwestiynau neu bryderon diogelwch tân busnes gennych, cysylltwch â fi gan ddefnyddio'r manylion cyswllt uchod, fel arall **cliciwch yma** i ymweld â safle we Diogelwch Tân Busnes Gwasanaeth Tân ac Achub De Cymru.*
Hefyd, mae cyngor diogelwch tân cyffredinol ar gael mewn amrywiaeth o ieithoedd ar ein prif safle.

From: Baxter, D
Sent: 26 September 2016 14:20
To: Fisher, Martyn
Subject: Fw: Local Development Plan/ Proposed Travellers Site Llangan Vale Of Glamorgan County Borough Council

Sent from my BlackBerry 10 smartphone.

From: richard mann <richardmann1000@gmail.com>
Sent: Saturday, 24 September 2016 10:53
To: Baxter, D
Subject: Re: Local Development Plan/ Proposed Travellers Site Llangan Vale Of Glamorgan County Borough Council

Hi I wonder if it possible for you to respond to the earlier questions and requests so that we may consider the information.

Many thanks for your cooperation

Regards

Richard mann

On 21 Sep 2016 20:00, "richard mann" <richardmann1000@gmail.com> wrote:
Hi, I have spoken with our planning consultant and have been asked to put the following specific questions?

It is the intention of the VOG to develop the for up to 15 caravans and the site is served by a 2.5m wide lane which extends for circa 200m at one end which leads onto a single track lane which itself only extends to circa 3.0m at it narrowest point.

1. Please can you advise what the minimum width is required for an emergency vehicle of sufficient capacity (I believe what is meant by this is a fire tender) suitable for dealing with an emergency at this site.

2. Is a width of 2.5m considered acceptable or does it significantly increase the risk of the fire service for attending the site.

Many thanks for your prompt response.

Regards

On Wed, 21 Sep 2016 at 13:56, richard mann <richardmann1000@gmail.com> wrote:

> Hi thanks for the email. Would it be possible for you to provide us with a copy of the observations.
>
> Regards.
>
> Richard mann.

On 21 Sep 2016 12:21, "Baxter, D" <DE-Baxter@southwales-fire.gov.uk> wrote:

Dear Mr Mann

Further to your concerns in relation to the above, I hereby inform you that this authority has made observations/recommendations to the Local Authority at planning stage and will also make recommendations at Building Regulation Application stage if necessary.

Should you require further information in relation to this matter please do not hesitate to contact this department.

Regards / Cofion,

David Baxter BSc (Hons) MIFire
Station Manager / Rheolwr Gorsaf
Business Fire Safety / Diogelwch Tân i Fusnesau
South Wales Fire and Rescue Service Headquarters / Pencadlys Gwasanaeth Tân ac Achub De Cymru
Forest View Business Park / Parc Busnes Forest View
Llantrisant / Llantrisant
Pontyclun / Pont-y-clun
CF72 8LX
Internal / Mewnol: 2539
External / Allanol: 01443 232539
Mobile / Ffôn Symudol: 07990954266
Email /E-bost: DE-Baxter@southwales-fire.gov.uk

Supporting you to protect your business

Yn eich cefnogi chi i amddiffyn eich Busnes

*For any business fire safety queries or concerns please contact me using the details above or alternatively **click here** to visit South Wales Fire and Rescue Service's Business Fire Safety internet site.*

General fire safety advice is also available from our main site in a variety of languages.

*Os oes cwestiynau neu bryderon diogelwch tân busnes gennych, cysylltwch â fi gan ddefnyddio'r manylion cyswllt uchod, fel arall **cliciwch yma** i ymweld â safle we Diogelwch Tân Busnes Gwasanaeth Tân ac Achub De Cymru.*

Hefyd, mae cyngor diogelwch tân cyffredinol ar gael mewn amrywiaeth o ieithoedd ar ein prif safle.

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Mae'r neges e-bost hon ac unrhyw ffeiliau sydd ynghlwm wrthi yn gwbl gyfrinachol ac wedi'u bwriadu at sylw y person neu sefydliad y maent wedi eu cyfeirio ato yn unig. Na chaniateir i chi adolygu, ailanfon, lledaenu na defnyddio'r wybodaeth uchod ar unrhyw gyfrif: peidiwch a chymryd unrhyw gamau o ganlyniad a gan ddibynnu arni. Os ydych wedi derbyn y neges e-bost hon ar gam, wnewch chi hysbysu'r anfonydd ar unwaith a dileu'r e-bost a'i chynnwys oddi ar eich system os gwelwch yn dda. Barn neu safbwyntiau'r awdur yw'r rhai a fynegir yn y neges e-bost hon ac nid ydynt yn adlewyrchu o anghenraid barn neu safbwyntiau Gwasanaeth Tan Ac Achub De Cymru onis dywedir yn bendant fel arall. Bydd pob eitem o bost a anfonir i'r cyfeiriad hwn yn cael ei monitro gan sustem e-bost corfforaethol y Gwasanaeth Tan ac efallai y caiff ei harchwilio gan berson arall, sy ddim o reidrwydd y derbynnydd gwreiddiol, er mwyn dod o hyd i ddefnydd o ddeunydd anaddas neu dorri rheolau polisiau. Os nad yw hyn yn dderbyniol i chi, peidiwch a defnyddio'r dull yma o gyfathrebu a Gwasanaeth Tan Ac Achub De Cymru.

Appendix 8 2012 Assessment of Alternative Sites

MG 9 – Gypsy and Traveller Site - Llangan

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	- -	- -	- -	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	- -	- -	- -	H
Comments: The site is brownfield in accordance with the definition in Figure 4.1 of PPW.	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
2 To maintain, promote and enhance the range of local facilities.	-	-	-	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	-	-	-	H
C Ensure local facilities are suitable for purpose and easily accessible	-	-	-	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments: General – Transit pitches are considered a facility for assessment purposes A – Traveller community D – Other facilities in the area are very limited	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	-	-	-	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	-	-	-	H
D Promote 'life-time' homes	O	O	O	H
Comments: C – Benefits for traveller community very limited due to proximity to facilities and limited public transport provision	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
4 Reduce the causes of deprivation	-	-	-	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	-	-	-	H
B Prevent the isolation of deprived communities	-	-	-	H
Comments: A – The site is isolated and is not located in close proximity to employment, income, health and well being, education, housing, environment and access for all	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	-	-	-	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	-	-	-	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	- -	- -	- -	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	O	O	O	H
E Protect biodiversity, flora and fauna from the effects of climate change	-	-	-	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments: Site is in a Special Landscape Area	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	-	-	-	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
8 To use land effectively and efficiently.	?	?	?	H
A Retain greenfield land	O	O	O	H
B Bring previously developed land in sustainable locations back into use	O	O	O	H
C Promote good quality high density developments where appropriate and having regard to the local context	-	-	-	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	O	O	O	H
E Restore contaminated land to beneficial use	O	O	O	H
Comments: The site is Greenfield and located in the open counrtyside	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	-	-	-	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	O	O	O	H
C Protect or enhance the built environment including historic buildings and conservation areas.	-	-	-	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments: The site is located in close proximity to Conservation Area	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	-	-	-	H
A Ensure development meets the needs of current and future users	-	-	-	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	-	-	-	H
D Enhance access for cyclists and pedestrians	-	-	-	H
E Provide adequate green spaces	-	-	-	H
F Provide adequate vehicular parking and manoeuvring space	-	-	-	H
Comments: The proposed site is not large enough to accommodate the transit and permanent pitches and ancillary facilities	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	- -	- -	- -	H
A Ensure new development is located in accessible locations from a range of travel modes	- -	- -	- -	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	- -	- -	- -	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	-	-	-	H
Comments: The site is not very accessible by public transport	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
13 To provide for a diverse range of local job opportunities.	O	O	O	H
A Protect existing and potential employment sites for employment uses	O	O	O	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	O	O	O	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Atlantic Trading Estate (ID 9)

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	- -	- -	- -	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	-	-	-	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	- -	- -	- -	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	- -	- -	- -	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	O	O	O	H
E Protect biodiversity, flora and fauna from the effects of climate change	-	-	-	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	-	-	-	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	-	-	-	H
A Retain greenfield land	-	-	-	H
B Bring previously developed land in sustainable locations back into use	-	-	-	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	+	+	+	H
E Restore contaminated land to beneficial use	O	O	O	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	O	O	O	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	O	O	O	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+ +	+ +	+ +	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
13 To provide for a diverse range of local job opportunities.	-	-	-	H
A Protect existing and potential employment sites for employment uses	-	-	-	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	O	O	O	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The site is allocated for employment but the Vale of Glamorgan Employment Land confirms an over allocation of employment land and the authority.	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Hayes Road Civic Amenities Site, Sully (ID 10)

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	+	+	+	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	O	O	O	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	+	+	+	H
A Reduce air pollution (e.g. transport / industry emissions)	+	+	+	H
B Reduce energy consumption (e.g. promote energy efficient building)	-	-	-	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	O	O	O	H
E Protect biodiversity, flora and fauna from the effects of climate change	O	O	O	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	O	O	O	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	+	+	+	H
A Retain greenfield land	+	+	+	H
B Bring previously developed land in sustainable locations back into use	+	+	+	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	O	O	O	H
E Restore contaminated land to beneficial use	+	+	+	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	O	O	O	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	O	O	O	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+	+	+	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
13 To provide for a diverse range of local job opportunities.	-	-	-	H
A Protect existing and potential employment sites for employment uses	-	-	-	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	-	-	-	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The Vale of Glamorgan has an over allocation of employment land	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Land at Barry Waterfront (ID3)

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	++	++	++	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	-	-	-	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	--	--	--	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	--	--	--	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	O	O	O	H
E Protect biodiversity, flora and fauna from the effects of climate change	O	O	O	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	-	-	-	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
8 To use land effectively and efficiently.	+	+	+	H
A Retain greenfield land	+	+	+	H
B Bring previously developed land in sustainable locations back into use	+	+	+	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	+	+	+	H
E Restore contaminated land to beneficial use	+	+	+	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	O	O	O	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	O	O	O	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	+	Assessment of Effects	+	H
A Ensure development meets the needs of current and future users	+	+	+	Level of Certainty
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	++	++	++	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
13 To provide for a diverse range of local job opportunities.	O	O	O	H
A Protect existing and potential employment sites for employment uses	O	O	O	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	O	O	O	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The site is large enough to still accommodate jobs.	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Land West and South of South Road, Sully (ID 11)

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	O	O	O	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	+	+	+	H
A Reduce air pollution (e.g. transport / industry emissions)	+	+	+	H
B Reduce energy consumption (e.g. promote energy efficient building)	O	O	O	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	+	+	+	H
E Protect biodiversity, flora and fauna from the effects of climate change	O	O	O	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
7 To minimise waste.	**O**	**O**	**O**	**H**
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	**O**	**O**	**O**	**H**
B Provide and promote recycling facilities.	**O**	**O**	**O**	**H**
C Avoid landfill of waste	**O**	**O**	**O**	**H**
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	-	-	-	H
A Retain greenfield land	-	-	-	H
B Bring previously developed land in sustainable locations back into use	-	-	-	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	-	-	-	H
E Restore contaminated land to beneficial use	O	O	O	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	-	-	-	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	-	-	-	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+	+	+	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
13 To provide for a diverse range of local job opportunities.	O	O	O	H
A Protect existing and potential employment sites for employment uses	O	O	O	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	O	O	O	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The site is large enough to still accommodate jobs.	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Land West of Port Road/Pencoedtre Lane, Barry

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	- -	- -	- -	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	-	-	-	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
6 To minimise the causes and manage the effects of climate change.	- -	- -	- -	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	- -	- -	- -	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	O	O	O	H
E Protect biodiversity, flora and fauna from the effects of climate change	-	-	-	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	-	-	-	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	-	-	-	H
A Retain greenfield land	-	-	-	H
B Bring previously developed land in sustainable locations back into use	-	-	-	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	+	+	+	H
E Restore contaminated land to beneficial use	O	O	O	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	O	O	O	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	O	O	O	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+ +	+ +	+ +	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
13 To provide for a diverse range of local job opportunities.	-	-	-	H
A Protect existing and potential employment sites for employment uses	-	-	-	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	O	O	O	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The site is allocated for employment but the Vale of Glamorgan Employment Land confirms an over allocation of employment land and the authority.	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Land West of Port Road/Pencoedtre Lane, Barry

	Assessment of Effects			Level of Certainty
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	- -	- -	- -	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	0	0	0	H
B Improve public perception of access	0	0	0	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	0	0	0	H
Comments: Range of Health and Well being facilities located in close proximity	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	0	0	0	H
C Promote sustainable design and construction solutions	0	0	0	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	**+ / -**	**+ / -**	**+ / -**	H
A Reduce the fear of crime	**+ / -**	**+ / -**	**+ / -**	H
B Provide community facilities	**+ / -**	**+ / -**	**+ / -**	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	**-**	**-**	**-**	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	**-**	**-**	**-**	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	0	0	0	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	0	0	0	H
B Improve and protect the quality and quantity of inland and coastal water resources	0	0	0	H
C Protect or enhance the built environment including historic buildings and conservation areas.	0	0	0	H
D Protect cultural heritage and archaeology	0	0	0	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	- -	- -	- -	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	- -	- -	- -	H
C Promote renewable energy generation	0	0	0	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	0	0	0	H
E Protect biodiversity, flora and fauna from the effects of climate change	-	-	-	H
F Protect and promote the development of carbon sinks	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	
7 To minimise waste.	0	0	0	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	-	-	-	H
B Provide and promote recycling facilities.	0	0	0	H
C Avoid landfill of waste	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	-	-	-	H
A Retain greenfield land	-	-	-	H
B Bring previously developed land in sustainable locations back into use	-	-	-	H
C Promote good quality high density developments where appropriate and having regard to the local context	0	0	0	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	+	+	+	H
E Restore contaminated land to beneficial use	0	0	0	H
Comments: open	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	
15 To promote appropriate tourism.	0	0	0	H
A Promote local economic growth through tourism	0	0	0	H
B Enable tourism uses to be accessed by sustainable travel modes	0	0	0	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	0	0	0	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	0	0	0	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	0	0	0	H
A Ensure retail centres are accessible by a range of modes of transport	0	0	0	H
B Ensure a range of uses within retail centres	0	0	0	H
C Avoid out-of-town retail development	0	0	0	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	0	0	0	H
E Promote the evening economy in the Vale of Glamorgan's town centres	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	0	0	0	H
A Protect and enhance existing cultural heritage and historic environments	0	0	0	H
B Promote new opportunities for culture in the Vale of Glamorgan	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective / Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+ +	+ +	+ +	H
B Promote technologies to reduce need to travel (e.g. homeworking)	0	0	0	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	0	0	0	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective / Aim	**Short Term**	**Medium Term**	**Long Term**	
13 To provide for a diverse range of local job opportunities.	-	-	-	H
A Protect existing and potential employment sites for employment uses	-	-	-	H
B Support a culture of entrepreneurship	0	0	0	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	0	0	0	H
D Support the enhancement of skills to meet employment needs	0	0	0	H
E Promote and enable sustainable rural diversification	0	0	0	H
Comments: The site is allocated for employment but the Vale of Glamorgan Employment Land confirms an over allocation of employment land and the authority.	**Secondary, Cumulative, Synergistic**			

Spider Camp, Hayes Lane, Barry

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
1 To provide the opportunity for people to meet their housing needs	+	+	+	H
A Provide a mix of dwelling types and tenure	+	+	+	H
Build in sustainable locations, with good access to local facilities	+	+	+	H
C Provide affordable housing	+	+	+	H
D Preference for previously developed land in sustainable locations	-	-	-	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
2 To maintain, promote and enhance the range of local facilities.	+	+	+	H
A Meet the needs of existing communities throughout the Vale of Glamorgan	+	+	+	H
B Provide appropriate facilities within new developments to meet the needs of future users	+	+	+	H
C Ensure local facilities are suitable for purpose and easily accessible	+	+	+	H
D Prevent the loss of existing well-used and valued local facilities	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
3 To maintain and improve access for all.	+	+	+	H
A Ensure the built and natural environment is easily accessible to all the Vale of Glamorgan's community	O	O	O	H
B Improve public perception of access	O	O	O	H
C Benefit health and well being through social inclusion within the physical environment	+	+	+	H
D Promote 'life-time' homes	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
4 Reduce the causes of deprivation	+	+	+	H
A Promote improvements to: employment, income, health and well being, education, housing, environment and access, for all.	+	+	+	H
B Prevent the isolation of deprived communities	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
5 To maintain, protect and enhance community spirit.	+ / -	+ / -	+ / -	H
A Reduce the fear of crime	+ / -	+ / -	+ / -	H
B Provide community facilities	+ / -	+ / -	+ / -	H
C Encourage local distinctiveness (e.g. development having regard to its context and public art)	O	O	O	H
D Encourage community ownership of the environment (e.g. promote shared spaces, good design)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
6 To minimise the causes and manage the effects of climate change.	-	-	-	H
A Reduce air pollution (e.g. transport / industry emissions)	-	-	-	H
B Reduce energy consumption (e.g. promote energy efficient building)	O	O	O	H
C Promote renewable energy generation	O	O	O	H
D Reduce flood risk to people, property and maintain the integrity of floodplains	-	-	-	H
E Protect biodiversity, flora and fauna from the effects of climate change	-	-	-	H
F Protect and promote the development of carbon sinks	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
7 To minimise waste.	O	O	O	H
A Promote the use of secondary resources (e.g. convert existing buildings/ reuse materials)	O	O	O	H
B Provide and promote recycling facilities.	O	O	O	H
C Avoid landfill of waste	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
8 To use land effectively and efficiently.	+	+	+	H
A Retain greenfield land	-	-	-	H
B Bring previously developed land in sustainable locations back into use	-	-	-	H
C Promote good quality high density developments where appropriate and having regard to the local context	O	O	O	H
D Protect the countryside from inappropriate development, especially the best and most versatile agricultural land and areas of high landscape value	+	+	+	H
E Restore contaminated land to beneficial use	O	O	O	H
Comments: open	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
9 To protect and enhance the built and natural environment.	-	-	-	H
A Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil.	O	O	O	H
B Improve and protect the quality and quantity of inland and coastal water resources	-	-	-	H
C Protect or enhance the built environment including historic buildings and conservation areas.	O	O	O	H
D Protect cultural heritage and archaeology	O	O	O	H
E Enhance public access to and appreciation of the Vale of Glamorgan's environmental assets.	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
10 To provide a high quality environment within all new developments	+	+	+	H
A Ensure development meets the needs of current and future users	+	+	+	H
B Promote a sense of community pride (e.g. shared spaces, public art, local materials)	O	O	O	H
C Promote sustainable design and construction solutions	O	O	O	H
D Enhance access for cyclists and pedestrians	+	+	+	H
E Provide adequate green spaces	+	+	+	H
F Provide adequate vehicular parking and manoeuvring space	+	+	+	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
11 To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	O	O	O	H
A Protect and enhance existing cultural heritage and historic environments	O	O	O	H
B Promote new opportunities for culture in the Vale of Glamorgan	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Short Term	Medium Term	Long Term	
12 To reduce the need to travel and enable the use of more sustainable modes of transport.	+	+	+	H
A Ensure new development is located in accessible locations from a range of travel modes	+	+	+	H
B Promote technologies to reduce need to travel (e.g. homeworking)	O	O	O	H
C Enable the movement of people and freight by sustainable means	+	+	+	H
D Provide effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way)	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

Sustainability Objective/Aim	Assessment of Effects			Level of Certainty
	Short Term	Medium Term	Long Term	
13 To provide for a diverse range of local job opportunities.	-	-	-	H
A Protect existing and potential employment sites for employment uses	-	-	-	H
B Support a culture of entrepreneurship	O	O	O	H
C Encourage a range of employment sites in locations accessible by a range of transport modes	-	-	-	H
D Support the enhancement of skills to meet employment needs	O	O	O	H
E Promote and enable sustainable rural diversification	O	O	O	H
Comments: The Vale has an over allocation of employment land.	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	**Level of Certainty**
14 To maintain and enhance the vitality and viability of the Vale of Glamorgan's town, district and local centres.	O	O	O	H
A Ensure retail centres are accessible by a range of modes of transport	O	O	O	H
B Ensure a range of uses within retail centres	O	O	O	H
C Avoid out-of-town retail development	O	O	O	H
D Enhance the public realm within existing centres and facilitate regeneration programmes	O	O	O	H
E Promote the evening economy in the Vale of Glamorgan's town centres	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

	Assessment of Effects			Level of Certainty
Sustainability Objective/Aim	**Short Term**	**Medium Term**	**Long Term**	
15 To promote appropriate tourism.	O	O	O	H
A Promote local economic growth through tourism	O	O	O	H
B Enable tourism uses to be accessed by sustainable travel modes	O	O	O	H
C Manage tourism to protect the Vale of Glamorgan's natural and built assets	O	O	O	H
D Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential)	O	O	O	H
E Enable specialist tourism (e.g. sustainable, sports, cultural etc).	O	O	O	H
Comments:	**Secondary, Cumulative, Synergistic**			

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. 4259
Date Received 24/10/2016
Date of Acknowledgement 24/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Louise Brookes	
Address	[redacted]	
Postcode	[redacted]	
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
"LAND IS TO BE ALLOCATED AT LLANGAN FOR THE PROVISION OF A 2 PITCH GYPSY AND TRAVELLER SITE". (MAC 97)	☐	X	☐	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness

Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

I object to the allocation of land near Llangan for provision of a Gypsy and Traveller site for the following reasons:

- The site has restricted access and would be not be suitable for Gypsy and Traveller families and their vehicles.
- The site and immediate surrounding area is subject to flooding. The winter, the road to Llangan below the site was almost impassable during times of high rain fall. Additional building on the proposed site would exacerbate this. The families on site would be cut off.
- The site is immediately neighbouring the Llangan Conservation Area and is this development is not in keeping with that.
- The site is close to the village of Llangan and as such a Sustainability Assessment in this context is needed. The SA in the context of Fferm Goch is not appropriate.
- The site is not easily accessible. The nearest Green Links bus top is nearly a kilometre away and the nearest routine bus service (X2) is over 2.6 km away. In both cases, it requires a long walk or cycle along narrow country lanes with no pavement or lighting and then along the road between Pentre Meyrick and Fferm Goch along which heavy lorries travel in both directions taking up the whole carriageway. It is in fact quite hazardous and current residents do not attempt it! Furthermore, residents who do not have a private car have moved away since the bus service was cut because the Green Links service is only available at limited times and not at weekends and the cost of taxis is prohibitive. A previous report has found that the site is not accessible to emergency vehicles.
- The council has not considered legitimate alternative uses for the site, such as playing fields or allotments, which would promote sustainability and provide far more benefit to a larger number of people.
- It is my understanding that the current Gypsy pitch is illegal and the use of the site as a traveller site is subject to a judicial review. It would be unfair on potential residents to have them live under these conditions.
- I further understand that it is the council's intention to relocate a family from Wenvoe. This would be detrimental to their well-being, causing upheaval and the need to change schools and employment, all of which appears to be unnecessary.
- The site does not meet the criteria determined by the council in their assessment of traveller accommodation (report in 2007).
- The site as outlined is much larger than is needed for 2 pitches. There is no assurance in the plan that the site will remain limited to 2 pitches. Indeed, it appears to be open-ended with the "option" to expand at a later date. This is unacceptable and does not meet the criteria of a "sound" plan.

Furthermore, I maintain that the currently Sustainability Assessment is incorrect.

Sustainability Objective (SO) 3. To maintain and improve access for all. As mentioned above the site is a long walk from any bus stops along narrow, unlit lanes with no pavement. In reality, private cars are needed to access services and employment. Increasing the number of cars in this location would reduce access for all. Effect = Negative.

SO 4. Reduce causes of deprivation. The development would lead to reduced access to employment etc. compared to the current situation, especially for the current family in Wenvoe. Effect = negative.

SO 5. To maintain, protect and enhance community spirit. It has been noted by the council in previous reports that different Gypsy and Traveller families do not like to be located on the same site and that forcing this situation can create tension. The current proposal would create such a situation. Effect = negative.

SO 6. The minimise causes and manage effects of climate change. The site would increase the need to travel as a private car is necessary. The current proposal appears to involve relocating a family from Wenvoe, who likely have school and employment in that area. Travel would be increased. Furthermore the site is prone to flooding which will only be exacerbated by the proposed development.

SO 9. To protect and enhance the environment and SO 10. To protect the character of the Vale of Glamorgan. The development would have a negative effect on the Conservation area of Llangan. Effect= negative.

SO 12. To reduce the need to travel. Relocating families to this remote location would increase the need for travel, for reasons already described. Effect =negative.

These arguments would change the Sustainability Assessment to negative.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	X☐
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	23rd October 2016

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

VALE of GLAMORGAN
BRO MORGANNWG

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Representor No. …….5122……

Date Received…….25/10/2016……

Date of Acknowledgement …26/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing with the Local Development Plan (LDP). Your name and comments as set out in your representation form will be published in due course. This helps to show that the consultation was carried out properly. Please note that this form and any supporting information will be forwarded to the Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arising Changes have been proposed to the written statement and proposals map. These changes are set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the proposed changes. All of the MAC consultation documents can be viewed on the Council's website www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Depot Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16th September 2016 and ends at midnight on Friday 28th October 2016. It is important to note that all comments made in previous LDP consultations have already been considered by the Inspector as part of the Examination. Comments at this stage **must therefore only relate to the MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request

Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Llangan Community Council	
Address	[redacted] [redacted]	
Postcode	[redacted]	
Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*	5122	

***You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)					
Matters Arising Change reference number (e.g. MAC1)	**Support**	**Object**	**If you are objecting to a MAC, please state which Test of Soundness you think that it fails.**		
			Test 1	**Test 2**	**Test 3**
MAC 50	☐	X	X	X	X
MAC 97	☐	X	X	X	X
MAC112	☐	X	X	X	X
MAC217	☐	X	X	X	X
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

Llangan Community Council - Objections to the allocation of Llangan for the provision of site for two traveller families and future expansion.

Llangan Community Council discussed the proposed expansion of the unauthorised Gypsy and traveller site on the outskirts of Llangan Hamlet. The lack of consultation with the family and Llangan residents was noted. The current family have been living on the site for over 18 years and strongly object to any expansion of the site. Discussions have taken place between a representative of Llangan Community Council, Llangan Action Group and Mr Carrol (current site resident) to resolve this unfair, unsustainable proposal. Mr Carrol pointed out during the meeting that there are differing types of Travellers, and often they don't mix, he also believes that it is advised by the Welsh Government not to mix different denominations of Travellers. His family could not live on the same site with other families, including the family from Wenvoe, who they do not know and are of a different background. The same would apply for any further expansion in the future. The Vale of Glamorgan Council have not had any discussion with Mr Carrol or the family from Wenvoe before the consultation period started, and so do not understand their needs or opinion. This does not follow the spirit of the LDP consultation procedure or guideline documentation.

Planning objections

Test 1 – The plan is not consistent with other plans. The current proposal is not consistent with policy MD18 or other National or Local Planning Policy.

Test 2 – The plan is not appropriate as it is not located in a safe and sustainable location; is not located in an area where the family from Wenvoe wish to live; is not suitable for expansion; does not comply with the proposed local policy; does not comply with national policy and guidance (TAN 2) Designing for Gypsy and Travellers 2007; does not comply with Rural Exception Policy; does not and cannot comply with statutory regulations for access for emergency services (highway access); has not been prepared through consultation with the local community; is not based on robust evidence (the SSA are incorrect and the site identification process is outdated and flawed);

Test 3 – The plan cannot be effective as it principally fails the most important singular test / question. Is the site suitable for a large scale gypsy and traveller site?

The statements received by the travelling community as listed in the Fordam 2007, confirms that they do not want a large scale sites of mixed denominations; away from services as this creates an environment of social isolation, The national policy also reflects very clearly the criteria for large sites close to local facilities, through what national policy describes as "sustainable locations"

In certain circumstances, through the correct application of Rural Exception Policy can provide approval for SINGLE family sites only where there is a local connection, however this proposal as written will give the council a blanket approval to develop a large scale travellers site in a location that is not supported by the travellers themselves, the local community or planning policy. If this proposal is applied it can only lead to significant fear for the current family and the local community.

Llangan is a Hamlet of approximately 35 properties, and is subject to "conservation status". The village is accessed from the main highway network via unclassified "rural roads" of various standards. The village is residential only, that is to say there are no shops or other services in the village. There is a primary school (Llangan Primary School), but this is located approximately 1km from the village itself and 900 metres from the proposed development sites and is full to capacity (the recent planning report for 40 dwellings in Fferm Goch concluded that there was no existing or future capacity of the school) and the councils most recent update of school occupancy levels (2016) confirms that Llangan school has no additional capacity. The school is also only accessible via car as there are no streetlights or pavements on the single track road to the school.

The Vale of Glamorgan Council had clearly agreed with Llangan Community Council who considered in the original draft LDP submission to the Welsh Government that the former Policy:

> *"does not meet the test of Soundness as set out in the Local Development Plan Manual, June 2006. Therefore, in order to make the Vale of Glamorgan Local Development Plan "Sound in regards to Policy MG 9 (previous allocation reference of Llangan in draft plan) an alternative sustainable site should be identified to provide Gypsy and Traveller accommodation over the LDP period in the Vale of Glamorgan".*
>
> *Barton Wilmore March 2012*

This was predominantly on the grounds of:

1. Sustainability – no Local shop, Doctor, Dentist, Library, Public phone box, regular bus.
2. Scale (the current proposal offers an open licence for the council to expand the site).
3. Previous legal commitments.
4. Conservation Status - the proposed site can be clearly seen from the conservation area.
5. Llangan's status as a Hamlet.
6. Highway Safety and access.

The above was detailed in a submission by Messrs Barton Wilmore which was supported by local residents and Llangan Community Council. The sum of these issues clearly demonstrated that the allocation of this development in a rural location went to the heart of the LDP and was deemed UNSOUND. The site was subsequently removed from the draft LDP (2012).

As for Llangan circumstances have not changed for the better. Arguably, it has become worse with the removal of the bus service (although this was erratic even when it was running); the approval of the planning permission for the stables to the lower end of the village. This riding school uses the narrow lanes and a significant increase in traffic; particularly with families not familiar with the location of the riding school at this end of the village would be a disaster.

PLANNING POLICY

A central theme running through planning policy is sustainable development. Paragraph 4.16 of PPW states that:

'In particular the planning system, through both development plans and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles and the urgent need to tackle climate change'.

Paragraph 4.4.2 identifies that planning policies and proposals should:

- 'Promote resource-efficient and climate change resilient settlement patterns that minimise land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;
- Locate developments so as to minimise the demand for travel, especially by private car;
- Support the need to tackle the causes of climate change by moving towards a low carbon economy;
- Minimise the risks posed by, or to, development on, or adjacent to, unstable or contaminated land and land liable to flooding;
- Play an appropriate role to facilitate sustainable building standards;
- Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;
- Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;
- Help to ensure the conservation of the historic environment and cultural heritage
- Maximise the use of renewable resources;
- Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice;
- Ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods;
- Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;
- Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged;
- Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a

more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car;

- Promote quality, lasting, environmentally-sound and flexible employment opportunities;
- Support initiative and innovation and avoid placing unnecessary burdens on enterprises;
- Respect and encourage diversity in the local economy;
- Promote a greener economy and social enterprises; and
- Contribute to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development and responding to climate change'.

Llangan is not considered to be a sustainable or suitable location for a Gypsy and Traveller site for the following reasons:

- The limited local facilities available;
- No provision of public transport.
- The settlement is not large enough to provide ancillary facilities required to support a sustainable development as set out in paragraph 3.29 in accordance with Designing Gypsy and Travellers Sites Good Practice Guide;
- The settlement would not meet the identified needs of Gypsies and Travellers, in the Vale of Glamorgan;
- The settlement would not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities;
- The site would not maximise opportunities for community development and social welfare due to its size;
- The settlement would not foster social inclusion due to the isolated location of the settlement; and
- The settlement would not contribute to improvements in health due to the isolation from services and facilities.

The assertion that the development of a Gypsy and Traveller site at Llangan would not constitute sustainable development is also supported by a number of planning applications and appeal decisions (2002/00109/FUL and (2011/00710/FUL) which are detailed in the previous Representation.

Furthermore, the Background Paper – Sustainable Settlements Appraisal Review, November 2011 sets out how the Council has developed the settlement hierarchy in the Vale of Glamorgan. Within the Background Paper, Llangan is identified under the settlement category of 'Hamlets and Rural Areas'. Paragraph 6.9 of the Sustainable Settlements Appraisal Review Background Paper confirms that such settlements require protection from over-development through planning controls to safeguard these sensitive rural settlements and the rural character of the Vale. Paragraph 6.10 states that:

> *'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.'

This is then confirmed in Policy MD6 of the draft plan which states:

POLICY MD 6 - DEVELOPMENT WITHIN MINOR RURAL SETTLEMENTS NEW DEVELOPMENT IN MINOR RURAL SETTLEMENTS WILL BE PERMITTED WHERE:

*1. THE DEVELOPMENT **SITE HAS A DISTINCT PHYSICAL OR VISUAL RELATIONSHIP WITH THE EXISTING SETTLEMENT**;*

*2. **THE PROPOSAL IS OF A SCALE, FORM, LAYOUT AND CHARACTER THAT IS SYMPATHETIC TO AND RESPECTS ITS IMMEDIATE SETTING AND THE WIDER SURROUNDINGS**;*

*3. **THE PROPOSAL WOULD NOT, EITHER SINGULARLY OR CUMULATIVELY, HAVE AN UNACCEPTABLE IMPACT ON THE CHARACTER AND / OR APPEARANCE OF THE SETTLEMENT**;*

*4. **THE PROPOSAL WOULD NOT REPRESENT A VISUAL INTRUSION INTO COUNTRYSIDE** OR THE LOSS OF IMPORTANT OPEN SPACE(S) THAT CONTRIBUTE TO LOCAL AMENITY, CHARACTER OR DISTINCTIVENESS;*

5. THE PROPOSAL WOULD NOT RESULT IN THE LOSS OF NATURAL OR BUILT FEATURES THAT INDIVIDUALLY OR CUMULATIVELY CONTRIBUTE TO THE CHARACTER OF THE SETTLEMENT OR ITS SETTING;

6. THE PROPOSAL WOULD NOT RESULT IN THE UNACCEPTABLE LOSS OF COMMUNITY OR TOURISM BUILDINGS OR FACILITIES;

7. MAKES APPROPRIATE PROVISION FOR COMMUNITY INFRASTRUCTURE TO MEET THE NEEDS OF FUTURE OCCUPIERS; AND

*8**. DEVELOPMENT IS SHOWN TO BE CONSISTENT WITH OTHER POLICIES OF THE PLAN, ESPECIALLY MD 2 AND MD 3***

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

It is evident by its physical location that the site has "NO *distinct physical or visual relationship with the existing settlement"*. The council's previous consideration of the site suggests that they believe the site can accommodate up to 21 pitches, which provides an indication of the level of expansion that they have in mind. Llangan is a population of circa 30 dwellings and clearly the proposed expansion would NOT be of a "*scale, form and character that is sympathetic and would respect the immediate setting of the wider surroundings*". The proposal would clearly "*represent a visual intrusion into the open countryside"* and finally the site does "*singularly and more specifically cumulatively* (if it were to be expanded) *have an unacceptable appearance on the character of the settlement"*.

Furthermore, the Background Paper of the Vale of Glamorgan LPA identifies 'Acceptable Walking Distances' in Table 1 based on the Guidelines for Providing Journeys on Foot, The Institute of Highways and Transportation (2000) and Sustainable Settlements: A guide for Planners, Designers and Developers and Shaping Neighbourhoods, which confirms that Llangan scores zero for public transport facilities. If a Gypsy and Traveller site was allocated at Llangan, the occupants of the site would be denied sustainable access to a wide range of facilities and service.

We would refer you to the Site Accessibility Report produced on the proposed alternative site ASN 92 by Capita Symonds in March 2012 and contained within the original objection report in the former LDP consultation. It stated that:

"The current highway network is not considered appropriate for substantial additional traffic / development, while the lack of local services will necessitate all occupants of the area have to travel by motorised transport; The routes between the village (and site) and main highway network are

considered unsafe for non-motorised users."

By way of further reference to the potential expansion of the site. We would refer the Inspector to the revised MAC 97 Policy MD18

POLICY MD18 - GYPSY AND TRAVELLER ACCOMMODATION

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

1. IT IS DEMONSTRATED THAT THERE IS A LOCAL NEED FOR THE ACCOMMODATION

2. THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;

3. THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION AND ACCOMMODATION NEEDS OF THE APPLICANT;

4. ADEQUATE ON SITE SERVICES FOR WATER SUPPLY, DRAINAGE, SEWAGE, POWER AND WASTE DISPOSAL ARE AVAILABLE OR CAN BE PROVIDED WITHOUT CAUSING ANY UNACCEPTABLEENVIRONMENTAL IMPACT; AND

5. THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES.

THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE

FOLLOWING:

- ***ALLOCATED GYPSY AND TRAVELLER SITES;***
- ***EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;***

OR

- ***SITES WITHIN EXISTING SETTLEMENTS****.*

National guidance recognises the need for a criteria based Policy in order to assess proposed private or other gypsy and traveller sites, in order to meet future or unexpected demand. Policies must be fair, reasonable, realistic and effective in delivering sites. Accordingly, Policy

MD18 sets out the criteria for new gypsy and traveller accommodation with a need for the Council to be satisfied that there is a demonstrable need for the accommodation in the proposed location. Where the proposal is considered to be justified on the basis of individual need, planning permission will be restricted to the applicant and their dependent resident family. In addition, the sustainability of the site in terms of access to essential services and facilities will also be an important factor in determining the suitability of the proposals

The Council may impose planning conditions to control business uses and associated buildings on the site to ensure that they remain ancillary to residential use. In this regard and where relevant, planning applications should be accompanied by details of any proposals for the storage of plant and equipment associated with the business activities of those living on the site.

Policy MD18 runs at complete odds with the allocation of MG5 as priority would be given to ALLOCATED GYPSY AND TRAVELLER SITES; EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES as MG5 is the **only** allocated site.

MD18 provides an appropriate form of assessment for additional sites that may be required during the life of the plan "*THERE IS REASONABLE ACCESS FROM THE SITE IS WELL LOCATED FOR TO DAY TO DAY SERVICES, FACILITIES AND EMPLOYMENT, INCLUDING SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER*

LOCAL SERVICES AND COMMUNITY FACILITIES; THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES; THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION; however separately it is acknowledged by the Council that MG5 is in a rural location, in an unsustainable location; without reasonable access to shops, etc etc and would not comply with the application of MD18. It makes no sense therefore to prioritise this site for future need.

CONSISTENCY AND FLOW OF LDP

In taking into account the information set out above we would suggest that the allocation and more specifically the preference for expansion of the site in Llangan (MG5) does not meet the core objectives of the proposed LDP in that being in a Rural Location with inadequate facilities and transport links:

- *Objective 1: To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all*. – The sites location would clearly not meet this objective.
- Objective 2: To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change. – Site location prohibitive.
- Objective 3: To reduce the need for Vale of Glamorgan residents to travel to meet their daily needs and enabling them greater access to sustainable forms of transport – Site location prohibitive.
- Objective 4: To protect and enhance the Vale of Glamorgan's historic, built, and natural environment (Planning refusal on an adjacent site in May 2002 stated "*It is a proposal that would adversely affect the undeveloped rural character of the area"*
- *Objective 5: To maintain, enhance and promote community facilities and services in the Vale of Glamorgan* – The local primary school has not been consulted, had they been it would have been recognised that the school does not have capacity, nor is it projected to have the capacity.
- *Objective 7: To provide the opportunity for people in the Vale of Glamorgan to meet their housing needs*- States that development of housing should be in sustainable locations – This is not. Furthermore, it brings into question POLICY MD18 which is discriminatory in that GT sites are treated differently from other housing allocations. An inclusive policy would see GT sites being assessed on the same basis as AFFORDABLE HOUSING and considered for ALL candidate residential sites in the LDP
- *Objective 10: To ensure that development within the Vale of Glamorgan uses land effectively and efficiently and to promote the sustainable use and management of natural resources.*
    - *The inappropriate use of finite resources can impact on the ability of future generations to fulfil their needs. The LDP through favouring the use of previously developed land and the sustainable use of natural resources of whatever kind and wherever they are located, will contribute to preserving their availability for future generations.*

This is agricultural land in the open countryside and set within the Special Landscaped Area

G&T BACKGROUND PAPERS AND COUNCILS VIEW

The Council argue that they have always considered the site in Llangan as an acceptable proposal. This is

not however the case.

In 2013 the Council undertook a revised G&T assessment which contains the following statements:

"There were some concerns raised about the site at Llangan in that it was too rural, not close to services and accessibility to the site was poor. Another concern was that this site had been used by one family for over 20 years and should it therefore be considered a private site rather than for use by the wider Gypsy/Traveller communities."

In addition, the report goes onto say in respect of Llangan:

"However it is accepted by the Council that it would be problematic to house additional travellers at this site and therefore there is no additional supply of pitches available"

It is not accepted therefore that the council itself believes that the site in Llangan is acceptable. In reality, they believe that it is worse of 2 bad sites on the basis they have not or refuse to acknowledge more appropriate, sustainable sites.

Furthermore, the former Chief Planning Officer (Rob Quick) described the site as:

> *The former Vale of Glamorgan Borough Council had strongly objected to the planning application the subject of the Application herein, on grounds that the proposal would intrude into the rural landscape and damage the amenity of the countryside; it considered the proposal to be contrary to the current Structure Plan and the draft Local Plan policies*

RURAL EXCEPTION

It must be recognised that the Council are not only seeking to allocate the site for 2 pitches, but are also asking the Inspector to agree that the site can be expanded in the future by way of priority within MD18 to meet the needs of travellers who by definition of the updated G&T assessment do not currently reside in the County of the Vale of Glamorgan (they are not identified in the most recent G&T assessment). These are very important and relevant matters.

The Council states:

> *"Whilst the Llangan site is in a rural location, it is nevertheless close to the village of Llangan and the minor rural settlement of Fferm Goch and, furthermore, rural settings are considered to be acceptable in principle in Welsh Government Circular 30/2007"*

The council therefore recognises that the site is Rural in nature.

The Vale of Glamorgan argues that this allocation is acceptable by way of the "Rural Exception Policy". The Rural Exception Policy states

> *"At least one member of the household must have strong local connections, as defined in the Housing Act 1996, as amended by the Homelessness Act 2002."*

The Welsh Government PLANNING FOR GYPSY AND TRAVELLER CARAVAN SITES 2007 (referred to in the council's reasoning for allocating the site referred to earlier) contains the following statements in respect

of Rural Exception:

a. *"Mixed uses should not be permitted on Gypsy Traveller Rural Exception Sites"*

This being the case the argument preferring future expansion is drawn into question as the site would not in a planning policy context be eligible for working travellers or transient travellers or travellers of an alternative domination.

b. *"Rural exception site policies for Gypsies and Travellers should operate in the same way as rural exception site policies for housing, as set out in paragraphs 9.2.21 to 9.2.22 of Ministerial Interim Planning Policy Statement 01/2006 "Housing" (June 2006) and paragraphs 10.13 to 10.14 of Technical Advice Note 2 "Planning and Affordable Housing" (June 2006).* ***In applying the Gypsy Traveller rural exception site policy, local planning authorities should consider in particular the needs of households who are either current residents or have an existing family or employment connection."***

Whilst (subject to other matters of objection) this argument could be applied to the current family occupying the site it would be inappropriate to apply it to families that do not meet this criteria, would be inappropriate for families currently outside of the settlement area and would certainly prohibit the site from future expansion on the grounds that any future families would come from outside of the local authority area (in contradiction of TAN2)

It is clear therefore that the whilst the application of the Rural Exception Policy may apply to the family currently residing in Llangan, it would not apply to families outside of the local community and certainly would not be a mechanism upon which the Council can justify future expansion. Our proposal that the site upon which the family in Llangan currently own and have historically sought residential consent for would fall within the Rural Exception Policy and therefore must be considered as an alternative allocation.

The Council recognises that it is the family's intention in Wenvoe to remain there:

> *"This allocation will accommodate the need of those currently occupying Llangan site and the Wenvoe site (following the expiry of the temporary planning permission,* ***and in the event that no further planning permission is either sought or obtained for that site****)."*

and this matter will be discussed later in this report.

LEGAL HISTORY

We would like to bring to the attention of the Inspector a brief history of the site. The former South Glamorgan County Borough Council granted planning permission to itself in 1994 for the purpose of allocating the site for development to accommodate a single family of travellers.

The local community challenged the decision as it was blatantly obvious that the permission did not accord with local or national planning policy. Officers were found in the High Court to have manipulated and withhold information from the Planning Committee and the permission was subsequently overturned on

the grounds that the application constituted an unacceptable development in the open countryside. (Court of Appeal South Glamorgan County Council Exp Harding CO/510/95) 27th November 1997 Mr Justice Scott Baker.

It is worth noting from the transcript that Mr Justice Scott Baker concluded that the application was directly connected with "Llangan, a tiny hamlet in the Vale of Glamorgan". Mr Justice Scott Baker did not accept / acknowledge that the much further settlement Fferm Goch had any impact on the description or assessment of the site location and it is clear that the council are referring to Fferm Goch to present some form of "loose" connection to the settlement. It is important therefore that this is recognised. We would not describe Barry (in the context of residential planning applications) as being a wider suburb of Cardiff. The site is located just outside the boundary of Llangan and should be assessed accordingly.

Mr Justice Scott Baker goes onto state that the Planning Officer had raised concerns (but were not reported to the planning committee) that "*the size of the application site which relates to the entire field rather than the area occupied by the caravans. Granting permission for this field will establish the principle of development on the entire site – a strategic objection must therefore be raised"*

The VoG at the time supported the objection against the former South Glamorgan also on many grounds which included the following:

c. Unacceptable development in the open countryside
d. Access to the site

The VoG subsequently entered into a legal undertaking (Appendix 2) with the resident sponsoring the Judicial Review to take "*all lawful steps to remove the buildings*" that were subsequently erected by South Glamorgan on the site and return it to Agricultural status. The next "lawful" stage according to the VoG is the current review of the LDP.

Whilst planning policy has evolved over this period in time, the principle of development in the open countryside and the physical restriction to the site have not and it is therefore illogical to once again promote the site for residential occupation which is in complete contradiction to the position of the VoG during the judicial review.

The legal undertaking and the High Court Judgement brings into question the deliverability of the site in the context that the High Court has already judged that the site is inappropriate for residential development being in the "Open Countryside" with "restricted access". The Rural Exception Policy (we will challenge the application of this policy later in this submission), that the Council refers to in its submission, expressly requires the Council to engage with the Local Community to discuss how the site may be delivered. The Council has not undertaken this consultation with either residents or the Local Community Council. Residents are fearful of the potential of a large scale traveller's development and this is a material planning consideration, especially as the council refers to future expansion which is considered an "open ended" allocation.

SOCIAL NEEDS OF THE GYPSY AND TRAVELLING COMMUNITY – SUSTAINABLE DEVELOPMENT

The G&T Fordham assessment undertaken by the VoG went into much greater detail than the latest review (2016) around the social needs of the travelling community and it stated that tensions are created

when families are placed together against their wishes. In this respect suggesting that site is capable of future expansion is not sustainable at a social level.

Indeed, the Fordham report detailed interviews with the travelling community in the area who expressed the clear desire to be located close to public services and in an area which had the benefit of public transport to ensure that social exclusion did not develop. It is unsurprising that this principle is also reflected in national guidance which promotes locations within close proximity of these services.

The report confirmed that isolated, rural sites restricted access to Health, Education and welfare facilities that disadvantaged them and needs to be seen in the light of the above objectives:

> *"Participants living on Shirenewton had three main criticisms: the site was too big, the distance from local amenities along with the lack of local transport,"*
>
> *"This created many problems for the residents, especially the poorest: 'for a person like me on the bread line it's very tough. I can't afford to use the car'; '**everything is a mile away, including the bus stop. It takes a long walk on a busy road to get to the shops and schools"***
>
> *"The tables demonstrate that access to services such as local shops, health centres and education facilities from both sites is difficult by foot and by local transport systems. This difficulty was eased when participants used their cars, however the level of ease was lower for Roverway due to the difficult entry onto the main road".*
>
> *"Participants reported that access to local amenities, health services and education was low for both sites by foot or by public transport: 'Everything is a mile away, including the bus stop. It takes a long walk on a busy road to get to the shops and schools".*
>
> *"It was thought that smaller sites would reduce the problem of onsite conflicts: 'they need smaller sites and not too many different families, otherwise when you have a row the whole site becomes a war zone"*
>
> *"This affected the ability of the households interviewed to access local services such as shops, health centres and education facilities. **It was reported that this problem mainly affected the women: men take the vehicles that the household own to work during the day, leaving the women without their own transport and often away from public transport routes"***
>
> *"Participants did not specify where in Cardiff or the Vale of Glamorgan sites should be located. **It was noted that sites should be on the outskirts of towns to enable access by foot to local services such as shops, the launderette and health centres"***
>
> *"While the focus of the survey was on accommodation requirements, the questionnaire also collected information on access to services, including health and education. Research has found that poor accommodation can prevent access to services and so cannot be seen in isolation."*
>
> ***"participants living on sites felt that there were site restrictions that limited their work options. These were mainly associated with the location of the sites and lack of access to public transport rather than site regulations: 'no buses, no local transport. Bad access"***
>
> ***"Participants living on local authority sites reported that the lack of local public transport provision in the area affected their ability to send their children to school,** access health services and work opportunities, and limited their ability to attend training and education courses"*
>
> *Participants were asked about where they would like future sites to be, but were not specific about locations within the County Boroughs, **instead emphasising the importance of public transport***

to any new sites. *Government draft guidance on site design stresses the importance of access to services and the promotion of 'integrated co-existence' between the site and surrounding community.19 The precise location, design and facilities of any new sites should be drawn up in consultation with Gypsies and Travellers to ensure that the additional provision meets their needs. The health and safety implications of a new site's location should be considered in finding a balance between offering sites in good locations and the additional land costs this would entail.* ***The settled community neighbouring the sites should also be involved in the consultation from an early stage****.*

We do not need to emphasise the social problems that would be created when "preference would be given to existing sites", especially when the only "existing" site if accepted would be MG5 in Llangan which it is acknowledged is in a rural location with NO public transport. The travelling community themselves should also be heard by way of the extracts from the report highlighted above.

There is a REAL reason why national policy provides significant emphasis on the sustainability agenda and it must not be dismissed as "words" on the basis that the council have many alternative sites that would meet needs, but have chosen not to bring them forward as they have alternative uses for them.

The Council acknowledge in the most recent G&T assessment that they have not engaged with either the family in Wenvoe or the family in Llangan. Llangan Community Council and Llangan Action have met the family in Llangan (indeed we have supported them with their own objection), and for personal circumstances they would be forced to leave the site if either the family in Wenvoe are located there or the site is extended. The family currently occupying the site in Llangan are under considerable stress over this proposal. It makes absolutely no sense to extend this site as it would simply meant that the current family occupying it would leave (they have made their own representations in this regard).

SUSTAINABILITY SETTLEMENT APPRAISAL

We would like to bring to the attention of the Inspector the flawed nature of the SSA presented by the Council in respect of this allocation.

Firstly, the council has previously stated that the site is within 250m of Llangan (not the 600m as described). It is therefore relevant that the sustainability appraisal for Llangan is adopted for this site. This sustainability appraisal deemed that Llangan is a small HAMLET and in the context of the LDP and planning policy not suitable or sustainable for further development.

Secondly the appraisal undertaken for the site states that the area is served by public transport and is not affected by conservation status. This is also not correct, the village of Llangan and the settlement area of Fferm Goch has not had a bus service for several years. The historic bus service required significant subsidy from the Public Sector and this was withdrawn and will not recommissioned due to its viability.

The SSA states that the proposed area is not affected by Conservation Status. This is also untrue. The village of Llangan is sited within a conservation area. The conservation report for Llangan cites various vista's which include one that directly looks onto the proposed site and a more detailed response to this issue is provided later in this paper.

The council has sought to align the site location with the nearest "sustainable" settlement. It has done this

to portray the illusion that the site is in a sustainable location. This is clearly inappropriate, if a local distinction to the nearest settlement is to be made it must be to the SSA attributed to Llangan.

SA Assessment: Llangan Gypsy and Traveller Allocation

SITE ASSESSMENT STAGE 3: SUSTAINABILITY APPRAISAL

Assessment Criteria	Effect
Development at the site will have a positive impact on sustainability	++
Development at the site will have a some positive impact on sustainability	+
Development at the site will have a negligible or neutral impact on sustainability. A recorded neutral effect does not necessarily mean there will be no effect at the site level, but shows that at this strategic level there is no identifiable effects.	0
Development at the site would have both positive and negative impact on sustainability	+/-
Development at the site will have a slight negative impact on the sustainability.	-
Development at the site will have a very negative impact on sustainability	- -
The impact of an issue cannot be predicted at this stage	?

Sustainability Objective	Appraisal guidance notes:	Assessment Criteria	Effect
1. To provide the opportunity for people to meet their housing needs	The site has the potential to deliver a mix of housing tenures including affordable housing (achievable on larger sites through 106 agreements). Whole or part of the site has been promoted for affordable housing. The site is located in an area of housing need as identified in the Housing Market Assessment Study	The provision of a Gypsy and Traveller site would support the objectives of the Council's Housing Strategy 20015 – 2020 and meet the need identified within the Vale of Glamorgan Gypsy and Traveller Accommodation Assessment May 2016.	+
2. To maintain, promote and enhance the range of local facilities	The site is promoted for community, leisure and recreational facilities. The proposal would not lead to a loss of a community facility. The site has the potential to provide community facilities.	The site is not being investigated for these uses. The proposal to develop the site for the use proposed would not lead to the loss of existing community facilities and development of the site would not provide additional community facilities.	0

We would like to make the following observations to the SSA.

<u>Section 1</u> - Appraisal Notes "the site is located in an area of housing need". We have clearly set out in my earlier evidence (comments from the G&T community themselves) that the site is not located in an area or need and would have a negative impact on sustainability. The comments provided by the council could be applied to any site, no matter where it is and do not address the appraisal guidance notes. The site is clearly not in an area of need

Score --

<u>Section 2</u> – The council have not sought the views of the local community nor the family currently residing at the site. The wider land is often used for dog walking and the containment of horses by the current family. On this basis its loss would have a detrimental impact on community use. Furthermore, Llangan community council has recently developed its first community allotment scheme in Treoes and is currently investigating the demand for a second to serve Llangan. This site is being considered. Therefore there is the potential loss for community facilities.

Score -

3. To maintain and improve access for all	Existing services and facilities are easily accessible from the site by walking, cycling or public transport.	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. The nearest regular bus services are available 2.6km on the A48 which run approximately every half hour to Cardiff / Bridgend. While the existing village services and facilities within Fferm Goch are within 950m walking/cycling distance from the site there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis. The nearest bus stops are located in Llangan (approximately 600m) and Fferm Goch (approximately 950m) where the rural greenlinks bus service can be accessed from. However, regular bus services can be accessed from the A48 bus stop located 2.6km south of the site.	**+/-**
4. Reduce the causes of deprivation	The development would lead to improved access to employment, housing, health, education facilities or enhancement of the built environment for wards ranked in the lower Indices of Multiple Deprivation.	Development of the site would not contribute toward reducing the causes of deprivation; however the provision of a permanent Gypsy and Traveller site could assist in enabling future residents of the site to access those services and facilities that contribute towards the measurement of multiple deprivation.	**0**

Section 3 – It is inconceivable that the council can score the site as +/-. There is reference to the Greenlinks bus service which no longer runs as they have concluded that the route is unviable; there are no post boxes; shops; surgeries; public footpaths; play areas and all connection to any service at all needs to be by car. At this point I would once again refer the Inspector to the comments of the travelling community themselves voiced through the Fordam 2007 report.

Score –

Section 4 – The location of the site affords no access to employment; health; housing; education. The council have scored 0 on a wider statement that ANY site would improve access to these facilities, which in its own right is not site specific. The SSA is a site specific assessment and must be judged against other sites that the council should consider. The council has only considered large sites (for 20 pitches or more), rather than family sites suitable for Mr Carrol or the family from Wenvoe, when considering the Llangan allocation / expansion proposal.

Score –

5. To maintain, protect and enhance community spirit	The site would not lead to a coalescence of settlements. The site would not result in a loss in recreational land or a community facility.	Development of the site would not lead to coalescence and would not result in loss of recreational land or any community facilities.	**0**
6. To minimise the causes and manage the effects of climate change	The site would not increase the need to travel and or increase travel distances The site is not located within an area prone to flood risk or would will have a negative effect on the quality of water resources The site is capable of incorporating renewable energy sources or energy conservation measures	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car. There is minor and intermediate surface water flooding located to a northern section of the site.	**+/-**
7. To minimise waste	The site will have a positive impact on waste minimisation (e.g. a proposal for new waste management facility).	The development would generate additional domestic waste and does not promote waste management facilities.	**-**
8. To use land effectively and efficiently	The site is a brownfield site and / or involves the beneficial re-use of existing buildings. The site is capable of accommodating high density development	Predominantly the site is greenfield land with a small portion being classed as brownfield land. The site is classified as Grade 3b and 4, not the best or most versatile agricultural land. Currently there is an unauthorised, tolerated Gypsy and traveller pitch on part of the site. The accommodation requirements e.g. layout, site provisions etc. for Gypsy and Travellers are set out in Welsh Government guidance.	**+**

Section 5 – The site would clearly lead to a coalescence of settlements. The allocation of the whole site which sits on the edge of Llangan but moves the boundary closer to Fferm Goch. As stated earlier the site would result in a loss of community land.

Score –

Section 6 – The council recognise that all journeys will need to be made by car (once it acknowledges that there is no bus service). It also recognises that the site is susceptible to surface flooding. Why then does the council apply a neutral +/- (a both positive and negative effect) to this statement? There is simply nothing positive about it ?

Score –

Section 7 – Agreed

Score –

Section 8 – The council has not reverted to the guidance notes. The significant area is agricultural within an SLA and its development would lead to the loss of this land. Further more, the only way the site could be classified as brownfield is by taking into account the unauthorised hard standing area and buildings erected to support the current family.

Score –

9. To protect and enhance the built environment and natural environment	The proposal would have a neutral or positive effect on a conservation area, or buildings or gardens designated as having historic interest. The proposal will have a neutral or positive effect on biodiversity, landscape or nature conservation designation.	Development as proposed would not affect a conservation area or building or garden of historic interest. The site is not affected by an ecological or landscape designation.	**0**
10. To provide a high quality environment within all new developments	The development has the potential to support high quality public realm.	Existing design guidance produced by the Welsh Government for Gypsy and Traveller sites will inform site development and ensure that best practise guidelines are followed.	**0**
11. To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage	The site is not located within a nationally or internationally designated ecological site, an Area of Archaeological or Historical Importance (e.g. Ancient monument, listed buildings, conservation area).	Development as proposed would not affect a national or international site of ecological, archaeological or historic importance.	**0**
12. To reduce the need to travel and enable the use of more sustainable modes of transport	The site is well served by public transport and accessible by walking and cycling. Services and facilities are easily accessible by a range of transport modes including walking and cycling.	The site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Limited local bus services operate in the vicinity. While the existing village services and facilities within Fferm Goch are accessible from the site by walking/cycling there would remain a need to travel to Cowbridge (and other service centres) for the full range of services and facilities that would be required on a regular basis and it is likely given the infrequency of the available bus services that these journeys would be made by private car.	**+/-**

<u>Section 9</u> – As set out later in this report, the development will have a negative impact on a conservation area.

Score - -

<u>Section 10</u> – The wider development of the site would not accord with National Planning Policy (G&T Design Guidance) as set out in this objection.

Score - -

<u>Section 11</u> – The site would affect the Conservation Area of Llangan.

Score - -

<u>Section 12</u> – The site is well served by public transport? There isn't any regular public transport, so how can the council score this as +/- ? A range of services are accessible by walking and cycling? The site is **not accessible by public footpath** and only along several miles of unlit, narrow lanes with no street lights and the nearest service is circa 5 miles away.

Score - -

13. To provide for a diverse and wide range of local job opportunities	The proposal is for new employment development The site would not result in a loss of employment land that has been identified as having a continued economic role.	The development of a Gypsy and Traveller site would not provide employment opportunities. A permanent site is however likely to prove beneficial for future residents allowing improved access to the local employment market and/or a permanent base from which to develop self-employment initiatives and opportunities.	**0**
14. To maintain and enhance the viability of the Vale's town, district and local centres	The site is located either within a centre, edge of centre or an out of town location.	The development proposed will not impact upon the viability of the Vale's town, district or local centres.	**0**
15. To promote appropriate tourism	The proposal is either for a new or enhanced tourism facility or would not result in a loss of a tourism facility.	The proposal would not contribute to the promotion or development of tourism within the Vale of Glamorgan.	**0**

Section 13 – The council recognise that the specific allocation would not provide employment opportunities but rely on a wider statement that would apply to any site. As the SSA is site specific it must apply the relevant assessment.

Score - -

Section 14 – The site is not located on the edge of a centre and will therefore have no positive impact.

Score 0

Section 15 – Agreed

Score 0

Summary:

++	+	0	+/-	-	- -	?
0	0	2	0	7	6	0

The Council itself acknowledges that the site is on the boundary of Llangan, albeit it dies not form an "infill".

The councils Sustainability Settlement Review scored Llangan 4 and defined Llangan as a Hamlet. In this regard the Council state:

> *"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"*
>
> *"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"*

We would like to point out once again to the Inspector that the proposed site is circa 250m from the edge of Llangan which was assessed by the Council as having the following facilities:

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)
51	Llangan	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	98

It is worth pointing out that the employment score of 2 is as of a consequence of 5 small industrial units located in Fferm Goch and should not apply to Llangan as Fferm Goch is in itself an independent settlement. Furthermore, the score of 2 is the same as Barry, which is a major employment centre. Clearly, no subjectivity or common sense has been applied to the scoring matrix. Notwithstanding this, Llangan scored one of the lowest scores in the overall assessment.

Note, the Llangan Community Council consulted a number of employers in the small industrial area in Fferm Goch who confirmed there were no employment opportunities, in fact they would consider moving of the site, if the expansion proposal was to proceed.

SITE CONSTRAINTS

It is incumbent upon the council to ensure that there are no material physical restrictions why the site cannot be developed. This will require, when there are clearly obvious site constraints, to ask relevant departments and consultees to provide detailed assessments as to how considering the constraints the site can be delivered. In this instance (and by the councils own recognition due to their previous objection to the site) there are issues relating to site access. Also access by large traveller vans and vehicles may not be possible.

This will need to at least include a detailed risk assessment of all travel locations to determine whether safe access is possible to public services. The council has not undertaken this risk assessment. The site access is restricted to 2.5m along the direct access road to the site and less than 3.0m from the main junction adjacent to the school across to the junction of the lane which accesses the site. None of the roads are serviced with footpaths and are unlit. An independent assessment which has been previously submitted to the Council has concluded that the access is unsuitable and unsafe for public pedestrian access.

In addition DESIGNING GYPSY AND TRASVELLERS SITES MAY 2015 states that

> *"**Access to** and circulation around the site **should be such as to allow easy access for Fire and Rescue services** and ambulances"*

Whilst the South Wales Fire Service have acknowledged that they have been informed of the LDP they have not been provided with any specific obvious challenges in respect of the site access, more specifically the restricted 2.5m access along the lane directly serving the site (as referenced in the Barton Wilmore report and its enclosed assessment of the site access), and in addition to this the less than 3.0m (at narrowest point) lane which traverses to the main highway at Fferm Goch to the junction of the lane which leads to the allocated site.

We have contacted the South Wales Fire Service who have stated:

> *"Following on to your recent emails please see the below comments from Dave Baxter.*
>
> ***Point 1 the minimum widths etc should be as follows in accordance with Approved Document B5 Table 20***

Access for Fire Appliances

Typical vehicle access route requirements:

Appliance Type	Min Width Road	Min Width Gate	Min Turning Circle between Kerb
Pump	***3.7m***	*3.1m*	***16.8m***
Min Turning between Wall	*Min Height Clearance*	*Min Capacity Tonnes*	
19.2	*3.7m*	*12.5*	
29.0	*4.0m*	*23*	

Fire and Rescue Service Vehicles should not have to reverse more than 20 m from the end of an access road. (Diagram 50 of Approved Document B).

Pedestrian Priority

Pedestrian schemes must take into account the need for permanent and unobstructed access for firefighting appliances. The siting of ornamental structures such as flower beds, must take account, not only of the access requirements of the fire appliances but the need to be able to site then in strategic positions; in particular, account must be taken of the working space requirements for aerial appliances. Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure adequate access for fire appliances, their siting and use.

Water Supplies for Firefighting

The existing output of the statutory water supply network may need to be upgraded in certain parts of the local plan area to cater for firefighting needs of new developments. It is recommended that this provision be a condition of planning consent.

*"**Point 1. The width of 2.5m would not be adequate for fire appliances."***

For clarity the above statement in respect of "Point 1. The width of 2.5m would not be adequate for fire appliances" was made by the following person

***Martyn Fisher** Station Manager, Business Fire Safety, South Wales Fire and Rescue Service Headquarters, Forest View Business Park, Llantrisant. CF72 8LX*

Therefore, the minimum width for a fire appliance is confirmed at 3.7m. Under the circumstances it is incumbent on the Council to clearly raise this issue with the Fire Service and demonstrate how the minimum with of 3.7m can be achieved for the highway plus pedestrian footpaths to allow safe access to the amenities prior to the inclusion within the LDP.

This is specifically relevant if the council, as proposed, wish to seek to expand the site. It is worth once

again reminding the Inspector that the Vale of Glamorgan themselves objected to the allocation of this site historically on the grounds or restricted access.

FLOODING

In addition to the above it is recognised by the Council (in the updated SSA), whist the site is not located in a flood plain, the northern end of the site is significantly affected by surface flooding caused because of field and highway run off from the adjacent land. This run off often can be witnessed around the site by what only can be described as a torrent, often 1-2 inches in height as the water makes its way to the stream at the lower end of the site.

GREEN WEDGES

Green Wedges in a planning context are defined as:

> *"Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities."*

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

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

The Council in its assessment of green wedges state:

> *"In defining green wedges it is important that only land that is strictly necessary to fulfil the purposes of the policy is included.* ***Factors such as openness, topography and the nature of urban edges should be taken into account and clearly identifiable physical features should be used to establish defensible boundaries****."*
>
> *"The objectives of green wedges are therefore:*
>
> - ***To prevent urban coalescence between and within settlements;***
> - ***To ensure that development does not prejudice the open nature of the land;***
> - *To protect undeveloped land from speculative development and*
> - *To maintain the setting of built up areas*

Whist is it acknowledged that the site is not currently allocated within a Green Wedge which tend to be more strategic in nature, it is clear that the intention of both national and local policy apply in that the

allocation of the whole site by virtue of its scale clearly creates a coalescence between the Minor Rural Settlement area of Fferm Goch and the Hamlet of Llangan which would not be acceptable.

In respect to the site in Wenvoe, the site currently sits on the edge of the Green Wedge and is directly adjacent to an existing dwelling. It would (if proposed) constitute a minor infilling of an existing settlement. The scale of the development would not be of significance to create coalescence.

CONSERVATION

The Council in its SSA state that the site is unaffected by Conservation status. This is untrue. Whilst the site itself is not contained within a conservation area, the site is located adjacent to the Llangan Conservation area. The conservation area plan highlights SIGNIFICANT VIEWPOINTS within the body of the report which includes a vista that directly overlooks the proposed site MG5. Therefore wider development of this site (preference would be given to existing allocations and MG5 is the only allocation) would have a material impact on the conservation status of Llangan. The plan is provided as Appendix 1 with the view circled.

The Llangan Conservation Management Plan further states that there is a presumption that all of the features of the Conservation Status should be ***"preserved or enhanced****, as required by the legislation."*

The conservation plan goes further:

> ***"Recommendation: The development of open areas that contribute to the character of the Conservation Area will be opposed"***

The definition of open spaces is not limited to those that sit within the boundary of the conservation status. They also include spaces that sit outside the area but have an effect on the conservation status of the site as set out below:

> *"The document is intended for use by planning officers, developers and landowners to ensure that the special character is not eroded, but rather preserved and enhanced through development activity. While the descriptions go into some detail,* ***a reader should not assume that the omission of any building, feature or space from this appraisal means that it is not of interest****"*

More specifically the plan states:

> *"Although not exhaustive, the defining characteristics of the Conservation Area that reinforce the designation can be summarised as follows:*
>
> - *Extensive views to St. Mary Hill"*

The Council go onto to state in the document that within the Conservation Status of Llangan there must be "*Protection of significant views* ***into and out of*** *the Conservation Area"*

The Council therefore recognise that the development of MG5 and specifically the "preferred" future growth must be considered in the context of the Llangan Conservation Area status.

The Inspector should note, Llangan sits on an elevated position. The conservation report states:

"The landscape setting of the Conservation Area is very important and is notable for its rural, almost hilltop, location"

The Conservation Plan goes onto further state:

"Landscape Setting

"For this reason, the boundary has been drawn widely around the historic built environment and includes fields and open spaces that are vital to the area's rural landscape setting

Development which impacts in a detrimental way upon the immediate setting of the Conservation Area will be resisted. The Council will resist applications for change on the edges of the Conservation Area which would have a detrimental effect on the area's setting

Views

There are many short and long views into, out of and through the Conservation Area which make a positive contribution to its special character. The most important views are identified on the Appraisal Map in the character appraisal.

Recommendation: The Council will seek to ensure that all development respects the important views within, into and from the Conservation Area, as identified in the appraisal. The Council will seek to ensure that these views remain protected from inappropriate forms of development."

It is therefore inconceivable how the council is reporting to the Inspector that the site is not affected by conservation status.

However, it could be proposed that the development could be "sensitively" screened. The report recognises that the site sits significantly above the allocated site in its "hilltop" location and any development, no matter what mitigation was put in place would be materially visible from the **Significant View** point represented in the Conservation document and the development would neither "preserve or enhance" the conservation status.

SITE IDENTIFICATION / ALTERNATIVE SITES

It is incumbent upon the council to identify all suitable sites in its own and private ownership. The VoG undertook a site identification process in circa 2007 where at the time the identified need was for 21 pitches. The Council discounted sites within its ownership which did not meet a minimum area capable of accommodating this number of pitches (circa 2 acres +). The current identified need is for 2 pitches or 2 sites for single families. It must be noted that the Llangan site currently accommodates 3 pitches for the same family. The council has not undertaken a review of its own land holdings following the revised G&T assessment. Indeed they state (Action points 4,5,6,7) that

"In identifying this site, the Council has followed its previous site assessment set out in the Gypsy and Traveller Site Assessment background paper (SD 33)".

Based on its revised need of 2 pitches the Council is in possession of many sites that are located in sustainable locations and are appropriate for the delivery of single family sites such as the former council garage sites in Bonvliston which has the benefit of safe access, bus stops, local shop and employment; the site adjacent to the community centre off Skomer Road and the site in Gluepot Lane, Llandow (the

Gluepot Lane site has previously been appraised by the Council as a suitable location for a single family site which – this is evidenced in the Sworn Affidavit report provided by officer of the council. All three sites are in the current ownership of the Vale and have been appraised and deemed suitable for residential development. It is clearly evident therefore that the Council has not objectively looked at land holdings as there are alternative, more sustainable locations within its or private ownership.

The Council have stated that alternative sites which may be considered appropriate for the development of small scale G&T schemes may have been proposed for alternative uses (the 3 sites listed above have yet to be developed by we are aware that the council is considering them for small scale housing development sites).

The Inspector has noted that the previous iteration of Policy MD18 which restricted the future needs of the G&T community to MG5 (Llangan) was not acceptable as the policy did not provide for the individual needs of the travellers themselves.

The proposed MAC 97 which amends this policy to:

> *"THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE FOLLOWING:*
>
> *ALLOCATED GYPSY AND TRAVELLER SITES;*
>
> *EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;*
>
> *OR*
>
> *SITES WITHIN EXISTING SETTLEMENTS"*

does not address this issue as the Council have made it clear from the beginning that it is their view to develop either Sully or Llangan; no matter what the planning merit of the site is. In Sully their proposal was to develop a site in a C2 flood area, and in Llangan for the reasons set out in this objection; the site would not accord with the needs of the G&T community themselves; the family currently occupying the site; nor would meet national or local policy or guidance.

The most important feature of any assessment is to have a logical and evidenced based flow to the allocation of sites. In this instance the Council have simply chosen either Sully or Llangan and have viewed existing evidence or policy through polarised lenses, or even worse have mitigated information all together. In practice there are many sites across the Vale that would meet the needs of future families. Whether these need to be identified now or will form part of a future proposal is a matter for the Inspector, but under the current circumstances it may be necessary for the Inspector to request plans detailing the location of land within the Council's ownership.

Furthermore, the Vale of Glamorgan state within their updated G&T assessment that they have not been able to contact either of the families in Llangan or Wenvoe. Whilst Llangan community council have not been able to speak to the family in Wenvoe, we have spoken with the family in Llangan who are considered by many to be part of the community, we have also assisted them in their own objection to the proposed growth of the site in Llangan.

The site currently occupied by the family in Llangan was proposed following attempts to secure planning consent on land in their ownership nearby close to St Mary Hill (part of the Llangan Community). We believe that at least on 3 occasions (plus at appeal) the family have sought consent to develop as a home for themselves. This includes applications made whilst they have occupied the tolerated site now being proposed by the council for expansion. This clearly demonstrates the desire / intention of the family in question to occupy their own land and not one owned and managed by the council and subjected to change such as that proposed, or even evicted at the whim of the said council. The family have confirmed that they live in fear of the expansion of the site in Llangan and have further stated that if another family was to move to the site then they would leave. This defeats the whole point of the growth of the site.

The family in Llangan have confirmed that their preference would be to occupy their own site nr St Mary Hill and one proposal is that the site owned by the family is considered as an alternative site. We have encouraged the family living in Llangan to submit their own site to the LDP , which remains in our community area and could have broad local support from local residents if the original site was returned to green field and removed from the LDP allocation.

Informal discussions with Planning Officers at the VoG suggest that the historic reasons for refusal on their site no longer exist (former quarry zone area) and that an application on the site owned by the family would be positively received. Indeed, the G&T assessment 2013 states:

> *"It was also noted that the current resident/s of the site at Llangan have a site nearby at St Mary's Hill. Planning permission has been applied for (Enclosure 9845, Felindre, St Mary's Hill, Llangan 2011/00683/ful) but was refused because it is in a quarry blast zone, but this blast zone may no longer be relevant/in operation. Members considered whether the owner of the site may consider reapplying for planning on this site."*

The current family over the passage of time have become part of the community, our objection is based on the inappropriate interpretation of Planning Policy to meet a pre-concluded objective of allocating / expanding the Llangan site and the final resolution to the Judicial Review and Legal Undertaking.

The family have resided in the Llangan Community for over 20 years, the application in this case "the Rural Exception Policy" would apply to Mr Carrols family only, which we will refer to later in our objection.

In respect of the family currently living in Wenvoe, the council recognised within LDP Hearing Session 16: Action Point 2, 3, 4 & 5 that the site in Wenvoe could be included within the plan.

> *"This allocation will accommodate the need of those currently occupying Llangan site and the* ***Wenvoe site (following the expiry of the temporary planning permission, and <u>in the event that no further planning permission is either sought or obtained for that site</u>"***

The Council therefore recognises that the site in Wenvoe has the potential to be developed. This is on the basis that the site was previously refused when assessed against the outgoing UDP and now could be developed under the revised policies of the LDP.

As stated earlier in this objection, it makes no sense to move a family from where they want to live on land that they own, to a council run site miles from where they currently live. This will clearly be met with resistance.

As the site in Llangan has been included within the LDP after the ALTERNATIVE SITE CONSULTATION it is incumbent upon the council to consider alternative sites to this allocation.

On this basis, I would want to formally offer an alternative site for the family in Wenvoe being the current site occupied with the benefit of temporary planning permission.

SUMMARY

Considering the above it becomes evident from the information presented to the Inspector that the Council has firstly decided without logical reasoning or evidence that the site in Llangan is now suitable for the allocation of 2 pitches (two families) and **preference for further expansion**. Having decided this to be the case, the council has attempted to create an illusion to the Inspector by filtering information subjectively and inappropriately interpreting planning policy in an "unbalanced" way to support the allocation of the site.

There is a legal precedence afforded by the High Court which clarifies that the site in Llangan constitutes unacceptable development in the open countryside which is contradictory to both national and local planning policy; the council has an outstanding legal commitment to return the site to agricultural status; the allocation in Llangan does not accord with the councils own policy for future allocation for travellers sites; the sustainability appraisal undertaken by the council is incorrect and outdated and does not represent the true status of the site; access to the site is unsafe; the Emergency Services have confirmed that the access is unsuitable (less than 3.7m wide) for emergency vehicles; approval of the allocation constitutes an "open chequebook" for the development of the whole site (based on previous proposals of up to 21 pitches) which is not an appropriate scale to the existing settlement and is not in accordance with both the proposed LDP or national planning policy and finally, the site is affected by significant surface flooding.

By way of an alternative proposal we would request that the Inspector recognises the objections raised Llangan Community Council and considers one of the following options for site allocations to meet the identified need in order of preference for both communities and more specifically the families themselves:

1. That the current allocation of MG5 is removed in its entirety and that the 2 sites currently in the ownership of the relevant families within Llangan and Wenvoe are considered as appropriate allocations by way of Rural Exception Policy specially relating to the individual family circumstances.

   This would have the benefit of allowing the families to remain in the communities in which they currently reside without fear of expansion or disruption. It would further allow the Council to finally comply with the High Court Ruling and Legal Undertaking.

   The revised allocations would meet the identified need of the current G&T assessment of 2 pitches.

2. That the site owned in Wenvoe is allocated for the residing family and the site currently occupied in Llangan are both allocated by way of the Rural Exception Policy for the benefit of the families alone. The site boundary at Llangan to be restricted to the current area occupied by the family around the current hardstanding area as to protect the wider area.

3. That the council provides to the inspector a schedule of all sites within its ownership for the Inspector to consider alternative sites. The schedule should also include sites that have local services and are suitable for single families.

This would enable both families to continue to reside in the communities that they have been brought up in and have a local connection. In this respect the current Rural Exception Policy would apply.

For future development in meeting the needs of the travelling community we have no objection to the proposed policy MD18 by the council with the exception of the statement

"THERE WILL BE A PREFERENCE FOR ACCOMMODATION NEEDS TO BE MET ON ANY OF THE FOLLOWING:

- ***ALLOCATED GYPSY AND TRAVELLER SITES;***
- ***EXISTING GYPSY AND TRAVELLER SITES OR ON APPROPRIATE EXTENSIONS TO THOSE SITES;***

OR

- ***SITES WITHIN EXISTING SETTLEMENTS."***

which in practice provides a framework for the council to extend the site in Llangan, or any other excisting or proposed site, which is contrary to both national and local planning policy. This element of the policy should be removed leaving the Council to appropriately identify future sites as and when they need based on robust evidence and by the application of appropriate planning policy and guidance.

I have been asked by the family currently occupying in Llangan to speak on their behalf at the public examination in January and I would also like to reiterate that I would like to present my information personally at the public inquiry in January as detailed in the covering form.

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*

I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☐
I want to speak at a hearing session.	**x**

3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.

A representative from Llangan Community Council would like to speak to the inspector so we can represent both Mr Carrol (current family living on the site) and the local residents and surrounding villages. It is very important that the Inspector is provided with the full background of the proposed site, hears from the residents to understand what their concerns are, understand how the council has not appropriately applied its own policies or national policy; has not developed the proposal appropriately with a robust evidence base, has been provided with inaccurate information and not listened to the travelling community themselves (including the current family on the Llangan site and the family from Wenvoe).

Signed:	[redacted]	**Dated:**	25/10/16

If this form represents a petition please indicate how many people it represents.	

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR

BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

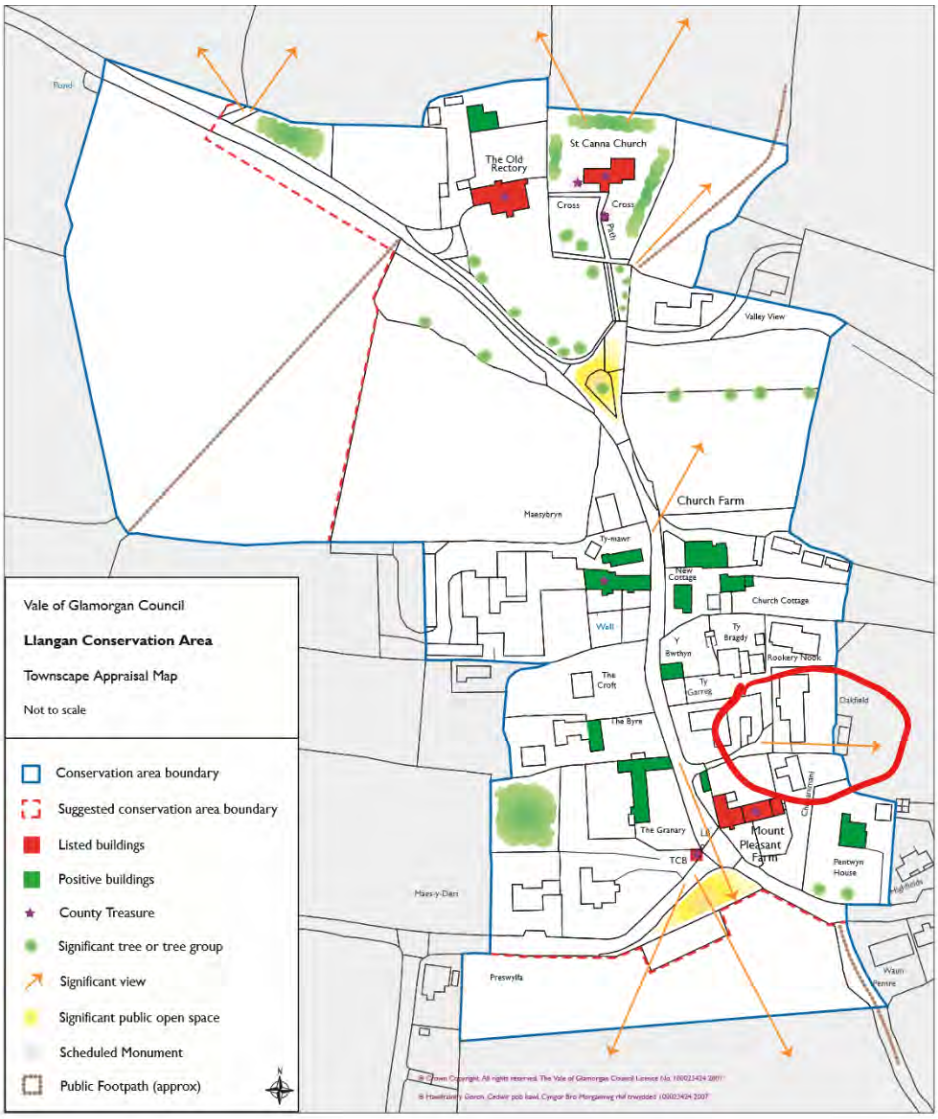
ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Appendix 1

Conservation Plan



Appendix 2

Legal Undertaking

UNDERTAKING

I, David Lyn Foster, Chief Executive to The Vale of Glamorgan Council (hereinafter called "the Council") am duly authorised to give this Undertaking for and on behalf of the Council, which shall hereafter be bound by it and all of its terms.

The Council hereby undertakes to Stanley Harding of South Rise, Llangan in the Vale of Glamorgan that it will:-

(1) Use its best lawful endeavours to remove from the site known and situate at OS Parcel No. 3869 ("the site") at the earliest possible date, whether by legal proceedings or other lawful means, Mr. William Carrol and any other person who then occupies the said site and to prevent their return; and

(2) Upon the site becoming vacant to:

(a) remove all structures and facilities placed on the site with all due expedition; and

(b) disconnect all services that have been connected to the site with all due expedition; and

(c) reinstate the said site to a condition similar to that enjoyed prior to the granting of unlawful planning permission with all due expedition.

(3) Terminate the licence and grazing rights granted to Mr. Carrol on or about 20th December, 1994 in accordance with any lawful right to do so.

Signed:.....David Foster..... Dated: 1st May, 1996.

David Lyn Foster,
for and on behalf of The Vale of Glamorgan Council

ID 6457

Cyfoeth Naturiol Cymru
Natural Resources Wales

[redacted]
Eich cyf/Your ref: -

[redacted]

Ebost/Email:
[redacted]
Ffôn/Phone: [redacted]

FAO: LDP Team
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

27 October 2016

Dear Sir / Madam

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011-2026 -
Matters Arising Changes and Draft Affordable Housing and Planning Obligations Supplementary Planning Guidance Consultation

Thank you for referring the above Local Development Plan consultations to us on 15 September 2016.

We note further changes have been made to the Plan as a result of various action points from the Hearing Sessions. This has triggered a Sustainability Appraisal and a Habitats Regulations Assessment. As you're aware we've been involved in several action points, primarily on flood risk, nature conservation and biodiversity.

Matters Arising Changes Schedule

We consider the proposed Matters Arising Changes make the Plan sound having considered the three tests of soundness.

Having reviewed the Schedule we consider the changes made to the Plan reflect the Position Statements prepared by the Local Authority and Natural Resources Wales on flood risk and nature conservation.

The Plan includes consistent and robust text in Appendix 5 (housing allocations) and Appendix 6 (local employment allocations) which will help ensure the flood risk and nature conservation position is fully understood by developers and decision makers.

We note the new wording for MG19 (Sites and Species of European Importance) and additional Policies MG19A (Nationally Protected Sites and Species) and MG19B (Sites of Importance for Nature Conservation, Regionally Important Geological and Geomorphological Sites and Priority Habitats and

[redacted]

Species). We consider this new policy wording is sound and meets the three tests of soundness.

In summary we support the changes made as part of the Matters Arising Changes.

Matters Arising Changes – Sustainability Appraisal

We have reviewed the Sustainability Appraisal Report – Matters Arising Changes 2016 Addendum. We note the screening exercise undertaken to establish whether any different outcomes (positive and negative) are likely as a result of the Changes.

We consider the potential impact for change has been adequately considered in table 1 of the addendum and the screening has identified all changes that we consider would require a Sustainability Appraisal.

We have no further comments to make.

Matters Arising Changes – Habitats Regulations Assessment

We have reviewed the Habitat Regulations Assessment (HRA) Appropriate Assessment Addendum Report (July 2016), in accordance with the requirements set by the Conservation of Habitats and Species Regulations 2010.

We note the screening matrix in Appendix I and consider the Changes do not significantly affect the findings of the Plan's HRA.

We note the Addendum Report has assessed the potential for likely significant effect from the amended allocated sites. We agree that given the distances from European Sites, development is unlikely to have a direct impact. We are unclear, however, of the rationale for deleting the text 'provide a buffer zone at the coastal fringe' within Appendix 6 for site MG9 (7). This text was informed by the Appropriate Assessment carried out in 2013. However, we consider the current wording, as well as Policy MG19, is sufficient to ensure the Plan is sound and any future development accords to the Habitat Regulations.

Finally, we agree that the policies relating to nature conservation have been enhanced as a result of the changes and provides robust wording to ensure that new development does not affect the integrity of European sites, either alone or in-combination with other projects or plans.

Draft Affordable Housing and Planning Obligations Supplementary Planning Guidance

We have no comments to make regarding the above supplementary planning guidance.

[redacted]

I trust our Representation is clear, if you have any queries please get in touch on the details provided.

Yours sincerely

James Davies
Senior Development Planning Advisor / Uwch Ymgynghorydd Cynllunio Datblygu

[redacted]

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only
Representor No. .....7399.....
Date Received.....14/10/2016.....
Date of Acknowledgement ....14/10/2016..

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

How your representation and the information that you give us will be used.

All information submitted will be seen in full by the Vale of Glamorgan Council staff dealing wit the Local Development Plan (LDP). Your name and comments as set out in your representatio form will be published in due course. This helps to show that the consultation was carried ou properly. Please note that this form and any supporting information will be forwarded to th Inspector for consideration.

As part of the Examination into the Vale of Glamorgan LDP, a number of Matters Arisin Changes have been proposed to the written statement and proposals map. These changes ar set out in the **Matters Arising Changes (MAC) Schedule**. The Council has also updated th Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) and Habitat Regulations Assessment (HRA) (Appropriate Assessment Report) to reflect the propose changes. All of the MAC consultation documents can be viewed on the Council's websit www.valeofglamorgan.gov.uk/ldp, at the Council's Dock and Civic offices in Barry and Alps Dep Wenvoe and at all local libraries during normal opening hours.

The consultation on the MAC schedule, MAC SA and MAC HRA commences on Friday 16 September 2016 and ends at midnight on Friday 28th October 2016. It is important to not that all comments made in previous LDP consultations have already been considered by th Inspector as part of the Examination. Comments at this stage **must therefore only relate to th MACs** and this is not an opportunity to add to or make new comments to the Deposit LDP.

This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Edward Hunt	
Address	[redacted]	
Postcode	[redacted]	

Telephone No.	[redacted]	
Email Address	[redacted]	
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC50	☐	X	☐	X	☐
MAC139	☐	X	☐	X	☐
MAC217	☐	X	☐	X	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)
Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If y consider that the proposed Matters Arising Changes will not make the Plan sound, plea clearly set out your reasons why and state what further changes you think are required. Plea indicate in the space provided if you are submitting additional material to support yo comments. If you are commenting on more than one MAC, please ensure you clearly sta which MAC your comments relate to.

Please see comments at the end of this document.

Please use additional sheets if require

Please state how many additional sheets have been used …

Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	X
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	
If required I would be happy to continue to be involved.	

Signed:	E E Hunt	**Dated:**	12/10/16

If this form represents a petition please indicate how many people it represents.	2

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Dear Sir/Madam,

I am writing with reference to the proposition that Llangan be allocated as a Gypsy/Traveller site.

I understand the need to ensure there is appropriate accommodation, but I strongly believe that Llangan is not suitable, the wrong reasons have been put forward and is the wrong location for reasons I present below. I am not a planner and not able to refer to planning law, but have attempted to evidence my objections where possible. My objections surround:

-Enforcement Required At An Unauthorised Site
-Negative environmental impacts
-Negative Impact On Existing Population
-Negative Impact On Road Safety
-Lack of Other Sites Considered.
-High costs
-Deviations from LDP
-Legal issues

Enforcement Required At Unauthorised Site

The proposal is for, "LAND IS TO BE ALLOCATED AT LLANGAN FOR THE PROVISION OF A 2 PITCH GYPSY AND TRAVELLER SITE". The existing unauthorised site already contains many living units that cannot be described as a single pitch in itself. On 25/9/16, it was noted that three permanent house-like structures existed already as well as caravans. On 3/10/16, seven vehicles were parked on the site. In my opinion this already breaches the notion of one pitch. The proposed increase in capacity to two pitches has therefore already been exceeded.

The proposed "expansion as needs arise" is asking the local community to write a blank cheque. A proposed housing development would not be allowed without exactly specifying the number of units to be built and this is not the case here. The allocation of the whole field is also excessive. There also has been no consultation with the local community which is totally unfair.

The current site is unauthorised and overused so proper enforcement should be put in place for the site to be vacated. The local area is agricultural, in open countryside and so the site should in reality be returned to agricultural use.

It seems that it is more expedient to not enforce the eviction of the current unauthorised site and expand than find another location. The land being owned by council is not a good reason to expand the site. There must be more suitable locations in more urban brown field settings such as Llandow, Sully, Barry, etc.

I am of the understanding that the provision of social housing in the rural parts of the Vale requires there to be a connection to the area. Moving families from Wenvoe does not indicate a local connection to Llangan.

Settlement policies in the rural Vale are very restrictive and quite rightly so. If you were applying for permission for housing and suggesting building on green-field agricultural land, it wouldn't be allowed. Llangan is an inappropriate location and such a gypsy site should be better focussed on larger conurbations in the Vale where there are brown field locations.

I am on a new housing estate, but was brown field and the site of an old garden centre. Planning was only granted because it was brown field, not because there was an unauthorised settlement that was going to be trouble to move.

UK Government guidelines do not enshrine the rights of gypsies over the current population, namely:

Public bodies should not gold-plate human rights and equalities legislation. Councils and the police have been given strong powers to deal with unauthorised encampments and when deciding whether to take action, they may want to consider for example:

(a) the harm that such developments can cause to local amenities and the local environment,

(b) the potential interference with the peaceful enjoyment of neighbouring property,

(c) the need to maintain public order and safety and protect health – for example, by deterring fly-tipping and criminal damage,

(d) any harm to good community relations,

(e) that the state may enforce laws to control the use of an individual's property where that is in accordance with the general public interest.

All of the above hold true when considering the current Llangan community.

Negative Environmental Impacts.

The road from Fferm Goch to the proposed site has been impassable during heavy rain due to flooding. Gypsy sites cannot be located in areas at risk to flooding. The risk of flooding is highlighted when looking at Environment Agency maps.

The current site in Sully houses many pitches, although at a small risk of flooding, is in a wider community that is also at risk of flooding. It seems absurd to suggest that movement of the gypsy site on these grounds be considered when most of Sully is unable to move from a small flood risk. Flood defences in Sully can surely be improved to protect the whole of Sully.

The area in question in Llangan is home to wildlife including birds of prey, bats and amphibians. Any development will be detrimental to natural fauna and flora. Indeed, in Appendix 9 of the LDP, land to the north and west of Llangan is designated a site of importance for nature conservation (SINCs).

In Appendix 10 of the LDP, Llangan is considered a conservation area and with reference to Policy SP10, "DEVELOPMENT PROPOSALS MUST PRESERVE AND WHERE APPROPRIATE ENHANCE THE RICH AND DIVERSE BUILT AND NATURAL ENVIRONMENT AND HERITAGE OF THE VALE OF GLAMORGAN INCLUDING: 1. THE ARCHITECTURAL AND / OR HISTORIC QUALITIES OF INDIVIDUAL BUILDINGS OR **CONSERVATION AREAS"**. Llangan is not a suitable location therefore.

Negative Impact On Existing Population.

The proposed site is not suitable as it will have an adverse effect on the visual character and appearance of the surrounding area.

Going ahead with the proposal will impact the living conditions of the of nearby residents.

The population of Llangan will significantly increase overnight without the infrastructure to support a large population increase, e.g. roads. Roads in this part of the Vale are narrow and dangerous, without the pressure of increased volumes.

There are no benefits to the local, existing population of Llangan described by way of proposed Section 106 improvements for example. What would the community get out of such a development?

Negative Impact On Road Safety.

The road from the proposed site to Fferm Goch is in a poor state, narrow and dangerous. It is not suitable for traffic at the best of times. The road from the proposed site to the main road near Llangan Primary School and in the opposite direction through the village of Llangan, is also narrow and dangerous and not suitable to handle a marked increase in traffic. Therefore the impact of the development on highway safety is negative and will make dangerous country roads even more so.

There are no pedestrian facilities in the Llangan area.

Lack Of Other Sites Considered.

Aside from the site in Sully, no other site in the whole of the Vale of Glamorgan seems to have been considered at all. With such a large area under VoG control, this seems absurd. This proposal does not demonstrate that a reasonable level of investigation was carried out into alternatives.

High Costs.

The development of a site in Llangan would require large amounts of funding at times of capital constraint and higher priorities such as provision of good school facilities for the whole of the Vale. There is no indication of the costs required and those costs therefore have not been presented to VOG council tax payers for scrutiny.

Deviations from LDP

The Vale of Glamorgan LDP sets out that, "LAND IS ALLOCATED AT HAYES ROAD, SULLY FOR THE PROVISION OF A GYPSY AND TRAVELLER SITE." Although this allocation in Sully seems to have been removed, Llangan is not set out as the alternative allocation.

The LDP states in policy MD18 states:

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

0. “IT IS DEMONSTRATED THAT THE ACCOMMODATION REQUIREMENTS OF THE APPLICANT CANNOT BE MET ON THE SITE ALLOCATED BY POLICY MG 5;” Sully provides the stated need.

0. “THE SITE IS WELL LOCATED FOR SCHOOLS, MEDICAL FACILITIES, SHOPS AND OTHER LOCAL SERVICES AND COMMUNITY FACILITIES;” Llangan provides none of these. There are no health centres nearby. There is no public transport. There is no local employment. There are no local shops. It is unsustainable to move numbers into an area with no facilities encouraging car use.

0. “THE SIZE OF THE SITE AND THE NUMBER OF PITCHES ARE APPROPRIATE TO ITS LOCATION AND ACCOMMODATION NEEDS OF THE APPLICANT;” The site is already over populated, is unauthorised and on agricultural land so unsuitable.

0. “ADEQUATE ON SITE SERVICES FOR WATER SUPPLY, DRAINAGE, SEWAGE, POWER AND WASTE DISPOSAL ARE AVAILABLE OR CAN BE PROVIDED WITHOUT CAUSING ANY UNACCEPTABLE ENVIRONMENTAL IMPACT AND” There are a limited number of these services.

0. “THE EXISTING HIGHWAY NETWORK IS ADEQUATE TO SERVE THE SITE AND A SATISFACTORY MEANS OF ACCESS CAN BE PROVIDED, INCLUDING PROVISION FOR PARKING, TURNING, SERVICING AND EMERGENCY VEHICLES. “ The site is accessed from small agricultural roads and so doesn’t provide these services.

Furthermore, in the Council’s Response to Latest GTAA (2016), section entitled Llangan Site, paragraph 9, it says that the Llangan site is a potential site without undue constraints. This is not the case when considering all of the above.

Disagreements With Document “**SA Assessment: Llangan Gypsy and Traveller Allocation** ”

In **3. To maintain and improve access for all**, it reports a neither positive or negative impact. Considering the point of the question is to assess whether maintaining or improving access for all, the answer given is surely the answer to a different question as it only addresses the proximity of bus services. Putting the site in Llangan will not improve access for all.

In section **5. To maintain, protect and enhance community spirit** also provided an answer a different question. The subject of community spirit has not been addressed. The community spirit of Llangan would be very negatively impacted by putting a gypsy site in a rural village, in a conservation area.

In **8. To use land effectively and efficiently.** The answer reflects the fact that the land is agricultural. It should therefore be put back to that use. The grade of the land nearby seems to be of no issue to the sheep farmers.

In **. To protect and enhance the built environment and natural environment**, the answer contradicts the Vale of Glamorgan’s own LDP which states that Llangan is in a conservation area. How does a gypsy site enhance the natural environment?

There are other questions posed that do not get answered. The summary is just a copy and text of text found in two sections of the report and isn’t a summary at all. I conclude therefore that the

report has been written with an answer already in mind and is not objective and should be dismissed. Llangan is not suitable for a gypsy site.

Legal Reasons

I understand that the site in question has in the past been subject to a judicial review where the judge concluded that it amounted to unsuitable development in the open countryside. The council then had provided a legal undertaking to return the land back to agricultural use.

Should The Plan Go Forward

At worst, the existing position should remain as is. If it has to be expanded:

-Is purely for living
-habitable premises should be kept at the statutory distance apart
-No employment or the running of businesses should take place on site
-People must have connection to local area

And these rules must be enforced.

Summary.

The harm to the existing community and environment would not be outweighed by the other considerations which support the proposed site. An alternative should be sought.

VALE of GLAMORGAN
BRO MORGANNWG

D.E.E.R
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ACTION BY:
NO:
ACK:

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Representor No. 7628
Date Received 26/10/2016
Date of Acknowledgement 26/10/2016

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

How your representation and the information that you give us will be used.

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	PAULIN	
Address	[redacted]	RECEIVED 26 OCT 2016 Regeneration and Planning
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(see over)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

2a. Which document do your comments relate to? MAC SA MG2 (23)	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☑
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☐

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	Policy SP3
Page No. (Please specify)	11

2c. Please clearly set out your comments below.

Local authority population projections published by the Welsh Government do not agree with the LDP. 2016 Figures

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Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

Signed: [redacted]	**Dated:** 20.10.16

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:
BY EMAIL – To ldp@valeofglamorgan.gov.uk or **BY POST** – To the LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RECEIVED BY MIDNIGHT ON FRIDAY 28th OCTOBER 2016. ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

The Council will acknowledge all duly made representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 704665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

Part 2: Your Comments.

2a. Which document do your comments relate to? MAC SA	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☒
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☐

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	MG2(23)
Page No. (Please specify)	23

2c. Please clearly set out your comments below.

Para 3.44 talks of an increase in housing allocation of ~~from~~ 341 to 576 dwellings on greenfield land. The appraisal shows an increased negative score. How can the Council mitigate this with a statement of this nature which they do not control. ie may be mitigated through sensitive layout and design this will not bring back greenfield.

Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

Signed:		Dated:	20.10.16

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Part 2: Your Comments.

2a. Which document do your comments relate to?	MAC SA
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☒
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☐

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	SA MG2(23)
Page No. (Please specify)	Para 12 pg 120

2c. Please clearly set out your comments below.

12. Para 12 talks of reducing the need to travel.

This area has no work for a population change as large as this so how can a positive be indicated at this appraisal with more travel to work and school.

Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

Signed:		Dated:	20.10.16.

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

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Part 2: Your Comments.

2a. Which document do your comments relate to? MAC S4	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☒
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☐

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	All.
Page No. (Please specify)	All Site Assessments

2c. Please clearly set out your comments below.

The whole assessment is based on subjective questions with no objectives or real questions that show a real negative impact it is one sided with a view to one goal.

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Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

Signed:		Dated:	20.10.16.

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ID No. 7435
Received: 27/10/2016
Acknowleged: 27/10/2016

Darren & Juliana Wines

26 October 2016

Dear Sir

Re: Vale of Glamorgan Local Development Plan 2011 – 2026

Matters Arising Changes Consultation exercise

We are writing further to opening of the Consultation exercise on the above. We have set out our response in letter format due to the small space available on the feedback form on the VoG web site. We have however attempted to set out our thoughts in a manner consistent with the intent of the MAC Feedback Form for ease of use by your officers when reviewing consultation responses.

The main subject of this consultation response is the Vale of Glamorgan's proposal to include a parcel of land at Llangan for development as a Gypsy and Traveller site.

The respective MAC items are:-

MAC50 Proposal to amend Policy MG5 to designate the site for a 2 pitch Gypsy and Traveller site.

MAC 217 Appendix 5 MG5 revisions.

Our position is that we have no objection to the existing family who are resident on the site remaining. However we object to the site being formalised as a dedicated Gypsy and Traveller site. As a result, we object to the proposals contained in MAC50, which is to increase the number of pitches on the site to 2. The reason for our objection is that we are concerned that in an effort to meet your obligations to locate a site for the Gypsy and Traveller community given the issues you have faced at the Sully Road site, the Council are using MAC50 to incrementally increase the amount of pitches present at Llangan, with a view to establishing a more permanent and much larger scale Gypsy and Traveller site there. My fundamental issue with this is that I do not believe that the location of the site will truly meet the needs of the Gypsy and Traveller Community. I have set the reasons for my concerns out in more detail on my observations on MAC 217, as they are equally relevant there.

Our main issue is with MAC 217. The text of MAC 217 states that 'Due to the size of the site it would be able to accommodate some future increase Gypsy and Traveller accommodation need in the Vale of Glamorgan.' We note from the Gypsy and Traveller Needs Assessment report that this could include a total of 20 additional pitches in the period covered by the UDP – until 2026.

We object to MAC217 on the basis it gives the Authority future scope to expand the site, and are of the opinion that if expanded, the site will have a detrimental effect on the area. In our opinion, this proposal fails to meet Test 1, Test 2, or Test 3 as defined on the feedback form. The justification for this is set out beneath. We note that the Council has also prepared a Sustainability Appraisal Report

to substantiate changes to the UDP. In the context of the site at Llangan, we contend that the matters presented to substantiate the sustainability of the site at Llangan do not stand scrutiny as they are based on assessment of the site to provide 2 pitches only. In order to properly consider the sustainability of the site for a larger Gypsy and Traveller site, this assessment should be based on provision of the numbers of pitches the Vale of Glamorgan aspire to house on site.

Test 1 – Does the plan fit? Is it consistent with other plans?

The village of Llangan is designated as a Conservation Area as designated under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Vale of Glamorgan Policies ENV1 and HOUS3 restrict new housing development in the countryside to those which are justified in the interests of agriculture and forestry only. Clearly, the use of this land for Gypsy and Traveller use is inconsistent with this.

In March 2009, the Vale of Glamorgan published 'Conservation Area – Llangan – Appraisal and Management Plan'. Page 8 identifies that 'it is important that new development in or adjacent to the Conservation Area enhances the quality of the area.'. The document also identifies that 'Given the policy background and character of Llangan, it is unlikely that an intensification of development in the village would be appropriate.

We contend that as a result of the above, the proposal to modify Policy MG5 is inconsistent with the advice contained in the Appraisal and Management Plan authored by the Council in 2009.

Whilst policies ENV1 and HOUSE3 have now been superseded, I believe the intent of these policies has been preserved by the following current policies:-

SP10 Built and Natural Environment

MD1 Location of new development

MD3 Design of new development

Test 2 – Is the plan appropriate? (ie is the plan appropriate in light of the evidence?)

The only evidence we have seen to justify the selection of the site at Llangan is the Sustainability Assessment Report – Appendix B. We believe that the Sustainability Appraisal Report is flawed, as it only considers the increase of the existing site to 2 pitches. To truly reflect the sustainability (or otherwise) of the proposals, it needs to consider the effects of the enlarged site if that is the future aspiration of the Vale of Glamorgan Council.

It is also curious that the Sustainability Assessment deals with sustainability in qualitative terms, rather than qualitative terms. There has been an assessment (which is subjective) against the 15 identified criteria. The 'pros and cons' of each site are summed, and then used to draw a conclusion on the overall 'sustainability' of the site. That is logical where the summaries are used as a measure to identify one site in preference to another. However, it seems that the assessment has only considered the site at Llangan for this use without comparing it with others to determine if the Llangan site is most favourable.

Turning now to the Sustainability Assessment itself. We offer the following comments on it –

Measure	VoG justification	Comments
1 To provide the opportunity for people to meet their housing needs.	The provision of a Gypsy and Traveller site would support the objectives of the Council's Housing Strategy and GTAA May 2016	Contrary to advice in the Conservation Area Appraisal and Management Plan.
3 To maintain and improve access for all.	600m from village of Llangan. Service centre Cowbridge 7.5km away. Limited local bus services.	The matters raised by VoG demonstrate that the location of the site is not appropriate for members of the Gypsy and Traveller Community to access essential services.
4 Reduce the causes of depravation	Provision of a permanent site could assist future residents accessing services that contribute to measurement of multiple depravation.	See above. The site is not located conveniently to access these services.
5 To maintain, protect and enhance community spirit.	Development of the site would not lead to coalescence and would not result in loss of recreational land or community facilities.	The VoG justification seems unconnected to the measure, which is to maintain community spirit. I would suggest that development on this site on a larger scale would be divisive, and harm community spirit.
6 To minimise the causes and manage the effects of climate change.	600m from village of Llangan. Service centre Cowbridge 7.5km away. Limited local bus services.	The location of the site is remote from the services the community need to access. This will require journeys to be made by car, which will contribute to global warming and climate change when compared to a more favourably located site. The sustainability report is silent on the effects of carbon from construction activities, which will be large given the infrastructure improvements which will be required to provide adequate access to the site, consistent with the needs identified by the Council's Highways team, and to facilitate construction of the offsite enabling works to ensure a water supply and sewerage provision.

9 To protect and enhance the built environment and natural environment	Development as proposed would not affect a conservation area or building or garden of historic interest.	This is factually incorrect – it would affect the Llangan Conservation Area.
10 To provide a high quality environment within all new developments	Design guidance provided by WAG will be followed.	This will also require improvement of access to the site for vehicles, which considers access provision and access for fire service etc. Work needed to accommodate these improvements is likely to be significant given the geometry of the local highway network.
12 To reduce the need for travel and enable the use of more sustainable modes of transport.	600m from village of Llangan. Service centre Cowbridge 7.5km away. Limited local bus services.	The matters raised by VoG serve to demonstrate why the location of the site is not suitable.
13 To provide for a diverse and wide range of local job opportunities	A permanent site is likely to prove beneficial for future residents allowing improved access to employment...and a permanent base from which to develop self-employment initiatives and opportunities.	If the site is 'industrialised' it will have a larger detrimental effect on the Conservation Area, and will generate more waste (and differing waste streams) than if used for residential purposes.

In our view, the above matters would result in a negative assessment for each item, which would render the site an unattractive proposition from a sustainability perspective. As this is the only evidence presented to justify the use of the site, this questions the validity of its selection for this purpose.

We note that the Needs Assessment identifies that there is unlikely to be a need for accommodation for travelling showpeople in the period in question. However, the Needs Assessment is only an educated best guess. In our view, it is likely that if this site were enlarged, travelling show people who did require accommodation would be drawn to the site. Given the scale of the vehicles which would then need to be accommodated on the site, this would require infrastructure improvements on a scale which would detract from the rural nature of the village.

Test 3 – will the plan deliver?

The design guidance for development of Gypsy and Traveller sites suggests that site selection is the key to successful development of a facility. Poorly located sites with limited access to major roads and public transport, will have a detrimental effect on the Gypsy and Traveller community and will affect their ability to seek employment, attend school, further education, or training, and obtain access to health services and shopping facilities.

In our view, the site location is fundamentally not suitable for this use because it is poorly located. Whilst access to major roads is catered for (which means the site will be readily accessible by car)

the links to public transport are poor. The frequency of services of public transport are sporadic. With infrastructure improvements, primary school access will be good (presuming Llangan Primary School can accommodate the increase in pupil numbers which might result with large scale development of the site) however secondary school attendance would be inconvenient for residents, and difficult and costly to attend. The nearest health services and shopping facilities are also not readily accessible from the site.

In conclusion, we feel the proposed revisions to Policy MG5 are flawed because they do not stand scrutiny of tests 1,2, and 3.

I trust these comments will be considered when considering the ongoing development of the UDP, however if you require any clarification on the contents of this letter please do not hesitate to call me on 07979 240392.

Yours Faithfully

[redacted]

Darren and Juliana Wines

VALE of GLAMORGAN
BRO MORGANNWG

For Office use only	
Representor No.	7444
Date Received	27/10/2016
Date of Acknowledgement	28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026

Matters Arising Changes Consultation Representation Form

Data Protection

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This document is available in other formats upon request
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Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	Mr & Mrs G.J Pezzack	
Address	[redacted]	RECEIVED 27 OCT 2016 Regeneration and Planning
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(if relevant)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID number will be clearly indicated on**

previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.

Guidance Notes.

This form should only be used to make comments on the **MAC Schedule**. A separate form is available if you wish to comment on the MAC SA / HRA. You should include all of your comments on this form. If additional sheets as required please clearly number each additional sheet and securely attach them to this form.

Additional representation forms can be downloaded from the Council's web site at www.valeofglamorgan.gov.uk/ldp or obtained from the LDP Team on 01446 704665 / 704663. You may also photocopy this form if you wish.

Where a group shares a common view on a MAC, the Council will accept a signed petition. In submitting a representation form on behalf of a group, the representation form should include the contact details of the lead individual in Part 1 and the comments should be clearly set out on the representation form. The signed petition should clearly state how many people are being represented and how the representation has been authorised. Signing a petition does not prevent the submission of individual forms.

Part 2: Your Comments on the Matters Arising Changes Schedule.

2a. Which Matters Arising Change(s) are you commenting on? (Please refer to MAC Schedule)

Matters Arising Change reference number (e.g. MAC1)	Support	Object	If you are objecting to a MAC, please state which Test of Soundness you think that it fails.		
			Test 1	Test 2	Test 3
MAC03 - Site MG2 (23)	☐	☒	☒	☒	☒
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

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The Tests of Soundness	
Test 1	Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?)

Test 2	Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?)
Test 3	Will the plan deliver? (i.e. is it likely to be effective?)

2b. Please set out your comments in the space below using additional sheets if required. If you consider that the proposed Matters Arising Changes will not make the Plan sound, please clearly set out your reasons why and state what further changes you think are required. Please indicate in the space provided if you are submitting additional material to support your comments. If you are commenting on more than one MAC, please ensure you clearly state which MAC your comments relate to.

We strongly object to the proposal to increase the size of the overall allocation under MG2 (23) from 4ha to 11.8ha and from 120 units to 355 dwellings, and object to the MG2 (23) development as a whole, considering that the development is both unnecessary and unacceptable and should therefore be deleted from the Local Development Plan (LDP/"the Plan")/the proposed Matters Arising Changes (MAC) for the following reasons:

1. The proposed development does not, as the Council asserts, address the objective in the LDP to "reduce the need for Vale of Glamorgan residents to travel to meet their daily needs" or the SA Assessment Criteria's Sustainability Objective #2 'To maintain, promote and enhance the range of local facilities'.

   Residents will still need to travel to their places of work, which are invariably in the larger urban conurbations of Cardiff and Barry, or to schools, shops, leisure facilities etc. There are no complementary proposals to create new places of work or shops in the immediate area. There is the promise of a primary school and some form of leisure facility (probably a small playing field) and community facility within the development, but promises of similar facilities in other developments in the past around the UK have come to nought, with the developers instead making s106 financial contributions towards, for example, school buses to take residents to existing schools (which are mostly already over-subscribed in this area).

   It is claimed the development "would not lead to a loss of a community facility" but this is not true because it will see the closure and demolition of a successful Livery stables which provide a popular leisure facility to the local community.

   This development and others planned nearby will place a huge strain on local community facilities such as GP surgeries and dentists, many of which, including the main Stanwell Road GP Surgery in Penarth, are very close to having to stop taking new patients who are moving into existing housing stock, never mind from any new developments.

2. The proposed development does not meet SA Assessment Criteria's Sustainability Objective #3 'To maintain and improve access for all', and similarly it does not meet Sustainability Objective #12 'To reduce the need to travel and enable the use of more sustainable modes of transport' for two primary reasons.

   Firstly, residents would still need to drive to work, secondary schools/colleges/universities and shops/supermarkets, as it actually conceded by the Council: "It is likely therefore that there would remain a propensity for future residents to utilise private transport over more sustainable means". The Council is incorrect when it asserts that "The site is well served by public transport" because (a) only one bus route currently passes along Lavernock Road adjacent to the proposed development but bus travel for work and certainly for food shopping is repeatedly proven not to be attractive or practical for the vast majority of people in the sociodemographic which this development will attract, such as young families; and (b) the nearest train stations are a 10 minute car journey (longer during peak travel periods)/20 minute bicycle ride/40 minute walk away, so cannot be considered as direct travel options for this development.

   Reference is made to the creation of a 500 space "park & ride" scheme at Cosmeston Lakes Country Park and to a new more direct bus route into Cardiff along the Cardiff Bay Barrage, but this ignores the fact that none of the roads between Sully/Cosmeston and Penarth Marina have sufficient leeway to create a dedicated bus lane, being mostly single two-way carriageways over the majority of their length, so any buses (whether the same number as today, or extra or larger) would simply get caught up in the same peak time traffic queues that exist today along the Lavernock Road/Redlands Road (B4267) and Windsor Road routes. The creation of the "park & ride" will also increase traffic congestion as vehicles queue to pass through either the existing constricted entrance to the Country Park or to any new entrances created.

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Please use additional sheets if required.

*Please state how many additional sheets have been used ...**4**....*

Additional Sheet #1

Secondly, the long traffic queues in the mornings and evenings along the B4267 and elsewhere in and out of the Penarth area will only lengthen and worsen as the extra 1,000 residents from the Plan's various proposed developments in this area endeavour to reach their range of destinations. Currently, it can consistently take 20-30 minutes every day to travel in a car from the B4267's junction with Victoria Road to the Barons Court (A4055/A4160) junction – a distance of less than one mile. With the addition of several hundred extra vehicles all heading in the same direction, this journey is likely to edge closer to one hour, a wholly unacceptable delay for the majority of people trying to take children to school or reach their place of work for a 9am or earlier start.

The Council needs to undertake detailed technical analysis to establish whether traffic congestion also raises the risk of road traffic accidents and danger to pedestrians. As well as vehicles regularly exceeding the current 40mph speed limit along the B4267 immediately adjacent to the proposed development, many vehicles try to find alternative routes around the B4267, most notably down the very narrow and winding Sully Road. Incidents of clipped wing mirrors and side swipes are on the increase as drivers 'run the gauntlet' in both directions at speeds considerably in excess of a safe speed to navigate such a road as they try to avoid the queues elsewhere. This is also having a negative environmental impact on and reducing quality of life for the residents along this route who find their once rural road rapidly becoming as busy as a main urban road – a number of them have put their houses up for sale after living there for many years, and are having to accept substantially lower prices because of the traffic problems and proposed developments; the same issues will arise elsewhere too.

There are also several schools along this road, including St Joseph's RC Primary and the new St Cyres School – vehicles travelling at speed and in a sometimes reckless manner pose a grave danger to the many hundreds of pupils walking along this road, large parts of which still do not have proper pavements, often because the restricted width of the road does allow them. Add in the existence of riding stables, with horses often riding along the road, it becomes a potent mix that will only increase in toxicity as the number of vehicles emanating from the new developments increases.

Whilst details such as the number and type of entrances and exits to/from the proposed development have yet to be decided/published, it is suggested that a new junction from it onto the B4267 will be constructed. Unless this is to be a traffic signal-controlled junction - which would significantly disrupt traffic flow along the main road - it is difficult to comprehend how this junction will operate effectively given that existing exits onto this road, such as from the Lavernock Park estate, regularly become congested as vehicles struggle to find breaks in the heavy traffic flow during the morning and evening peak times heading from Barry/Sully towards Penarth/Cardiff and vice versa.

3. The development fails to meet the SA Assessment Criteria's Sustainability Objective #5 'To maintain, protect and enhance community spirit'. The Council notes that the development would have a negative impact upon the general openness of the surrounding area and further encroaches into the countryside, and this point cannot be over-emphasised or be allowed to be off-set by the exceptionally weak and arguably unrelated argument that the development will not result in the loss of any recreational or community facilities (though this argument does not stand up to scrutiny either as the fields concerned are actually well-used by local people for walking, bird-watching and other recreational pursuits).

   Both the UK and Welsh Governments have a strong preference for brownfield redevelopment and the Plan suggests that brownfield sites across the Vale of Glamorgan should be redeveloped first before any greenfield sites are considered. The Vale of Glamorgan has many long-standing or likely future redundant brownfield sites that should be developed first before destroying invaluable greenfield sites like MG2 (23). In addition to those viable brownfield sites that others have documented in the recent past, including extending the sites proposed for St. Athan and Llandow, a further good example is less than 3 miles away from this site on the edge of Barry, where very large parts of the sprawling chemical works site are clearly long disused and could be put to far better use for housing, employment sites and community facilities, rather than being allowed to decay into an eyesore attracting vandalism and anti-social behaviour and become a drain on the quality of life and value of surrounding properties and land. Just because the Council/Assembly does not own the brownfield land concerned does not mean it should not be considered as a viable option. Market rates for such land, reduced because of the likely remediation costs, would undoubtedly be lower than the overall negative impact of the many drawbacks and challenges of the MG2 (23) site.

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Additional Sheet #2

The Council's assertion that "The site would not lead to a coalescence of settlements" is not correct, as taken together with other proposed developments in Sully, it would considerably reduce the amount of green space between Cosmeston and Sully, at a time when most residents are already resigned to Cosmeston having been swallowed up by Penarth (indeed, Councillor Anthony Ernest, for Penarth's Plymouth Ward, has proposed that Lavernock Park/Cosmeston be moved from under the stewardship of Sully Community Council to sit under Penarth Town Council – an admission that coalescence has already occurred). Until the MAC was published, the Council had classified the area of farmland into which the enlarged development has now encroached as a vital "green wedge" between Cosmeston and Sully and had repeatedly stressed the importance of this in the Plan.

With the perimeters of Cardiff encroaching upon Penarth given the rate and scale of housing and leisure development in Cardiff Bay and Penarth Marina, and similarly the perimeters of Barry encroaching to the West of Sully, there is a real risk that this entire stretch of South Wales coast is merging into one gigantic, sprawling, seamless urban conurbation where the loss of many once distinct, rich, historical community identities becomes acute and sadly irreversible unless action is taken now to curtail unnecessary developments such as MG2 (23).

4. The proposed development does not address SA Assessment Criteria's Sustainability Objective #6 'To minimise the causes and manage the effects of climate change'. Whilst obligations can be placed upon the developer of the dwellings to use the latest in environmentally-friendly building technology to minimise the carbon footprint of the development, it is completely outside of their control what vehicles the residents drive. The c.1,000 extra residents from the various proposed developments in this area will spend large amounts of time in the mornings and evenings sat in traffic jams as they exit and enter the area through the same bottlenecks, pumping out pollutants and contaminants from their petrol and diesel powered cars, directly contributing to climate change and also adversely affecting the physical health and well-being of local adults and children and wildlife.

   Due to the levels of Nitrogen Dioxide generated by vehicle pollution on a section of one of the two main roads into and out of Penarth - Windsor Road - which along with the B4267 carries the commuter traffic into/from Cardiff, is classified as having an "Air Quality Management Area" (AQMA) which the Council was recently (circa September/October 2016) advised to keep in place so that pollution levels could be monitored. It is probable that the AQMA will worsen with the increasing levels of traffic and that similar levels of pollution will arise along these two main routes as congestion increases. The Council cannot point to increased usage of eco-friendly electric cars as the solution to these problems, as they account for a fraction of a single percent of vehicles on the road today and this will remain the case for many years to come.

5. The development fails to meet the SA Assessment Criteria's Sustainability Objective #8 'To use land effectively and efficiently'. The MAC is blatantly contradictory – under Objective #5, the Council clearly states that the "the site is located on greenfield land" and under Objective #8 that "the development of the land would involve the loss of green field land" and yet it completely contradicts these statements under Objective #8 when it states that "The site is a brownfield site". Until the MAC was published, the Council had classified the area of farmland into which the enlarged development has now encroached as a vital "green wedge". The Council has clearly not assessed this site with any reasonable due diligence and the case for the sustainability of the development is therefore highly questionable.

   The MAC dismisses the land on which this development would be built as "not the best or most versatile agricultural land". Regardless of the land's technical classification/financial valuation, it has been consistently well farmed and looked after by the local farm for many decades and contributes far more positively to the environment than an estate of dwellings and vehicles generating considerable greenhouses gases and other pollutants.

   The development does not take into account the negative impact on existing residents of the Lavernock Park estate which back onto the proposed site. Existing residents will experience an increase in noise and disturbance, not simply during construction but permanently once new residents move into the new properties. The houses which immediately face onto the proposed site are not currently overlooked and therefore they will incur a loss of privacy, loss of light and increased shadowing as a result of the development. These neighbouring properties' enjoyment of their current view across the open farmland are an important part of their residential amenity, and the loss of this view will therefore have an adverse impact on the residential amenity of those properties.

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Additional Sheet #3

6. The development fails to meet the SA Assessment Criteria's Sustainability Objective #9 'To protect and enhance the built environment and natural environment'. In relation to the existing built environment, compared with existing development in the vicinity, namely Lavernock Park, the proposed development is over-bearing, out-of-scale and out of character in terms of its appearance. As per the contradiction about whether the site is greenfield or brownfield, the Council states that the development "will have a neutral or positive effect on biodiversity, landscape or nature conversation designation", which is patently untrue and points to the absence of a proper, reasonable assessment of the land. The site lies close to several areas of protected designations (Severn Estuary SAC, SPA & RAMSAR).The Council has a duty to protect woodland and wildlife under the Natural Environment & Rural Communities (NERC) Act 2006 and the UK Biodiversity Action Plan (BAP) and the land proposed for this development is actually a haven for wildlife, with foxes, rabbits, numerous birds, small mammals and insects having made it their home, not to mention an abundance of flora. With a busy road on one side and the sea on the other, there is no place for this wildlife to move to, so they face certain death with the destruction of their habitat as no housing development can be designed to sustainably accommodate such a range of wildlife, so the Council's reference to "the potential for the site to have biodiversity value" is not correct.

   Furthermore, the development will cause disruption of local footpaths and bridleways. The most notable example is with regard to the much-used and environmentally and culturally important Wales Coastal Path, which runs along the cliff tops at the top of the proposed site. Aside from any aesthetic or structural damage to the Path that the development will cause, either during and/or after construction, given the current and likely future increased rate of coastal erosion, it is probable that the Path will need to be moved inland at some point in the future. With a dense housing development blocking any move inland, how will this be possible? Bracing, breath-taking walks along a Coastal Path risk becoming confusing, claustrophobic urban meanders.

   The Council is not correct when it states that the development "will have a neutral or positive effect on a conservation area, or buildings or gardens designated as having historic interest". It cannot possibly make this assertion when it notes that Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required; until that evaluation has been undertaken, the Council is not in a position to say whether the development will have positive, neutral or negative impact.

   The Trust has advised that some parts of the site may need to be retained as open space in order to protect archaeological features. Undoubtedly this will lead to delays, special considerations being made and compromises to the number and layout of dwellings. This should be unacceptable on two counts: firstly, any developer would seek to pass those costs on to either the Council or to recoup them through higher house prices, which is at odds with the Council's need to demonstrate value for money across its operations and the LDP's requirement for affordable housing; and secondly, if there can be no guarantees about the number of dwellings, the Council cannot be confident that this development will contribute the allocated number within the Plan, which again impacts upon its viability and sustainability.

7. The development fails to meet the SA Assessment Criteria's Sustainability Objective #10 'To provide a high quality environment within all new developments' on two points. Firstly, the Council acknowledges that the potential for a "high quality public realm" is "likely to be limited", so therefore is not truly sustainable, and "of benefit only to future residents", i.e. not to the existing, surrounding residents and therefore it is not widely sustainable either.

   Secondly, the site is in close proximity to an historic landfill. The risk of contamination has been mooted as low but a Preliminary Risk Assessment has been recommended. Until that Assessment has been undertaken, the risk cannot be classified as low. Older residents of this area recall the types of waste taken into the former quarry and believe the risk to be much higher, particularly if, as is highly likely, earth works during the development disturb the covering layer. It should be noted that health & safety processes and containment technology were not as advanced as they are today when this landfill site was being operated and when it was decommissioned, so there is a potentially higher risk to public safety and to the future well-being of residents than is being recognised, thus bringing into question the ability of the site to provide a high quality environment.

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Please use additional sheets if required.
Please state how many additional sheets have been used ...4....

Additional Sheet #4

8. The development fails to meet the SA Assessment Criteria's Sustainability Objective #13 'To provide for a diverse and wide range of local job opportunities' and the allocation is not consistent with the Plan's Spatial strategy because Penarth as a Service Centre Settlement within the settlement hierarchy does not provide "local employment opportunities" of the type that the vast majority of residents of this type of development would desire. Whilst there are some small size businesses in niche fields such as IT and accountancy and the like, most available jobs would be with various forms of retailer given the plethora of shops, cafes, restaurants in Penarth, and these would not be particularly well remunerated – certainly not to the level required by mortgage lenders for the 60% of houses to be built within this development that will not be 'affordable housing' and therefore marketed at price points likely to be upwards of £200,000 and potentially heading towards £1m if other recent housing developments within a 1 mile radius are used as a benchmark. Certainly these kind of prices would need to be realised by the developer to cover their substantial development costs and return an acceptable profit. This then brings into question whether the Council is seeking to accommodate the 20% of potential residents who can afford such houses or whether the purpose of the Plan is to make more houses available for people in a lower salary bracket – not the 40% who require 'affordable housing' but the other 40% who are somewhere in the middle of the socioeconomic groupings.

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Part 3: What Happens Next?

At this stage of the LDP process, you can only make comments in writing (these are called 'written representations'). However, the Inspector may decide that further Hearing Sessions are necessary as a result of the Matters Arising Changes consultation to more fully consider any issues raised. In the event that additional Hearing Sessions are arranged you should indicate on the form whether you would like to participate and speak at any future Hearing Session(s). You should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at any future Hearing Session(s).

All representations received by the closing date will be forwarded directly to the Inspector for consideration. Please note that the Council will not be responding to duly made representations.

3a. Do you want your comments to be considered by 'written representations' or do you want to speak at any additional hearing sessions? (If requested by the Inspector) *(Please tick one of the following)*	
I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.	☒
I want to speak at a hearing session.	☐
3b. If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing Session.	

Signed:	[redacted]	**Dated:**	24 October 2016

If this form represents a petition please indicate how many people it represents.	N/A

THANK YOU FOR YOUR COMMENTS ON THE MATTERS ARISING CHANGES SCHEDULE

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:

BY EMAIL – To: ldp@valeofglamorgan.gov.uk OR
BY POST – To: The LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RETURNED BY
Midnight on Friday 28th October 2016

ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

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The Council will acknowledge of all representations and make them available to the Inspector as a part of the Examination process.

If you have any queries regarding the consultation or require assistance completing the form please contact the LDP team on 01446 705665 / 704663 or e mail ldp@valeofglamorgan.gov.uk

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Representor No. …….7456……
Date Received…….28/10/2016……
Date of Acknowledgement …28/10/2016…

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

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This document is available in other formats upon request
Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Ross Chidgey	
Address	[redacted]	
Postcode		

Telephone No.	[redacted]	
Email Address		
I.D.No.* *(see over)*	I don't have one	

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

2a. Which document do your comments relate to? The Vale of Glamorgan Matters arising Changes schedule (MAC 50, 117,217) September 2016	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report I object to this	
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	

2b. Which part of the document do your comments relate to? MAC	
Section / Paragraph No. (Please specify)	MAC 50 to amend policy MG5 MAC 112 (HS16/AP02) MAC217 appendix 5MG
Page No. (Please specify)	

2c. Please clearly set out your comments below. SEE PAGE 3 (next page)

The plans to place two pitches at this site are simply a smoke screen to hide further plans to develop it in to a bigger/ transit site for which it is not suitable

The SA assessment is clearly a work of fiction written in haste following the Sully failure. The site in Llangan was found to be not suitable in the last consultation , it still is. Repeated legal assaults on the local residents on this matter is both unproductive and unfair. I have given each point a number that corresponds to the SA assessment :

1. This site does not provide the opportunity for travellers to meet their housing needs . The site is an isolated greenfield agricultural area accessed by no less than two single track roads. The roads are already crumbling under the weight of the equestrian lorries accessing the new equestrian centre you granted permission too. The field is a significant flood risk (something you yourselves place in the SA report). The nearest services are a 7.5km walk along two busy main roads neither of which have a pavement . The Bus service is 2.6km walk, again down a dangerous main road with no pavement.

2. The site will not maintain local facilities or promote them because it is at an isolated hamlet were there are none. A traveller site here only serves to isolate the travellers and increase the chance of social deprivation.

3. It cannot "improve or maintain access for all ". The single track lane that supports the hamlet of Llangan has already been damaged and congested by the equestrian lorries using it. Further traffic will only serve to worsen this situation (this is clearly not a positive). Furthermore why place a marginalised group of people in such an isolated place with no access to facilities, transport links, jobs or healthcare.

4. This is a marginalised group of people. Again placing them here isolates them from society, leaves them far from the job market and work place , leaves them prone to flooding and risks their health. The local primary and secondary schools are at capacity (in no thanks to the LDP agreeing to the Fferm goch development increasing the population of the area substantially) they cannot take anymore children. Poor access to education will not serve these people well.

5. This does not "reduce the need to travel" and encourage "sustainable transport" it is isolated and will rely solely on private car travel (worsening my third point above)

6 I t should not be discussed in terms of Fferm Goch , it is much closer to Llangan which has conservation status and is an important area in terms of heritiage. The site will impact on this , the SA assessment makes no note of this.

7. There are no job opportunities locally . it is an isolated field

I count at least 7 minus points here that have been overlooked or ignored on the SA report.

My other reasons for objection are :

A. Further to the circular "01/2016/planning for gypsy sites", factors are important are availability to transport modes, easy access to a GP and health services , to be near bus routes and shops and not located in flood risk areas. This Plan ignores every one of these factors .

B. There is minimal access for emergency vehicles. It is not a safe site

C. The land outlined for "further scope for development" is greenfield" only a minor component is brown field, you cannot develop it, it is clearly open countryside. a "rural exception policy" would not apply under the TAN 2 of welsh planning policy.

D. A whole field is not required for to families; out lining the whole field only leaves an opportunity for the council to develop a transit site (in an isolated flood prone field with poor and unsafe access).

E. The family you wan to move have their own land at their site with permission. It

Please use additional sheet if necessary.

Please state how many additional sheets have been used……

Signed:	[redacted]	**Dated:**	**28/10/2016**

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

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VALE of GLAMORGAN
BRO MORGANNWG

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Date Received	
Date of Acknowledgement	

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Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Michael Johns	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(see over)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

2a. Which document do your comments relate to?	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	Yes
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	**Yes**

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	MG2(23)
Page No. (Please specify)	A1-24

2c. Please clearly set out your comments below.

I would like the following points to be noted as my objection to the proposed housing development at Upper Cosmeston Farm.

- The development will have a huge impact on the local environment to the detriment of quality of life of residents.
- The site would have restricted access and the proposed entry through Shearwater Close is too narrow.
- There would be an unacceptable increase in traffic on already congested roads in Lavernock Park, Penarth, Sully and surrounding areas.
- The proposed residential development has far too many properties.
- Local residents are unlikely to be able to sell property whilst the building is taking place.

Please use additional sheet if necessary.

Please state how many additional sheets have been used…….

Signed:	[redacted]	**Dated:**	**28/10/2016**

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Matter Arising Changes Habitats Regulations Assessment Representations ID Number Index

VALE of GLAMORGAN
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Representor No. 170
Date Received……
Date of Acknowledgement ……

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
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Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name Friends of the	Keith Stockdale	Max Wallis
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(see over)*		

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Part 2: Your Comments.

2a. Which document do your comments relate to?	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☐
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☐X

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	2.10 MG(23)
Page No. (Please specify)	A1 -24

2c. Please clearly set out your comments below.

The HRA is inadequate as regards MG2 (23) Land at Upper Cosmeston Farm, Lavernock.

It says wrongly "The site is 400m away from the Severn Estuary SAC, SPA and Ramsar". It is of course on the edge of the SAC/SPA/Ramsar site (not "upon a cliff top"). These errors imply the consultants never visited the site, and did not make a professional assessment. The coastal strip provides for migrating birds, to be preferentially kept free of urban development (Ramsar). In practice, migrating birds set sight on Cosmeston Lakes and use this cliff-edge countryside as a setting off and landing point over the Severn estuary, but no assessment has been made in their desire to extend the Cosmeston Farm housing. Litter and pollutants from the development (including storm sewer overflows) do directly impact the SAC, so the claim of "no direct environmental pathways" is in error.

The assertion "Policy mitigation is considered sufficient to ensure that there will be no residual effect" is unsupported and clearly untrue: no measures to stop blown litter and prevent dumping of detritus from nearby homes over the cliff. No mitigation is feasible to safeguard bird-migration via this part of the coast.

Please use additional sheet if necessary.

Please state how many additional sheets have been used……

Signed:	[redacted]	**Dated:**	**28 Oct 2016**

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

Completed representation forms should be returned to the LDP Team either:
BY EMAIL – To ldp@valeofglamorgan.gov.uk or **BY POST** – To the LDP Team, Vale of Glamorgan Council, Dock Office, Barry Docks, Barry, CF63 4RT.

REPRESENTATION FORMS MUST BE RECEIVED BY MIDNIGHT ON FRIDAY 28th OCTOBER 2016. ANY REPRESENTATIONS RECEIVED AFTER THIS TIME WILL NOT BE CONSIDERED TO BE DULY MADE

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VALE of GLAMORGAN

BRO MORGANNWG

For Office use only	
Representor No.	903
Date Received	24/10/2016
Date of Acknowledgement	24/10/2016

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	Your Details / Your Client's Details	Agent's Details *(if relevant)*
Name	LYNDE CARNELL	
Address	[redacted]	RECEIVED 24 OCT 2016 Regeneration and Planning
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(see over)*		

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

2a. Which document do your comments relate to? MAC 192.	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☐
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☑

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	
Page No. (Please specify)	

2c. Please clearly set out your comments below.

There is a large BAT colony in Cosmeston ajacent to the proposed new housing development

THIS HAS NOT BEEN ASSESSED.

Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

Signed:	[redacted]	**Dated:**	17/10/2016.

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

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Cyfoeth Naturiol Cymru
Natural Resources Wales

[redacted]
Eich cyf/Your ref: -

[redacted]

Ebost/Email:
[redacted]
Ffôn/Phone: [redacted]

FAO: LDP Team
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

27 October 2016

Dear Sir / Madam

VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011-2026 -
Matters Arising Changes and Draft Affordable Housing and Planning Obligations Supplementary Planning Guidance Consultation

Thank you for referring the above Local Development Plan consultations to us on 15 September 2016.

We note further changes have been made to the Plan as a result of various action points from the Hearing Sessions. This has triggered a Sustainability Appraisal and a Habitats Regulations Assessment. As you're aware we've been involved in several action points, primarily on flood risk, nature conservation and biodiversity.

Matters Arising Changes Schedule

We consider the proposed Matters Arising Changes make the Plan sound having considered the three tests of soundness.

Having reviewed the Schedule we consider the changes made to the Plan reflect the Position Statements prepared by the Local Authority and Natural Resources Wales on flood risk and nature conservation.

The Plan includes consistent and robust text in Appendix 5 (housing allocations) and Appendix 6 (local employment allocations) which will help ensure the flood risk and nature conservation position is fully understood by developers and decision makers.

We note the new wording for MG19 (Sites and Species of European Importance) and additional Policies MG19A (Nationally Protected Sites and Species) and MG19B (Sites of Importance for Nature Conservation, Regionally Important Geological and Geomorphological Sites and Priority Habitats and

[redacted]

Species). We consider this new policy wording is sound and meets the three tests of soundness.

In summary we support the changes made as part of the Matters Arising Changes.

Matters Arising Changes – Sustainability Appraisal

We have reviewed the Sustainability Appraisal Report – Matters Arising Changes 2016 Addendum. We note the screening exercise undertaken to establish whether any different outcomes (positive and negative) are likely as a result of the Changes.

We consider the potential impact for change has been adequately considered in table 1 of the addendum and the screening has identified all changes that we consider would require a Sustainability Appraisal.

We have no further comments to make.

Matters Arising Changes – Habitats Regulations Assessment

We have reviewed the Habitat Regulations Assessment (HRA) Appropriate Assessment Addendum Report (July 2016), in accordance with the requirements set by the Conservation of Habitats and Species Regulations 2010.

We note the screening matrix in Appendix I and consider the Changes do not significantly affect the findings of the Plan's HRA.

We note the Addendum Report has assessed the potential for likely significant effect from the amended allocated sites. We agree that given the distances from European Sites, development is unlikely to have a direct impact. We are unclear, however, of the rationale for deleting the text 'provide a buffer zone at the coastal fringe' within Appendix 6 for site MG9 (7). This text was informed by the Appropriate Assessment carried out in 2013. However, we consider the current wording, as well as Policy MG19, is sufficient to ensure the Plan is sound and any future development accords to the Habitat Regulations.

Finally, we agree that the policies relating to nature conservation have been enhanced as a result of the changes and provides robust wording to ensure that new development does not affect the integrity of European sites, either alone or in-combination with other projects or plans.

Draft Affordable Housing and Planning Obligations Supplementary Planning Guidance

We have no comments to make regarding the above supplementary planning guidance.

[redacted]

I trust our Representation is clear, if you have any queries please get in touch on the details provided.

Yours sincerely

James Davies
Senior Development Planning Advisor / Uwch Ymgynghorydd Cynllunio Datblygu

[redacted]

VALE of GLAMORGAN
BRO MORGANNWG

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27 OCT 2016
Regeneration and Planning

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Representor No. 7450
Date Received 27/10/2016
Date of Acknowledgement 28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

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Mae'r ddogfen hon ar gael mewn fformatiau eraill drwy holi

Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	DAVID STAMPER	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(see over)*		

D.E.E.R
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ACTION BY:
NO:
ACK:

*You will have an ID Number if you have made representations at previous stages of the LDP process or if you have requested to be included on the Council's LDP database. **The ID No. will be clearly indicated on previous correspondence from the Council. PLEASE QUOTE THIS NUMBER TO ASSIST THE COUNCIL IN IDENTIFYING YOU.**

Part 2: Your Comments.

2a. Which document do your comments relate to?	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☐
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☑

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	Policy MA(23)
Page No. (Please specify)	A1-24

2c. Please clearly set out your comments below.

ENVIRONMENT- THE INCREASE IN SIZE (ALMOST THREEFOLD) OVER WILL CAUSE HUGE IMPACT TO EXISTING WILDLIFE, THE COASTLINE AND WATER RUN OFFS CAUSING MORE FLOODING. BUILDING CLOSE AND OVER BURIED WASTE (SOME POTENTIALLY HAZARDOUS) COULD CAUSE SERIOUS POLLUTION AND SEWAGE ISSUES. THE DAMAGE TO THIS AREA OF NATURAL BEAUTY WOULD BE IRREVERSABLE.

INFRASTRUCTURE - THE ROADS, LACK OF SCHOOL PLACES, LACK OF HEALTH CLINICS AND CONGESTION SHOULD BE ACTIONED BEFORE ANY INCREASE IN HOUSING PROPOSALS. THE PLANS FOR SUCH A SIGNIFICANT HOUSING DEVELOPMENT SHOULD ALSO INCLUDE CONCRETE PLANS TO ADDRESS THESE ISSUES. THERE IS NO EVIDENCE IN THE PROPOSAL OF ANYTHING MORE BEING THOUGHT OF OR ANY FURTHER PLANNING OF THE IMPACT OF THE LARGE INCREASE IN AREA OR NUMBER OF HOUSES.

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27 OCT 2016
Regeneration and Planning

Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

Signed:	[redacted]	Dated:	26/10/2016

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

Please do not forget to enclose any additional relevant documentation with this form.

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VALE of GLAMORGAN
BRO MORGANNWG

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Representor No.	7451
Date Received	27/10/2016
Date of Acknowledgement	28/10/2016

Vale of Glamorgan Local Development Plan 2011-2026
Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

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Part 1: Contact Details	Your Details / Your Client's Details	~~Agent's Details~~ *(if relevant)*
Name	TRACEY BREW	RECEIVED 27 OCT 2016 Regeneration and Planning
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(see over)*		

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Part 2: Your Comments.

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27 OCT 2016
Regeneration and Planning

2a. Which document do your comments relate to?	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	☐
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	☑

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	MG2 (23)
Page No. (Please specify)	A1 – 24

2c. Please clearly set out your comments below.

The increase from 7.8 hectares to 22.2 hectares takes the development from the road right to the cliff top + Heritage Coastal Path, and ignores the need to investigate further the landfill in the former Lavernock Quarry. The development will harm the current business on the land, the recreational use of the footpath + horse riders and will have a detrimental impact on wildlife + migrating birds. This is in addition to the increased roads, sewerage, school places, doctors, dentists + other local resources that cannot take the increase.

Please use additional sheet if necessary.

Please state how many additional sheets have been used.....

Signed:	[redacted]	Dated:	25.10.16.

THANK YOU FOR YOUR COMMENTS ON THE MAC SA/HRA.

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VALE of GLAMORGAN
BRO MORGANNWG

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Representor No.	7468
Date Received	
Date of Acknowledgement	

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Matters Arising Changes Consultation
Sustainability Appraisal / Habitats Regulations Assessment
Representation Form

Data Protection

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Part 1: Contact Details	**Your Details / Your Client's Details**	**Agent's Details** *(if relevant)*
Name	Michael Johns	
Address	[redacted]	
Postcode		
Telephone No.		
Email Address		
I.D.No.* *(see over)*		

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Part 2: Your Comments.

2a. Which document do your comments relate to?	
MAC Sustainability Appraisal (incorporating Strategic Environmental Assessment) Report	Yes
MAC Habitats Regulations Assessment (Appropriate Assessment Report)	**Yes**

2b. Which part of the document do your comments relate to?	
Section / Paragraph No. (Please specify)	MG2(23)
Page No. (Please specify)	A1-24

2c. Please clearly set out your comments below.

I would like the following points to be noted as my objection to the proposed housing development at Upper Cosmeston Farm.

- The development will have a huge impact on the local environment to the detriment of quality of life of residents.
- The site would have restricted access and the proposed entry through Shearwater Close is too narrow.
- There would be an unacceptable increase in traffic on already congested roads in Lavernock Park, Penarth, Sully and surrounding areas.
- The proposed residential development has far too many properties.
- Local residents are unlikely to be able to sell property whilst the building is taking place.

Please use additional sheet if necessary.

Please state how many additional sheets have been used…….

Signed:	[redacted]	**Dated:**	**28/10/2016**

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The Vale of Glamorgan Council
Directorate of Development Services
Dock Office
Barry Docks
Barry CF63 4RT

LDP@valeofglamorgan.gov.uk
www.valeofglamorgan.gov.uk