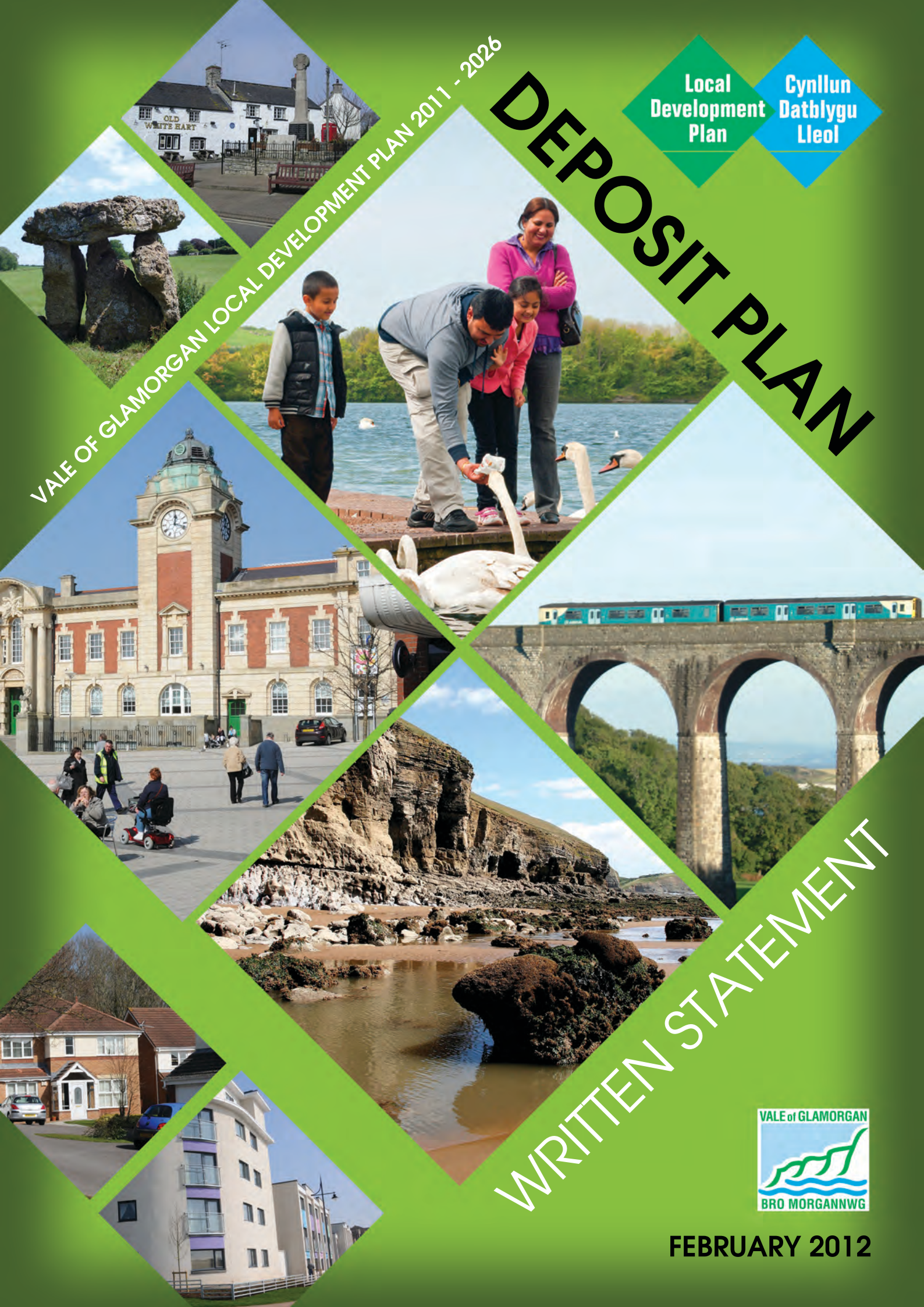


VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011 - 2026

Local
Development
Plan

Cynllun
Datblygu
Leol

DEPOSIT PLAN



WRITTEN STATEMENT



FEBRUARY 2012

Foreword



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

The Local Development Plan is an extremely important strategic document, as once adopted it will provide the focus for sustainable growth and regeneration of all our communities whilst at the same time protecting the environment for future generations.

The Local Development Plan sets out a clear vision for the Vale of Glamorgan, having robust planning policies and proposals for growth and investment which is critical in successfully taking the Vale of Glamorgan forward into the future.

The Plan ensures key decisions relating to the future use of land and proposals for development are made consistently, based on policies that are up to date and fit for purpose.

I am particularly excited about the Council's proposals for the regeneration of Barry Waterfront and aerospace and associated development at St Athan, as well as proposals to encourage business investment in and around the airport.

I would like to thank all those who have engaged in the process to date and look forward to your ongoing input into what is an important strategic document.

A handwritten signature in black ink, appearing to read 'Jeffrey James', with a long horizontal line extending from the end of the signature.

Councillor Jeffrey James
Cabinet Member for Planning and Transportation

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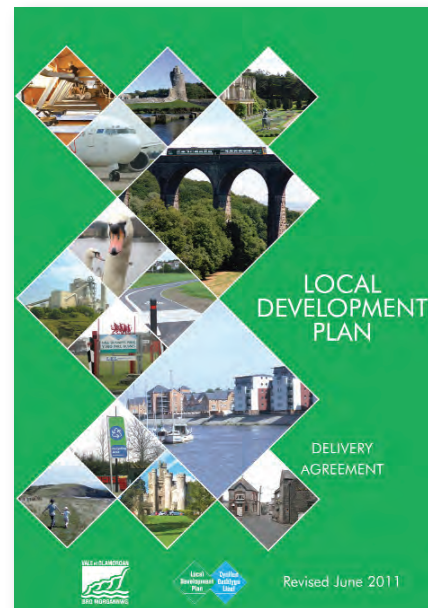
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Section 1: Introduction

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



Local Development Plan Process

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

Figure 1



1.4 Further information in respect of the LDP process in the Vale of Glamorgan can be found in the Delivery Agreement (2011) and on the Council's web site at www.valeofglamorgan.gov.uk/ldp.

Structure of the Local Development Plan

1.5 The structure of the LDP is as follows:

1.6 **This section** sets out the context for the LDP.

1.7 **Section 2** describes how the Plan takes into account relevant local, regional and national strategies, plans and programmes.

1.8 **Section 3** of the Plan identifies the key socio-economic and environmental issues in the Vale of Glamorgan. The issues have been identified through consultation and the analysis of the research contained in the LDP evidence base.

- 1.9 **Section 4** sets out the Council's Vision for the Vale of Glamorgan over the plan period and provides a detailed framework of land use objectives. The role of the Vision is to clarify the core purpose of the Plan and provide a framework for developing policies. The Vision and Objectives of the Plan have therefore been developed to take into account the characteristics and key issues relevant to the Vale of Glamorgan.
- 1.10 **Section 5** outlines the Strategy of the Plan that will guide future development and use of land throughout the Plan period. This Strategy seeks to promote development in the South East Zone, an area that accommodates the main centres of population and urban settlements with a range of facilities and services accessible by a range of transport modes. Within the South East Zone, Barry is identified as a key settlement, providing opportunities for sustainable growth with a particular focus on the regeneration of Barry Waterfront and Barry Island. St Athan is identified as a Strategic Opportunity Area, with a focus on investment in and around the land holdings of the Welsh Government and the Ministry of Defence. The Strategy also identifies Cardiff Airport as a focus for transport and employment investment. It also recognises the need for appropriate levels of growth and development in and around other sustainable settlements, which will support and enhance existing facilities and services as well as the wider rural areas of the Vale of Glamorgan.
- 1.11 **Section 6** contains criteria based policies intended to provide a framework for managing development throughout the area, against which all future planning applications will be assessed. These policies will ensure that future development in the Vale of Glamorgan makes a contribution to achieving the LDP Vision and Strategy.
- 1.12 **Section 7** sets out a series of location specific policies, land allocations and designations intended to provide a framework for the management of growth in the Vale of Glamorgan.
- 1.13 **Section 8** outlines the detailed infrastructure and planning requirements necessary for the effective and timely delivery of all the sites allocated for development in the Plan.
- 1.14 **Section 9** provides a detailed monitoring framework for the Plan. The section sets out a series of core, local and sustainability targets and indicators intended to monitor the performance of the Plan.
- 1.15 **Appendices** include a full glossary of terms, key statutory designations such as Conservation Areas and Sites of Special Scientific Interest, retail boundaries including primary shopping areas and the LDP supporting documents.
- 1.16 Detailed allocations and areas of protection are illustrated on the accompanying proposals and constraints maps.

1.17 Additional information in respect of the Council's specific planning requirements will be out in detailed Supplementary Planning Guidance (SPG). A list of SPGs is contained in Appendix 2.

How to use this document

- 1.18 The Deposit LDP contains the Vision and Objectives for the Plan, Strategy, Strategic Policies, Development Management Policies and Policies for Managing Growth. It outlines the requirements for the delivery and implementation of the sites allocated for development and provides a monitoring framework for measuring the effectiveness of the Plan.
- 1.19 The Deposit LDP includes a Proposals Map and a Constraints Map that are presented as individual 1:20000 scale maps. The Proposals Map identifies those areas which have been specifically allocated for development or are subject to protection through relevant policies within the Plan. Accompanying the Proposals Maps is a separate plan that identifies constraints to development within the Vale of Glamorgan.
- 1.20 The Deposit LDP should be read as a whole. Many of the Plan's objectives, strategies and policies are cross-cutting and inter-related. Decisions on development proposals will have regard to the relevant policies in the Plan and the requirements of National Planning Policy, which is contained in a wide range of policy documents, statements and advice notes published by the Welsh Government. These documents can be viewed on line at www.wales.gov.uk .

Section 2: National, Regional and Local Policy Context

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

National Policy Context

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

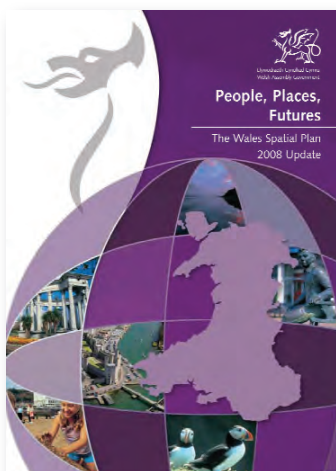
Environment Strategy for Wales (2006)

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



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

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



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

2.7 The Wales Spatial Plan (2008) proposes distinct approaches for the three areas that make up the Capital Region. The three areas are:

- City/Coast;
- Heads of the Valleys Plus and
- Connections Corridor

2.8 The Wales Spatial Plan Update (2008) identifies 14 hub settlements which it sees as vital to the success of the city-region including the settlement of Barry.

2.9 In addition to the strategy areas and hub settlements the document also identifies three Strategic Opportunity Areas (SOA). The SOAs are centred around:

- St Athan, Vale of Glamorgan
- Llantrisant and North West Cardiff
- The Heads of the Valleys Road (A465).

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

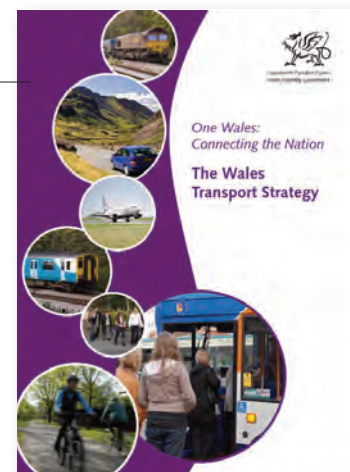
Economic Renewal: A New Direction (2010)

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

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

2.11 One Wales: Connecting the nation – The Wales Transport Strategy is the Welsh Government's strategy for transport. It sets out how the Welsh Government intends to achieve certain social, economic and environmental outcomes. Five key areas are identified as being areas for progress. These are:

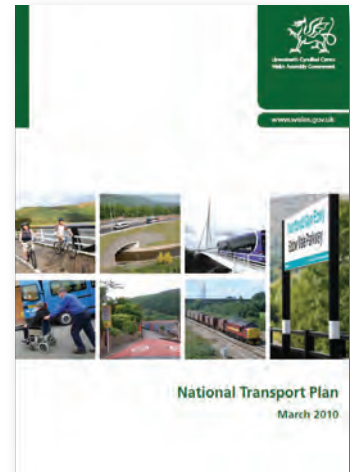
- Reducing greenhouse gas emissions and other environmental impacts;



- Improving public transport and better integration between modes;
- Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;
- Enhancing international connectivity and
- Increasing safety and security.

National Transport Plan (2010)

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



National Planning Policy and Technical Advice

2.13 National planning policy and advice in respect of spatial and land-use planning is contained in a range of policy documents, statements, circulars and technical advice notes. Of particular significance is Planning Policy Wales and the series of Technical Advice Notes produced to provide further advice and guidance on planning matters.

Regional Policy Context

Regional Waste Plan 1st Review (2008)

2.14 The Regional Waste Plan (RWP) provides a long-term strategic waste management strategy and land-use planning framework for the sustainable management of waste and recovery of resources in South East Wales. The aims of the RWP 1st Review are:

- To minimise adverse impacts on the environment and human health;
- To minimise adverse social and economic impacts and maximise social and economic opportunities;



- To meet the needs of communities and businesses and
- To accord with the legislative requirements, targets, principles and policies set by the European and national legislation and policy framework.

2.15 The RWP 1st Review comprises two main elements:

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

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

Regional Technical Statement for Aggregates (2008)

2.16 The Regional Technical Statement (RTS) has been produced by the South Wales Regional Aggregates Working Party (SWRAWP). Minerals TAN1 (paragraph 1.45 refers) sets an overarching objective, which seeks to ensure a sustainably managed supply of aggregates essential for construction by striking the balance between environmental, economic and social costs. The RTS has been formulated to help guide individual Local Authorities in South Wales on how to implement these mineral planning policies in the formulation of their individual LDP policies and allocations.



Regional Transport Plan (2010)

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

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



2.19 The priorities of the RTP are to:

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

Local Policy Context

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

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

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

2.22 The Community Strategy contains 10 priority outcomes as follows:

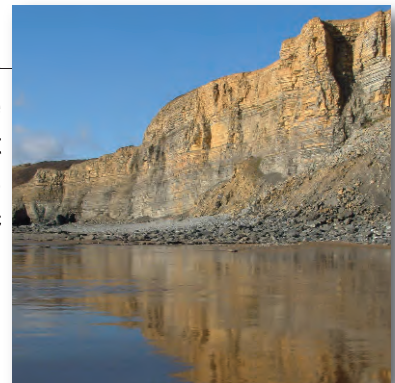
- People of all ages are actively engaged in life in the Vale and have the capacity and confidence to identify their own needs as individuals and within communities.
- The diverse needs of local people are met through the provision of customer focused, accessible services and information.

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

Vale of Glamorgan Tourism Strategy (2011)

2.24 The Vale of Glamorgan Council is committed to the development of the local tourism industry. It recognises that a well-managed tourism industry is an important source of new jobs, enabling economic diversification, protecting the local heritage and environment and providing benefits to the local community.

2.25 The Council's Vision is to create an attractive tourism destination with a positive image for the Vale of Glamorgan, capitalising on the Glamorgan Heritage Coast and the proximity to Cardiff, encouraging sustainable development and quality facilities to enrich the experience for visitors and residents.



Vale of Glamorgan Housing Strategy (2007 to 2012)

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



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

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

Section 3: The Spatial Profile of the Vale of Glamorgan

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

Location and Regional Context

3.2 The Vale of Glamorgan is Wales' most southerly Unitary Authority, lying west of Cardiff between the M4 and the Severn Estuary and covering 33,097 hectares, of which approximately 85% (28,132 hectares) is agricultural land. The Vale of Glamorgan has 53 kilometres of coastline, of which 19 kilometres is designated as Heritage Coast. Its neighbouring authorities are Bridgend County Borough Council to the west, Cardiff Council to the east and Rhondda Cynon Taf County Borough Council to the north.

3.3 The A48 links the Vale of Glamorgan to the south east region and beyond, with the M4 motorway located to the north of the administrative boundary. Barry is also connected to the wider region by the main rail line between Bridgend and Cardiff. The only commercial airport in South East Wales is located at Rhoose, some 8 kilometres to the west of Barry Town Centre. A runway also exists at MoD St Athan.



Socio Economic Portrait

3.4 The 2010 mid year estimates indicate that the population of the Vale of Glamorgan is now 124,976 of which approximately 50,000 reside in Barry. A further 46,000 are distributed amongst the larger towns of Penarth, Llantwit Major, Dinas Powys and Cowbridge. The remaining population is accommodated throughout the Vale of Glamorgan's smaller rural villages and hamlets.

3.5 The Population Projections (2008) indicate that the population of the Vale of Glamorgan is set to rise from 126,654 in 2011 to 139,729 by 2026. Whilst the gender profile will remain largely unchanged with 48% males and 52% females, the age of the population shows a projected increase of 8% in children under 18 and 37% increase in people of retirement age.

- 3.6 The Vale of Glamorgan exhibits considerable socio-economic diversity containing some of the most affluent and the most deprived communities in Wales. The Index of Multiple Deprivation (2008) shows that of the 78 lower super output areas (LSOA) in the Vale of Glamorgan, 5 LSOAs in Barry fall within the top 20% of most deprived areas in Wales. Particular areas of concern relate to high indices of deprivation in respect of employment, income, education, health and community safety. As a result of these socio economic factors the Welsh Government designated the town as a Strategic Regeneration Area in 2011. The designation will help to provide a focused approach to regeneration and assist in delivering both economic and social benefits to the town.
- 3.7 Conversely, many of the other towns and villages in the Vale of Glamorgan are prosperous. The Index of Multiple Deprivation (2010) shows that 71 of the LSOAs in the Vale of Glamorgan are the least deprived areas in Wales.
- 3.8 The proximity of the Vale of Glamorgan to Cardiff coupled with the rich and diverse nature of the towns and villages in the area have resulted in significant pressure for new residential development. An average house building rate of 426 dwellings per annum between 1998 and 2009 clearly demonstrates the strength of the housing market. The net result of this pressure is exhibited through relatively high land values and house prices. The Local Housing Market Assessment (2010) indicated that the average house price in the Vale of Glamorgan was £203,511.
- 3.9 High property prices contribute to an increase in the number of residents unable to enter the private property market. The Local Housing Market Assessment (2010) shows an overall housing need of 915 affordable dwellings per annum for the period 2010 to 2015. The findings of the assessment make clear that the area of greatest need is Barry followed by the costal settlements of Rhoose, Llantwit Major and Penarth as well as the Rural and Eastern Vale.
- 3.10 The economic profile of the Vale of Glamorgan is one of diversity. The Employment Land Study (2007) indicates the range of the employment sectors currently operating in the Vale. The employment sector is dominated by public administration, education and health, which accounts for nearly 36% of all employment distribution. Hotels and restaurants provide nearly 16% of the employment base, whilst banking, finance and insurance account for 14%. Agriculture and fishing, once dominant in the Vale of Glamorgan, accounts for only 1% of the employment market.
- 3.11 The Office of National Statistics Unemployment Briefing (2010) indicates that unemployment in the Vale of Glamorgan is 6.8%, significantly below the Welsh average of 9.2%. The Office of National Statistics Survey of Hours and Earnings indicates that the average salary in the area is £30,676, significantly above the Welsh average of £26,838.



- 3.12 The Employment Land Study (2007) indicates that the market in the Vale of Glamorgan is comparatively strong with average take up of employment land over the period 1996-2007 of 4.1 hectares per annum. However, the analysis also indicates that some of the current employment land supply does not meet the needs of the market. The study indicates that there is a need to provide a high quality B1 business park in Barry and to provide policy support for the development and diversification of the economy in the rural Vale.
- 3.13 The presence of Cardiff Airport and MoD St Athan represent a significant opportunity to bring aerospace related inward investment to the area. This opportunity is enhanced with the declaration in September 2011 that St Athan had been selected to accommodate an Enterprise Zone, based around the aerospace sector.
- 3.14 A key factor in the employment market is the proximity of the Vale of Glamorgan to Cardiff. The Regional Transport Plan (2010) estimates that 28,000 people, equivalent to 46% of Vale residents, travel out of the area every day to work. This is counter balanced by the 13,400 workers who travel into the Vale of Glamorgan for employment. The result of this commuting is peak time congestion on key routes between the Vale of Glamorgan, Cardiff and the wider regional transportation network.
- 3.15 The retail sector in the Vale of Glamorgan is made up of a range of convenience and comparison stores centred principally in the settlements of Barry, Penarth, Llantwit Major and Cowbridge. The Retail Study (2009) indicates that the retail sector in the Vale of Glamorgan is worth £554 million per annum. Currently nearly 85% of the total expenditure in relation to convenience goods and 30% of expenditure in relation to comparison goods is retained within the area.
- 3.16 The study indicates that there is potential to retain a greater proportion of the expenditure on convenience goods by providing additional floorspace in Barry, Penarth and Cowbridge. The leakage of comparison spend out of the area is attributable to a number of factors the most significant of which is the proximity to Cardiff.



Environmental Portrait

- 3.17 The Vale of Glamorgan benefits from a wide range of environmental resources, some of which are recognised for their value by international and national designations such as the Severn Estuary and the Glamorgan

Heritage Coast. There are also a large number of national and locally important designated sites of nature conservation value which provide important habitats for local biodiversity including protected species. The Vale of Glamorgan has 23 Sites of Special Scientific Interest, 1 Special Areas of Protection and 3 Special Areas of Conservation.

3.18 In terms of cultural heritage, the Vale of Glamorgan has approximately 740 Listed Buildings and over 100 Scheduled Ancient Monuments as well as 39 Conservation Areas and 18 included in the Register of Historic Parks and Gardens. The long term management of these important cultural assets is a key consideration.



3.19 As a coastal authority, potential rises in sea levels as a result of climate change may pose a threat to the Vale of Glamorgan's coastal environment as well as the towns and villages situated on the coast. The Shoreline Management Plans (2010) for the Vale of Glamorgan paint a picture of erosion and cliff falls causing some small scale recession along the coastline. The Plans indicate a need for limited long term intervention to prevent erosion in key areas such as Barry. The remainder of the coast line will be subject to non intrusive management to prevent further erosion.

Challenges and Opportunities for the LDP

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

- High levels of unemployment, low levels of income and educational deprivation in certain areas within Barry;
- House prices significantly above the Welsh average resulting in a considerable number of residents needing assistance to enter the property market;



- High levels of out commuting for work resulting in peak time congestion on the main distributor roads in the eastern Vale of Glamorgan;
- The need to diversify the employment market and provide opportunities for rural enterprise and tourism;
- The leakage of expenditure in the retail sector to Cardiff and Bridgend and
- The need to manage the natural, coastal and built environment of the Vale of Glamorgan.

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

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

Section 4: Vision and Objectives

Vision

- 4.1 In considering how the LDP should guide and manage future development, a clear vision of how the Vale of Glamorgan should look in 2026 has been produced.
- 4.2 The Council's Community Strategy (2011 to 2021) has been developed in partnership with the Vale of Glamorgan Local Service Board and through extensive public consultation and includes a Vision for the Vale of Glamorgan up to 2021. To ensure consistency between the LDP and the Community Strategy, the Community Strategy Vision¹ has been adopted as the overarching vision for the Vale of Glamorgan LDP:

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

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

¹ Vale of Glamorgan Cabinet Meeting 27th February 2007, Minute C2911

development and transport, energy conservation and renewable energy generation and

- Safeguard and enhance the vitality and viability of existing retail and tourist and visitor attractions that encourage people to use, visit and enjoy the diverse range of facilities and attractions on offer in the Vale of Glamorgan.

LDP Objectives

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

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

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

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

- 4.6 The LDP will seek to ensure that new development makes a positive contribution towards reducing the impact of and mitigating against the adverse effects of climate change. New development will be located in sustainable locations that minimise the need to travel, incorporate sustainable design and building solutions, promote energy conservation and local renewable energy generation and avoid areas susceptible to flooding.

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

- 4.7 One of the main contributors to climate change is people's propensity to travel by private car. The LDP will seek to increase the use of sustainable transport and reduce congestion by concentrating new development within the South East Zone and the settlements identified within the sustainable settlement hierarchy which are, or can be, well served by public transport or by walking or cycling.

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

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

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

4.9 Appropriate and conveniently located community facilities are an important component of sustainable communities, reducing the need of people to travel and improving the quality of life. The LDP will seek to ensure that new development, particularly housing, does not impose undue pressure on community facilities such as schools and health facilities and adequately provides for the needs of the local population as well as contributing to the health and well being of the community.

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

4.10 The vitality, viability and attractiveness of retail centres will be supported by directing new retail proposals to the existing district, local and neighbourhood centres of the Vale of Glamorgan.

4.11 Within the established district centres of Barry, Penarth, Cowbridge and Llantwit Major, diversity will be encouraged to maintain a range of services and facilities while retail uses will be protected in local and neighbourhood centres.

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

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

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

4.13 A strong and diverse economy is an essential component of sustainable communities providing employment opportunities and attracting investment. The LDP will seek to maximise the opportunities presented by the Vale of Glamorgan's location within the South East Wales Capital Region and its economic assets such as Cardiff Airport, MoD St Athan and Barry Docks. The LDP will give particular emphasis to new high quality employment that increases prosperity but reduces local deprivation and daily out commuting. In the rural Vale of Glamorgan, the Plan will support initiatives that aid the development of a strong rural economy, particularly where this promotes sustainable tourism.

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

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

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

4.15 The inappropriate use of finite resources can impact on the ability of future generations to fulfil their needs. The LDP through favouring the use of previously developed land and the sustainable use of natural resources of whatever kind and wherever they are located, will contribute to preserving their availability for future generations.

4.16 The objectives have been translated into the spatial framework provided by the LDP and have informed the development of the Strategy, development management policies, as well as policies for managing growth. A detailed monitoring framework for the Plan is contained in Section 9 of the LDP. The framework will allow the Council to assess the delivery of the LDP objectives over the plan period.

Section 5: LDP Strategy

5.1 The LDP Strategy identifies broad areas where new development will take place in order to achieve the Vision and Objectives set out earlier in the Plan. The Strategy has been derived having full regard to the national, regional and local policy context, the key social, economic and environmental issues relevant to the Vale of Glamorgan as well as the availability and deliverability of sites. In addition, it takes into account the findings of the Sustainability Appraisal, the results of previous stakeholder engagement and involvement, subsequent public consultation and recent national and regional policy development and initiatives on various spatial options.



5.2 The ten strategic objectives identified in Section 4 have also had a significant influence on the development of the Strategy, which seeks to balance the need for growth with the need to protect the Vale of Glamorgan's distinctive natural and built environment. In order to reduce the impact of and mitigate the adverse effects of climate change, the Strategy favours the re-use of previously developed land, avoids areas of flood risk and promotes a range and choice of new housing sites in sustainable locations with good access to employment, public transport, community facilities and shops. In addition, the Strategy aims to protect and enhance the areas' unique natural and built assets and recognises the potential economic benefits that can arise from the promotion of appropriate sustainable tourism. Throughout the LDP process, four key themes have been identified, namely Living, Working, Managing and Enjoying and these have been incorporated where appropriate throughout the Plan including the Strategic Policies.

5.3 The LDP Strategy comprises four key elements and is as follows:

“To promote development opportunities in Barry and the South East Zone. The St. Athan area to be a key development opportunity and Cardiff Airport a focus for transport and employment investment. Other sustainable settlements to accommodate further housing and associated development.”

(i) Development in the South East Zone

5.4 Where appropriate, the LDP Strategy will seek to promote new development opportunities in the 'South East Zone'. For the purposes of the LDP, the South East Zone includes the urban settlements of Barry, Dinas Powys, Llandough (Penarth), Penarth and Sully. The South East Zone accommodates the majority of the Vale of Glamorgan's population and benefits from a wide range of services and facilities including a choice

of transport links to Cardiff, Bridgend and the wider region. The LDP Strategy seeks to maximise these benefits to facilitate sustainable development and attract new inward investment in these areas.

- 5.5 Barry is the administrative centre of the Vale of Glamorgan and is identified as a 'key settlement' in the Wales Spatial Plan in recognition of its role in the success of the South East Wales Capital Region. The LDP Strategy therefore focuses on maintaining and enhancing the town's existing role as an important service centre by exploiting its strategic road and rail links as well as its attractive coastal location. In 2010, the Welsh Government designated Barry as a Regeneration Area to help co-ordinate regeneration activities and to encourage engagement with relevant interested persons. Key to the regeneration of the town is the ongoing redevelopment of Barry Waterfront. Another key element in the regeneration of Barry is to maximise opportunities for new visitor and tourist facilities at Whitmore Bay, Barry Island for the benefit of both residents and visitors to the area.



- 5.6 In view of the above, the Strategy seeks to promote new housing, employment and retail opportunities within the South East Zone. In particular, the Strategy recognises the existing regeneration opportunities at Barry Waterfront and Policy SP2 allocates the remainder of this brown field strategic regeneration site for a mix of uses including residential, employment, retail and leisure. This development will also facilitate improved transport connections between the wider town and Barry Island. It is envisaged that this Strategic approach will help to reduce pressure for green field development, provide new and improved community services and facilities and create new local affordable housing and employment opportunities to meet the identified need during the Plan period.

(ii) Development in the St. Athan Strategic Opportunity Area

- 5.7 St. Athan is identified as one of three Strategic Opportunity Areas in the Wales Spatial Plan (2008 Update) offering significant potential regional benefits. Although the UK Government have decided not to progress the Defence Training College development at St. Athan, it remains available as a location for military and training related development. In addition, St. Athan was designated as an Enterprise Zone in September 2011, with particular emphasis on the development of the aerospace sector.
- 5.8 The LDP Strategy acknowledges the important role St Athan will play in the future prosperity of the Vale of Glamorgan and the wider South East Wales Capital Region. Policy SP 2 seeks to maximise opportunities for new inward investment and growth arising from these designations. This site is referred to as the 'St. Athan Strategic Opportunity Area' in the LDP and includes the existing MoD St. Athan Base, the proposed Aerospace Business Park and two new housing sites which will help to support and enhance St. Athan's existing military and associated training role.

(iii) Cardiff Airport - Employment and Transport Opportunity

- 5.9 The LDP Strategy also recognises the importance of Cardiff Airport to the future prosperity of the Vale of Glamorgan. Policies SP 2 and MG 12 identify the land to the east of the airport and south of Port Road as an employment and transport strategic site. The new transport infrastructure proposals are identified in Policy SP 7 and highlight its potential role as a transport hub. Similarly, Policy SP 5 favours new employment opportunities which capitalise on the Airport's spin offs and reflects its strategic and regional importance in terms of attracting new inward investment and creating employment opportunities for the Vale of Glamorgan and the wider Capital Region. The setting of Barry will be protected through the application of residential settlement boundaries (Policy MG 6 refers) and the allocation of a green wedge to the west of Barry (Policy MG 22 refers).



(iv) Development in the Other Sustainable Settlements

- 5.10 In order to help spread the benefits of residential and commercial development more evenly across the Vale of Glamorgan, the LDP Strategy has identified other sustainable settlements which could accommodate additional housing and associated development. These settlements which include Cowbridge, Llantwit Major, Rhoose, St. Athan, Wenvoe and some

minor rural settlements are considered to have sufficient population, services and facilities to assimilate growth without it having a detrimental impact on their existing character and local environment. Indeed, additional development in these locations will not only help to sustain existing services and facilities but will also provide opportunities for further enhancement.

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

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

LDP SETTLEMENT HIERARCHY

Key Settlement :

Barry

Service Centre Settlements:

Cowbridge, Llantwit Major and Penarth

Primary Settlements:

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

Minor Rural Settlements:

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

5.12 The key settlement of Barry will continue to be an important hub for social and economic activity and is recognised in the Strategy as one of the most sustainable locations within which to focus major new development opportunities. The comprehensive redevelopment of Barry Waterfront will assist in the regeneration of the town and encourage economic growth. Accordingly, the Strategy promotes a significant amount of new housing, employment and retail development in Barry.

5.13 Although the historic service centre settlements of Cowbridge, Penarth and Llantwit Major are all very different in character, they have similar roles. For example, they all have significant resident populations, good public transport provision, local employment opportunities, established town centres and a wide range of cultural, educational and community services and facilities. The service centre settlements serve the daily needs of their

local residents and also act as important hubs for those living in nearby smaller settlements. Therefore, the Strategy envisages that these settlements will also act as focal points for growth in the Vale of Glamorgan over the Plan period.

5.14 Notwithstanding St. Athan's strategic role, the primary settlements of Dinas Powys, Llandough (Penarth), Rhose, Sully, St. Athan and Wenvoe play an important role in meeting housing need and in providing some key local services and facilities. The primary settlements complement the role of the service centre settlements in that they provide for the needs of residents and also cater for the needs of the surrounding wider rural areas. They offer a number of key services and facilities, which are vital to their role as sustainable communities, as they reduce the need to travel to Barry or the service centre settlements for day-to-day needs. These facilities include primary schools, small convenience shops, food and drink outlets, some small scale employment provision and regular public transport. Consequently, these settlements are also capable of accommodating a considerable proportion of additional residential development and have an important role to play in the successful delivery of the Strategy.



5.15 The Strategy aims to concentrate the majority of growth in the key, service centre and primary settlements in order to maximise the opportunities for sustainable regeneration, to favour new local service provision and to encourage the use of sustainable transport modes. The allocations in these settlements reflect their respective roles and characteristics as well as their relevant physical or environmental constraints. Residential settlement boundaries have been drawn around each of these towns and villages in order to ensure the efficient use of land and buildings and to protect the surrounding undeveloped areas from unacceptable incremental urbanisation.

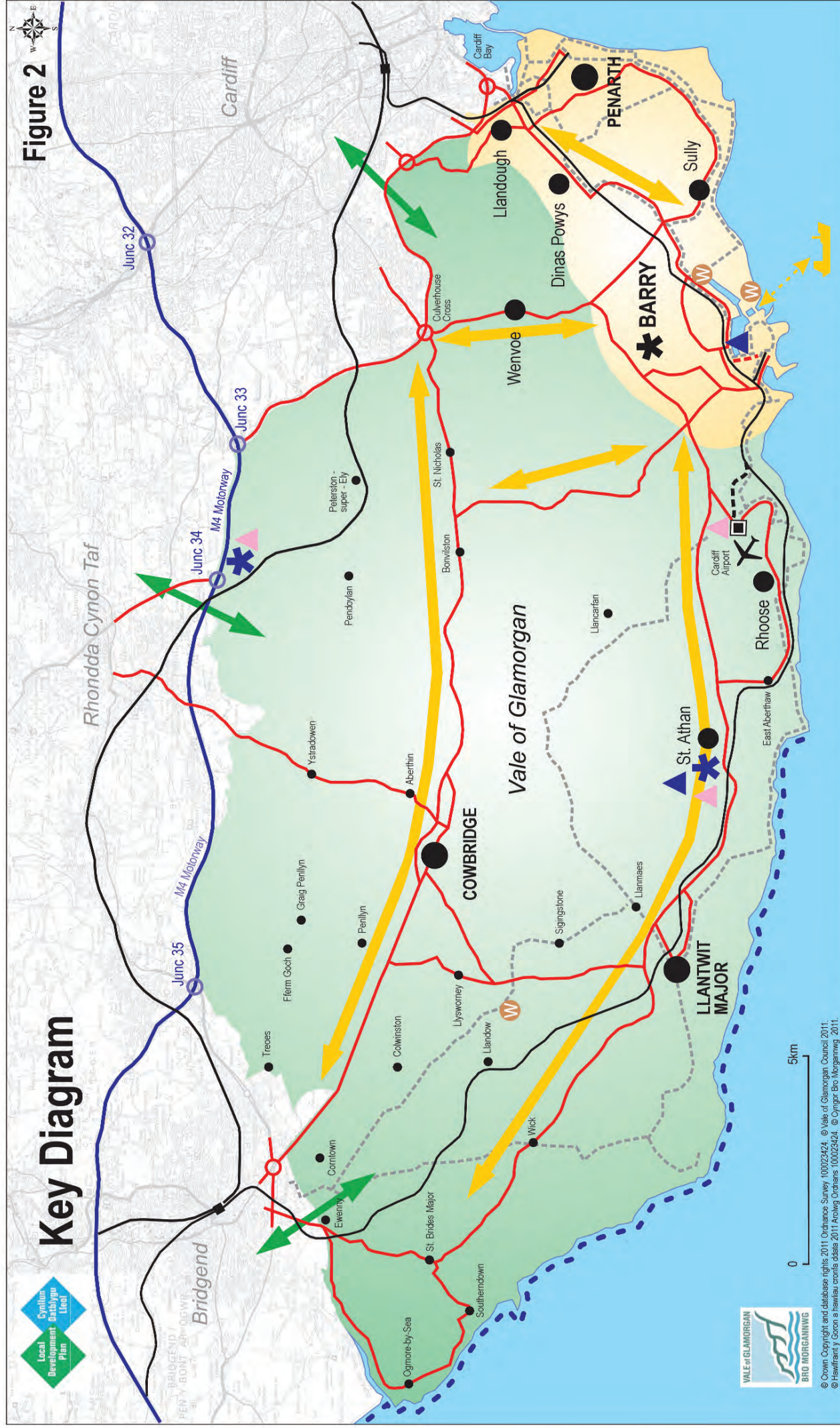
5.16 The various minor rural settlements identified in the LDP settlement hierarchy contribute towards the special character of the rural Vale and also play an important role in underpinning sustainable rural communities. These settlements tend to either be located alongside the strategic highway network or relatively close to the larger towns and villages identified within the settlement hierarchy. The types of services and facilities typically found within the minor rural settlements include places of worship, community halls, small scale retail uses and formal recreational facilities. A number of the smaller rural settlements also provide small scale local employment opportunities, either within or in close proximity to the settlements. Some of the smaller settlements such



as Pendoylan, Colwinston, St Nicholas and St. Brides Major also include primary schools which serve a wider catchment area. Accordingly the minor rural settlements can be considered as being functionally linked, emphasising the importance of safeguarding facilities as well as facilitating new development opportunities.

- 5.17 In addition to the key, service centre and primary settlements, the Strategy acknowledges the need for some moderate growth in the minor rural settlements to help meet local housing need and to support existing local services. In these villages, the emphasis will be on development that assists rural diversification such as new rural enterprises and sustainable tourism. In contrast to the other types of settlements in the hierarchy, the minor rural settlements do not have defined residential settlement boundaries to facilitate appropriate levels of growth. Proposals for new development in these villages will therefore be considered on a case by case basis and will need to be of a scale, form and design that respects the existing character of the village. Culverhouse Cross figures in this category, although it is recognised that it is not a typical rural settlement. It does however contain a variety of land uses, including housing, retail and employment development and benefits from good public transport services. LDP designations such as Special Landscape Areas and the Glamorgan Heritage Coast will help to ensure the environmental protection of surrounding areas.
- 5.18 The key diagram shown in Figure 2 overleaf illustrates the LDP Strategy and shows the extent of the Vale of Glamorgan Council and the LDP area.

Figure 2



Key Diagram



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- South East Zone
- Interrelationships with adjoining Local Authorities
- Strategic Transport Corridor
- Key Settlement & Regeneration Area
- Service Centre Settlement
- Primary Settlement
- Minor Rural Settlement
- Strategic Opportunity Area
- Strategic Employment Site
- Strategic Regeneration Site
- Proposed Barry Island Link Road
- Glamorgan Heritage Coast
- Preferred Waste Management Facility
- Proposed National Cycle Network Route 88
- Main Road Network
- Railway
- Proposed Direct Rail Link to Cardiff Airport
- Proposed Transport Hub

Area Objectives

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

Barry

- Create new employment, training and learning opportunities to support existing businesses and encourage appropriate economic development and inward investment to further the regeneration of Barry.
- Provide new opportunities for enhanced community services, facilities, public realm and infrastructure to support the important role of Barry, both locally and regionally as a key settlement and its designation as a Regeneration Area.
- Improve the existing housing stock through continued investment in area based renewal and promote a range and choice of new housing, particularly affordable housing given the high level of need identified in Barry.
- Improve access to and within Barry, through strategic and local highway improvements and a range of sustainable transport measures, which will support regeneration whilst at the same time effectively managing congestion on the town's main arterial roads.
- Improve walking and cycling links between the town centre, the Waterfront and Barry Island.
- Promote continued investment and environmental enhancement in Barry's retail centres, particularly Holton Road to reinforce their vitality, viability and attractiveness, whilst at the same time encouraging the beneficial use of retail premises upper floors.
- Promote Whitmore Bay and Barry Waterfront as all year round attractive tourism and leisure destinations by encouraging a range of high quality serviced accommodation, all weather attractions, improved visitor facilities and event led tourism.
- Favour development proposals which assist the long term viability of Barry's Port to facilitate the efficient and reliable movement of freight by sea.



Cowbridge

- Preserve and enhance the historic built environment given its significant contribution to the character and vitality of the town's commercial core and its role as a tourism and leisure destination.
- Safeguard and enhance important open spaces within and adjoining the Cowbridge and Llanblethian Conservation Areas.
- Provide for a range and choice of housing to meet the needs of existing residents and the residents of surrounding rural communities.
- Reinforce the vitality, viability and attractiveness of the town centre by maintaining a diverse range of retail, commercial and community uses and encouraging the town's vibrant evening economy.
- Improve the town's existing bus interchange and favour proposals that provide enhanced walking and cycling facilities to and within Cowbridge to alleviate traffic congestion, particularly along the High Street.
- Promote development proposals which provide opportunities for additional or improved short stay parking facilities within the town centre.



Llantwit Major

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



Penarth

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



St. Athan

- Promote St. Athan as an area of excellence for the aerospace and military sectors and associated training and development activity.
- Promote new opportunities for job creation, business investment, training and learning to reflect its identification as a Strategic Opportunity Area and Enterprise Zone.
- Provide opportunities for new and enhanced community facilities and infrastructure to support existing and future development proposals and the needs of existing and future residents.
- Provide for a range and choice of new housing, including affordable housing for existing and future residents.
- Improve access to and within St. Athan through a range of transport measures to support and facilitate economic investment.

Primary Settlements

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

Minor Rural Settlements

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



Risk Assessment

- 5.20 The LDP Strategy is considered to be realistic, sustainable and sound. The Strategy seeks to build on the existing regeneration opportunities and take advantage of the existing infrastructure in the South East Zone by focussing new development in this area. In addition the Strategy clearly promotes the Strategic Opportunity Area and Enterprise Zone at St Athan as well as the transport and employment opportunities offered at Cardiff Airport. Both areas offer significant opportunities for development over the Plan period. Furthermore, it also recognises that some of the larger rural villages will benefit from additional development opportunities in order to sustain new and existing community services and facilities. As a consequence, the LDP has sought to minimise risk by adopting a balanced approach to growth which promotes the development of a range of sites at several locations.
- 5.21 The LDP Strategy provides a land use framework that is flexible and will help to deliver widespread benefits across the Vale of Glamorgan. The Council will seek to assist delivery of the LDP by securing public sector funding through various mechanisms such as the Regional Transport Plan, the Rural Development Plan for Wales 2007 – 2013 and the European Agricultural Fund for Rural Development. The designation of St Athan as an Enterprise Zone and Barry as a Regeneration Area are key to the successful delivery of the Strategy.

- 5.22 However, it is acknowledged that the successful implementation of the Strategy depends on a number of key external factors. Examples include the availability of genuinely developable land, the introduction of new European or national policy, changes in the global and local economy and the availability of private and public sector funding.
- 5.23 In view of the above, section nine of the LDP contains a monitoring framework which will help to assess the effectiveness of the LDP Strategy and policies in meeting the Plan's objectives. In particular, the Council will closely monitor the development of the strategic regeneration sites at Barry Waterfront and St. Athan Strategic Opportunity Area, the transport and employment opportunities at Cardiff Airport, the provision of new land for employment and housing (including affordable housing) as well as proposed transport improvements.
- 5.24 Following adoption of the LDP, the Council will publish an Annual Monitoring Report which will identify any policies that are not being implemented, the reasons why and suggest suitable amendments to the LDP to address the situation. In addition, a full review of the LDP is required every four years in accordance with LDP Regulation 3 (1).

Strategic Policies

- 5.25 The following strategic policies (SPs) provide a framework for delivering the LDP Strategy.

POLICY SP 1 – THE STRATEGY

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

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

5.26 The LDP's Strategy area is illustrated on the Key Diagram. Over the last 15 years, the South East Zone and some of the Primary Settlements have experienced significant housing growth and there continues to be a need for affordable housing in this area, particularly in Barry. This additional housing, whilst assisting in supporting and sustaining facilities has also placed increased pressure on existing infrastructure as well as local services and facilities. The limited local employment opportunities has also meant that a large number of residents living in this area continue to commute to neighbouring authorities, particularly Cardiff, on a daily basis placing increased pressure on existing public transport services and the strategic highway network.

5.27 The LDP provides a policy framework which seeks to maximise regeneration opportunities and create sustainable communities. The LDP Strategy aims to match existing and planned housing developments with new local employment opportunities thereby providing opportunities for the resident population to work within the Vale of Glamorgan. The LDP Strategy also aims to enhance sustainable transport opportunities in order to reduce dependence on the car and ease congestion in the locality. In addition, new and improved retail and community facilities will be provided as part of new development proposals to meet the needs of the Vale of Glamorgan's growing population.

POLICY SP 2 – STRATEGIC SITES

LAND IS ALLOCATED FOR DEVELOPMENT AT THE FOLLOWING STRATEGIC SITES:

1. MIXED USES AT BARRY WATERFRONT;
2. MIXED USES AT ST. ATHAN STRATEGIC OPPORTUNITY AREA AND
3. EMPLOYMENT AND TRANSPORT USES AT LAND ADJACENT TO THE AIRPORT AND PORT ROAD, RHOOSE.

5.28 Barry Waterfront lies adjacent to the No. 1 Dock and comprises approximately 48.55 hectares of previously developed land, enclosing 30 hectares of water with 4.3 km of quayside. The Vision for Barry Waterfront is:

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

5.29 The existing development at Barry Waterfront includes approximately 800 residential units together with a retail park. To the west of Gladstone Bridge is the Innovation Quarter, which comprises a range of business and office units alongside a medical centre. In July 2011, the Council resolved to grant planning permission for two identical outline applications, (subject to

the applicant first entering into a legal agreement), for the final phase of Barry Waterfront. The applications included a mix of residential (C3), retail (A1) cafes, bars and restaurants (A3), hotel (C1) offices (B1) and community and leisure uses (D1 and D2). In addition the development will provide for vehicular and pedestrian/cycle access, including a new link road to Barry Island, re-grading of the site to form new levels and associated infrastructure works, parking, servicing, landscaping, public realm and public open space provision.



5.30 The strategic mixed use development at Barry Waterfront will help to realise significant regeneration benefits for the town, help to integrate Barry Island, the Waterfront and the town centre and strengthen Barry's key settlement role in the Capital Region.

5.31 For the purposes of the LDP, the St. Athan Strategic Opportunity Area includes a combination of sites, namely the existing MoD St. Athan base, the proposed Welsh Government Aerospace Business Park and two proposed housing developments located to the west (Higher End) and east (Church Farm) of the settlement. The existing MoD base at St. Athan provides an important source of employment for the local economy and was previously identified as the preferred location on which to co-locate technical training for the armed forces. The Welsh Government's proposed Aerospace Business Park is located adjacent to the MoD base St. Athan and will build upon the skilled workforce that already exists in the area. Two outline planning permissions for a new Defence Training College and an Aerospace Business Park were granted on 1st December 2009 following the signing of a legal agreement. The LDP Strategy recognises, not only the identification of St Athan as a Strategic Opportunity Area within the Wales Spatial Plan, but also the presence of the above mentioned

planning permissions and the opportunity for investment in the locality. The two new housing allocations represent logical urban extensions to the settlement and are well located in terms of access to existing services, facilities and the opportunities for further investment and employment.

5.32 The LDP Strategy therefore seeks to promote St. Athan as an area of training and employment excellence, particularly for the military and aerospace sectors as well as providing opportunities for new residential development. The designation of St Athan as an Enterprise Zone in September 2011 will further assist the regeneration of the area. This designation, the Strategic Opportunity Area status and the designation of St Athan as a strategic regeneration site will create significant economic benefits not only for St. Athan, but also for the Vale of Glamorgan as a whole and the wider South East Wales region.

5.33 The strategic employment allocation adjacent to Cardiff Airport represents a significant investment opportunity that will benefit both the Vale of Glamorgan as a whole and the wider Capital Region. The proposed development will focus on employment (Policy MG 12 refers) and transport uses (Policy MG 20 refers) but will also incorporate some ancillary uses typically found on modern business parks of this scale such as a hotel and a crèche. Key elements of this proposal include the provision of a new direct rail link to Cardiff Airport and an associated transport hub which will also serve the surrounding communities. Another important element of this scheme is the provision of a sizeable extension to the existing Porthkerry Country Park to the west of Barry (Policy MG 28 refers). Further information on this site is contained in the Delivery and Implementation Section (Section 8 refers).

LIVING

POLICY SP 3 – RESIDENTIAL REQUIREMENT

IN ORDER TO MEET THE IDENTIFIED RESIDENTIAL REQUIREMENT, LAND IS MADE AVAILABLE IN SUSTAINABLE LOCATIONS FOR THE PROVISION OF 9950 NEW RESIDENTIAL UNITS UP TO 2026.

TO ENSURE A SUFFICIENT SUPPLY OF HOUSING LAND IS MAINTAINED DURING THE PLAN PERIOD, THE RELEASE OF HOUSING LAND WILL BE PHASED IN FIVE YEAR PERIODS WITH PRIORITY BEING GIVEN TO BROWNFIELD AND COMMITTED SITES.

5.34 Policy SP 3 anticipates the need for 9,950 additional residential units over the plan period, arising from demographic change and migration together with changes in household formations. This requirement originates from the Welsh Government's 2008 based local authority level household projections for Wales. The Council has updated the Welsh Government principal projections for the Vale of Glamorgan by applying the revised (June 2011) and latest Mid Year Estimate issued by the Office of National Statistics. Further information on the dwelling requirement including statistical analysis is contained within the Population and Household Projections Background Paper (2011).



5.35 The construction of 9,950 new residential units in the Vale of Glamorgan over the Plan period will require a significant increase in house building rates from an average of 468 experienced over the last 15 years to a build rate of 663 per annum. The framework for delivering this increased growth is provided by Policy MG 1 (Housing Supply in the Vale of Glamorgan) and Policy MG2 (Housing Allocations).

5.36 The majority of new housing sites listed in Policy MG 2 fall within Barry and St Athan as well as the Key Service Centre and Primary Settlements identified in the LDP Strategy. Accordingly, a wide range of existing and developing employment, retail, leisure and education facilities are within easy reach and the settlements are served by good public transport. In addition, new housing at Barry Waterfront will assist in the regeneration of the town and help to relieve pressure for development on greenfield sites. To facilitate a range and choice of development opportunities, some additional housing sites have also been allocated in some of the more sustainable villages within the Rural Vale. In this regard the LDP settlement hierarchy identifies various sustainable minor rural settlements which have the capacity to accommodate some additional development without it having an unacceptable effect on their character.

5.37 In order to manage growth effectively, settlement boundaries are defined around the key settlement of Barry, Service Centre Settlements and Primary Settlements. Development proposals of an appropriate scale within Minor Rural Settlements will be assessed in accordance with Policy MG 7 which introduces a more flexible, criteria based approach to development in rural villages. Elsewhere, additional accommodation will be provided through the replacement, renovation and conversion of appropriate existing rural buildings (Policies MD 8 and MD 9 refer).

5.38 The monitoring and release of land will be guided by the Council's annual Joint Housing Land Availability Study (JHLAS), which includes a mechanism for the calculation of housing land supply measured in years

and annual monitoring report for the LDP. The aim being to ensure that housing land supply does not become exhausted or an over supply created before the end of the Plan period. Consideration will also be given to the availability and delivery of relevant infrastructure. Details on the phasing of allocated sites are provided within the Delivery and Implementation Section of the Plan.

POLICY SP 4 – AFFORDABLE HOUSING PROVISION

THE RESIDENTIAL REQUIREMENT IDENTIFIED IN POLICY SP 3 WILL BE EXPECTED TO CONTRIBUTE TO THE ESTABLISHED COMMUNITY HOUSING NEEDS OF THE VALE OF GLAMORGAN BY PROVIDING 2624 AFFORDABLE RESIDENTIAL UNITS OVER THE PLAN PERIOD.

- 5.39 The delivery of affordable housing is a key objective of the LDP Strategy. The relative strength of the Vale of Glamorgan's housing market over the last 10 years has resulted in many local people experiencing difficulties purchasing suitable housing on the open market. The Local Housing Market Assessment (2010) (LHMA) considered the nature and scale of the shortage of affordable housing in the Vale of Glamorgan. The LHMA shows an overall affordable housing need of 915 affordable dwellings per annum over the period 2010 to 2015. This equates to 4,575 affordable dwellings over the 5 year period. The LDP will contribute towards meeting this identified need through the provision of 2,624 affordable dwellings over the Plan period. The areas of highest demand for affordable housing are located in the housing submarket of Barry, followed by the Coastal, Penarth, Rural and East Vale submarkets.
- 5.40 The provision of affordable housing over the Plan period will principally be through the Council's statutory function as the local housing authority and the local planning authority.
- 5.41 As the local housing authority the Council will ensure the efficient management of housing stock, with particular emphasis on reducing vacancy rates, and will work in partnership with Registered Social Landlords to deliver new housing in the social sector. The Council has delivered an average of 25 new affordable residential units per annum via social housing grant. Projected over the next 15 years this could generate an additional 375 affordable residential units but this is dependant on the continuation of Social Housing Grant and as a consequence this contribution is not included in the 2,624 units identified in Policy SP 4.
- 5.42 As the local planning authority the Council will seek to secure an appropriate level and mix of affordable housing in all proposed residential developments. Further information on this aspect is included under Policy MG 5 and in the Council's Affordable Housing Delivery background paper. The Affordable Housing Viability Study (2010) assessed the ability of new residential developments throughout the authority to provide an element of affordable housing within schemes. The findings of the study indicate

that new residential developments in the Vale of Glamorgan can provide between 30 and 40 % affordable housing. These requirements have been taken into account when formulating Policy MG 5.

- 5.43 The affordable housing requirement figure in Policy SP 4 is indicative and relates only to those affordable homes secured through the planning system. The figure includes contributions from committed sites, additional housing from new allocations, windfall and small sites as identified in Policies MG 1, MG 2, MG 5 and MG 6. It is anticipated that new allocations will contribute 1,820 affordable housing units and windfall and small sites a further 804 affordable residential units. The Council will expect the provision of new affordable housing to be constructed to Welsh Quality Housing Standards and include measures for managing the reduction of energy use through construction and occupation.
- 5.44 In order to assist in the provision of affordable residential units, Policy MD 7 will provide a framework which allows for the development of affordable housing in sustainable locations outside the settlement boundaries of the towns and villages identified in the LDP settlement hierarchy.
- 5.45 Further details on the LDP's site specific requirements for the provision of affordable housing are detailed within the Managing Development and Managing Growth policies of the Plan (sections 6 and 7 refer respectively).

WORKING

POLICY SP 5 – EMPLOYMENT REQUIREMENTS

IN ORDER TO ENSURE THE CONTINUED PROSPERITY OF THE VALE OF GLAMORGAN AND PROMOTE GROWTH IN THE CAPITAL REGION, LAND IS ALLOCATED TO MEET STRATEGIC AND LOCAL EMPLOYMENT NEEDS. LAND FOR THE PROVISION OF 217 HECTARES OF B1, B2 AND B8 STRATEGIC EMPLOYMENT IS ALLOCATED AT THE FOLLOWING LOCATIONS:

1. AEROSPACE BUSINESS PARK, ST ATHAN (88.5 HECTARES)
2. LAND TO THE SOUTH OF JUNCTION 34, M4, HENSOL (51.1 HECTARES)
AND
3. LAND ADJACENT TO CARDIFF AIRPORT AND PORT ROAD, RHOOSE (77.4 HECTARES)

LAND FOR THE PROVISION OF 60.5 HECTARES OF B1, B2 AND B8 TO MEET LOCAL EMPLOYMENT NEEDS IS ALLOCATED IN ACCORDANCE WITH POLICY MG 12.

5.46 The LDP Strategy recognises the important role that the development of land for economic purposes can make to the economy of the Vale of Glamorgan and the wider region. The identification of the St Athan, and the Llantrisant and North West Cardiff Strategic Opportunity Areas, combined with the presence of Cardiff Airport in the authority means that the Vale of Glamorgan has an important role to play in the future economic prosperity of the Capital Region. To promote economic growth the LDP allocates 217 hectares of land on three strategic employment sites to meet regional need. In allocating these sites the Council recognises the strategic importance of each site both in locational terms and as the catalyst for new employment within the South East Wales region. The development of these sites are likely to generate an additional 12,000 - 15,000 new jobs within the Economy of South East Wales. The strategic allocations are intended to specifically to meet the need of the needs of the following key economic sectors:

- Aerospace Industry;
- High Tech Manufacturing and
- Logistics and Distribution.

5.47 In order to ensure that sufficient land exists to meet local employment needs, the Council commissioned a review of the existing employment land and premises in the Vale of Glamorgan. The Employment Land Study (2007) concluded that whilst the overall supply of employment land in the Vale of Glamorgan was healthy there were a number of areas of concern. These included:

- Significant daily out commuting to Cardiff and wider region;
- Low land values and depressed rental values resulting in a decline in speculative development;
- Lack of good quality serviced industrial land;
- Poor provision of serviced office accommodation; and
- Decline in the traditional rural economy.

5.48 To ameliorate the situation, the study recommends the provision of:

- Well located, serviced land for B1, B2 and B8 development throughout the Vale;
- A new business park in Barry and
- Promotion of rural enterprise and diversification.

5.49 In order to ensure that an appropriate range of land is available throughout the authority to meet local employment requirements, Policy MG 12 allocates 60.5 hectares of land for B1, B2 and B8 development. In addition to specific land allocations, Policy MG 14 provides a context that promotes diversification and enterprise in the economy of the rural Vale.

POLICY SP 6 – RETAIL

IN ORDER TO ENSURE THE CONTINUED VITALITY, VIABILITY AND ATTRACTIVENESS OF THE VALE OF GLAMORGAN'S TOWN AND DISTRICT CENTRES, PROVISION IS MADE FOR 8,281m² NET OF NEW RETAIL FLOORSPACE. IN ADDITION, OPPORTUNITIES FOR THE EFFECTIVE USE OF VACANT FLOORSPACE AND REFURBISHMENT OF PROPERTIES WILL BE MAXIMISED, ALONGSIDE MEASURES TO IMPROVE PUBLIC REALM AND ACCESS.

LAND FOR NEW RETAIL DEVELOPMENT IS ALLOCATED AT BARRY WATERFRONT. NON STRATEGIC RETAIL ALLOCATIONS ARE CONTAINED IN POLICY MG 16.

5.50 Retail provision within the Vale of Glamorgan is largely concentrated within Barry town centre and Penarth, Cowbridge and Llantwit Major district centres. These retail areas are characterised by a range of local and national retailers and serve relatively wide catchment areas. In addition, local and neighbourhood centres provide an important local service for their immediate catchment area and provide opportunities for reducing journeys by car.

5.51 The Retail Study (2009) undertaken for the Council by CACI provided a quantitative and qualitative assessment of the provision of convenience and comparison goods in the authority. The study identified a need for the provision of 7,874 square metres (net) convenience floorspace and 5,562 square metres (net) comparison floorspace over the plan period. It should be noted that since this study was undertaken, a significant amount of new convenience floorspace developments has been provided or is currently pending in the existing centres. This additional provision comprises 8 convenience stores located in Barry (3 stores), Penarth (2 stores), Cowbridge (1 store), Rhoose (1 store) and Dinas Powys (1 store).



5.52 The remaining requirements for new convenience floorspace will be provided on two sites. The Barry Waterfront Development will accommodate 2,800 square metres (net) convenience floorspace and the former garden centre site in Cowbridge approximately 1055 square metres (net) of new convenience floorspace.

5.53 The provision for additional comparison floorspace will be accommodated within the Barry Waterfront and the existing retail centres of Barry, Penarth, Llantwit Major and Cowbridge. The CACI study indicated that comparison headroom currently stands at 3,280 square metres within the main retail centres of the Vale of Glamorgan. This additional headroom is projected to reach 5,562 square metres by 2026. The LDP will through Policy MG 18 provide a positive policy framework for managing and maintaining viable retail environment in these existing centres.

5.54 Town and district centres play a vital role in meeting the needs of residents and the LDP will seek to favour proposals that contribute to the regeneration of such centres, through the refurbishment and reuse of vacant properties. The LDP will also seek to improve the retail offer in town and district centres, with a focus on regeneration activity centred on the effective reuse of vacant floorspace at street level and on upper floors as well as improvements to public realm, circulation and access. Land for the provision of new local retail floorspace is allocated by policy MG 16.

MANAGING

POLICY SP 7 – TRANSPORTATION

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

1. A DIRECT RAIL LINK TO CARDIFF AIRPORT;
2. A NEW BARRY ISLAND LINK ROAD;
3. IMPROVEMENTS TO THE A4226 BETWEEN WAYCOCK CROSS, BARRY AND SYCAMORE CROSS, A48;
4. IMPROVEMENTS TO THE B4265 AT GILESTON AND
5. THE NATIONAL CYCLE NETWORK ROUTE 88.

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

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

5.55 Cardiff Airport and the adjoining business park have the potential to deliver substantial economic growth to both the Vale of Glamorgan and the wider Capital Region. However, in order for this potential to be realised, surface and public transport access to Cardiff Airport needs to be significantly improved. A new direct rail link, phased to be delivered as the initial phase of any new business development, will be a spur from the existing Vale of Glamorgan railway line and will not only offer the opportunity to extend the airport's catchment but also offer the opportunity to significantly increase the use of public transport both to and from the airport. It is envisaged that this rail link will feed into a new transport hub at the airport which will provide enhanced transport facilities for the airport, existing businesses and the surrounding area. It will be delivered by the private sector in conjunction with the Welsh Government. The delivery of the direct rail link

will be through a combination of public and private sector funding. The phasing of the proposal is outlined in Policy MG 4.

- 5.56 The provision of a new link road to Barry Island is a key element of the Barry Waterfront development proposals. The new link road will help to reinforce existing links between Barry Waterfront and Barry Island and also deliver significant benefits in terms of promoting Barry Island as a tourist and leisure destination.
- 5.57 The Barry Waterfront Development Principles Document (July 2009) identified the need to provide access through the Waterfront to Barry Island and states:
- “ It is imperative that the new road link to the Island, key public transport linkages and sustainable transport connections to the Island and the town are available for use prior to the occupation of any part of the development planned for the West pond and South Quay areas”. (p61 refers)
- 5.58 The A4266 (Five Mile Lane) connects Barry at the Waycock Cross roundabout with the Sycamore Cross junction on the A48. The proposed Five Mile Lane Highway Improvements stem from the Welsh Government’s proposals to trunk the route Culverhouse Cross – Sycamore Cross – Five Mile Lane – Airport. The Council has previously received a Principal Road Grant from the Welsh Government to advance the Five Mile Lane Highway Improvement Scheme. To date, this work has involved initial design and feasibility work together with various environmental assessments. However, additional funding is required to complete the development and implementation of this scheme.
- 5.59 Movement along the B4265 was significantly improved following the construction of the Rhoose and Llantwit Major bypasses. However, there remains one section of the road, between Aberthaw and St. Athan, where a sharp bend creates a safety problem. The Gileston Old Mill Scheme will address this issue by improving both the horizontal and vertical alignments of the highway at this section. In addition, this highway improvement will enhance access to Aberthaw Power station and the proposed Aerospace Business Park at St. Athan.
- 5.60 In seeking to create sustainable and inclusive communities, the LDP will encourage the development of sustainable transport choices and improve accessibility. The National Cycle Network (NCN) route in the Vale of Glamorgan will form part of a longer Route 88 linking with Route 4 to the east at Newport and to the west at Margam Park via Bridgend and Porthcawl. NCN Route 88 runs generally in an east west direction through the Vale of Glamorgan and is illustrated on the key diagram (page 29 refers).
- 5.61 NCN Route 88 will provide links to other communities and other destinations in the vicinity of the route corridor to provide a coherent main route with associated local networks. The main NCN Route 88 follows quiet



lanes in the rural west of the area where there is also the potential for a circular route for leisure purposes. The central section runs closer to the coastline but poses some land ownership and construction issues, which may take time to resolve and fund. The more urban eastern section of the main NCN route connects Barry, Sully and Penarth to Cardiff and forms a comprehensive network. The network also connects the residential areas of Dinas Powys and Llandough to urban destinations for school journeys, commuting and other utility trips as well as to the wider network for leisure use. At the eastern boundary of the authority a connection to Cardiff city centre and Cardiff Bay is provided by a circular route around the Bay via a new footbridge crossing the Ely River at Penarth and through a link over the barrage forming a dramatic gateway to the NCN through the Vale of Glamorgan.



- 5.62 The provision of a strategic highway network is vital to the efficient movement of people and goods throughout the Vale of Glamorgan. The Council will continue to press for improvements to the strategic highway network, with particular emphasis on providing improvements in access to Barry, the Airport and St Athan from the M4. Likewise, all new developments that have an impact on the strategic highway network will be carefully assessed in terms of the need to improve strategic access.
- 5.63 The South East Wales Transport Alliance (Sewta) Highway Strategy Study (2008) identifies the A4055 through Dinas Powys as a key problem area of the regional road network as a consequence of the scale of traffic and associated congestion. Barry Waterfront to Cardiff Link Road (Dinas Powys By-Pass) was viewed as having dual benefits. The scheme would help to alleviate traffic congestion and improve road safety on the A4055 through Dinas Powys. It would also have the potential to improve access to the wider road network, although the Cogan Spur and Merrie Harrier Junctions would be difficult to overcome.
- 5.64 The Regional Transport Plan (RTP) (2010) states that the scheme offers positive outcomes and should be subject to further development and evaluation within the investment programme. Whilst the Council supports this scheme in principle, it is considered unlikely that it will come to fruition during the Plan period, given the current economic climate and the Welsh Government's preference to make better use of the existing transport system and highway network via the enhancement of public transport routes and provision of new facilities for walking, cycling and rail.

POLICY SP 8 – SUSTAINABLE WASTE MANAGEMENT

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

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

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

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

5.65 In accordance with the Welsh Government Strategy towards Zero Waste, One Wales (June 2010), National Planning Policy and the South East Wales Regional Waste Plan (RWP) 1st review (2007), the Council is committed to promoting the reduction, reusing and recycling of waste within the Vale of Glamorgan.

5.66 The RWP 1st Review sets the strategic framework for the management of waste within the South East Wales region and includes each local authority's requirements for the provision of regional waste facilities. For the Vale of Glamorgan, the RWP 1st Review (2007) identifies an indicative capacity of between 252,826 and 291,582 tonnes, which equates to approximately five to six in-building facilities and a land requirement of between 8.4 and 15.1 hectares².

5.67 Policy SP 8 identifies the Council's preferred locations for in-building waste facilities, which have been identified in accordance with the site selection guidance contained in the RWP 1st Review (2007). This advises that local planning authorities should in the first instance examine whether existing class B2 and major industrial sites could adequately accommodate new waste management facilities³. Atlantic Trading Estate, Hayes Wood, the Operational Port of Barry Docks and Llandow Industrial Estate satisfy this guidance and have sufficient capacity to meet the requirements of the RWP. It should be noted that these locations either accommodate existing waste management facilities or have extant planning permissions for such facilities. In order to provide further flexibility, Policy SP 8 also identifies existing class B2 'general industrial' (and similar) employment sites⁴, as being suitable locations for additional waste management facilities.

² RWP 1st Review Appendix E Option 3c. This figure includes a 20% over provision to allow for a degree of flexibility in site provision as agreed within the revised RWP.

³ South East Wales Regional Waste Plan 1st Review (March 2008) page 63 Para 11.1.2

⁴ As supported within the Welsh Assembly Government Circular Letter 04-04 - Waste Policies Hazardous Waste Planning Applications (28th May 2004)

- 5.68 For open air facilities, the RWP 1st Review (2007) provides an indicative capacity calculation for additional facilities such as civic amenity sites, open composting and recycling of commercial and demolition waste. However the RWP does not provide an indicative land requirement or identify the number of facilities required since site availability will determine the size of a facility, rather than vice versa. Consequently the LDP seeks to facilitate their provision through Policy SP 8 by identifying suitable locations where such facilities may be acceptable and would not conflict with neighbouring uses.
- 5.69 As the Waste Planning Authority, the Council has a statutory responsibility for the collecting and disposing of Municipal (household) Waste and also for land use planning control over waste management. In undertaking this role, the Council in partnership with Cardiff, Newport, Caerphilly and Monmouth has formed Prosiect Gwyrdd for the purposes of procuring a regional municipal residual waste facility. The consortium is currently procuring a facility that will replace each local authority's current arrangements of disposing of residual municipal waste to landfill after recycling and composting has been maximised. It is anticipated that a facility will operational by 2013/14 and as such Policy SP 8 does not provide for any additional requirements for the provision of landfill in the Vale of Glamorgan.

POLICY SP 9 – MINERALS

IN MEETING LOCAL AND REGIONAL NEED FOR THE PROVISION OF AGGREGATES, THE PLAN ENSURES THAT A MINIMUM OF 10 YEARS EXTENDED LAND BANK WILL BE MAINTAINED THROUGHOUT THE PLAN PERIOD. THIS IS ACHIEVED THROUGH:

1. SAFEGUARDING EXISTING PERMITTED RESERVES OF LIMESTONE FROM DEVELOPMENT THAT WOULD PREJUDICE THEIR FUTURE EXTRACTION;
 2. FAVOURING PROPOSALS WHICH PROMOTE THE SUSTAINABLE USE OF MINERALS AND ENCOURAGE THE USE OF SECONDARY AND ALTERNATIVE RESOURCES AND
 3. THE SAFEGUARDING OF RESOURCES OF LIMESTONE, SAND AND GRAVEL WHERE THESE COULD BE WORKED IN FUTURE WITHOUT UNACCEPTABLE DETRIMENT TO THE ENVIRONMENT OR RESIDENTIAL AMENITY.
- 5.70 The Vale of Glamorgan is an important regional provider of minerals and as the Minerals Planning Authority the Council has the responsibility for ensuring that the LDP contributes regionally to a continued supply of minerals during and beyond the period covered by the LDP. However, mineral supply is finite and therefore it is vital to use these resources wisely and efficiently as well as encouraging the use of alternatives to naturally

occurring minerals wherever this is technically possible and where it does not have unacceptable effects on the local environment.

5.71 In this regard, Policy SP 9 translates national⁵ and regional guidance⁶ on aggregates provision to the local level by promoting the use of natural minerals sustainably and encourages the use of secondary and alternative resources. Additionally, mineral planning authorities are required to give careful consideration to the need for further planning permissions for primary aggregate extraction where the land bank of permitted reserves is adequate for the foreseeable future. The assessment of the adequacy of the land bank is made in the light of the sub-regional apportionments set out in the Regional Technical Statement (2008).



5.72 Minerals Planning Policy Wales (MPPW) stresses the importance of safeguarding mineral deposits which society may need and requires development plans to make clear where mineral development should or is most likely to take place. Whilst Carboniferous and Liassic limestone are widespread in the Vale of Glamorgan the potential for working further areas without undue detriment to the environment or amenity once existing permitted reserves are exhausted is limited. In ensuring that existing permitted reserves are safeguarded from incompatible development, the Plan also establishes Buffer Zones around those reserves. Additionally, although there is no history of land-based sand and gravel extraction in the Vale of Glamorgan, a number of areas have been identified that may in the future contribute as a replacement to marine-dredged materials. In view of the limited availability of such material these areas are also safeguarded from development that would prejudice their potential extraction in the future if needed.

POLICY SP 10 – BUILT AND NATURAL ENVIRONMENT

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

1. THE HISTORIC QUALITIES OF INDIVIDUAL BUILDINGS OR CONSERVATION AREAS;
2. HISTORIC LANDSCAPES, PARKS AND GARDENS;
3. SPECIAL LANDSCAPE AREAS;
4. THE GLAMORGAN HERITAGE COAST;
5. SITES DESIGNATED FOR THEIR LOCAL, NATIONAL AND EUROPEAN NATURE CONSERVATION IMPORTANCE AND
6. IMPORTANT ARCHAEOLOGICAL AND GEOLOGICAL FEATURES.

⁵ Minerals Planning Policy Wales (2000) [MPPW] and Minerals Technical Advice Note 1: Aggregates (2004)

⁶ Wales Regional Aggregates Working Party's Regional Technical Statement (2008)

5.73 The Vale of Glamorgan's natural and built environmental qualities significantly contributes to its identity and also provides valuable local recreation and tourism opportunities. These assets include areas recognised as being of European, national and local importance, including the Vale of Glamorgan's coastline which includes the Glamorgan Heritage Coast designation and forms part of the Severn Estuary Special Protection Area (Appendix 4 refers).



5.74 Policy SP 10 emphasises the need to protect the Vale of Glamorgan's natural and built environmental assets and emphasises that sensitive design and choice of location of new development can have a positive effect on the Vale of Glamorgan's built and natural heritage. Similarly, new development will be required to minimise its impact on natural systems, landscapes, species and habitats and where appropriate, provide opportunities for the creation of new habitats or the sensitive enhancement of existing habitats.

5.75 The LDP provides a policy framework that seeks to preserve and enhance the Vale of Glamorgan's important historic built environment particularly in relation to the numerous listed buildings (both statutory and local), conservation areas, scheduled monuments and historic landscapes, parks and gardens that exist. In addition, it recognises the importance of preserving and enhancing the natural environment, principally the countryside and the coast, which have significant landscape and nature conservation value.



ENJOYING

POLICY SP 11 - TOURISM AND LEISURE

PROPOSALS WHICH PROMOTE THE VALE OF GLAMORGAN AS A TOURISM AND LEISURE DESTINATION WILL BE ENCOURAGED. FAVOURABLE CONSIDERATION WILL BE GIVEN TO PROPOSALS WHICH:

1. ENHANCE THE RANGE AND CHOICE OF THE VALE OF GLAMORGAN'S TOURISM AND LEISURE OFFER, PARTICULARLY THROUGH THE PROVISION OF ALL YEAR ROUND FACILITIES AND A RANGE AND CHOICE OF QUALITY SERVICED ACCOMMODATION;
2. FAVOUR RURAL DIVERSIFICATION AND THE LOCAL ECONOMY AND
3. PROTECT EXISTING TOURISM ASSETS AND PROMOTE THE SUSTAINABLE USE OF THE COUNTRYSIDE AND THE GLAMORGAN HERITAGE COAST.

EXISTING TOURISM AND LEISURE FACILITIES WILL BE PROTECTED AND ENHANCED.

5.76 Located within the most populated area of Wales and in close proximity to Cardiff, the Vale of Glamorgan is well situated in terms of its catchment area for both day visitors and also as a base for visitors wishing to explore South Wales. The Vale of Glamorgan's coastal and rural setting is a valuable tourism and recreation asset, as are day trip destinations such as Whitmore Bay, Barry Island and Penarth. Such destinations and assets also provide a valuable source of local employment, employing approximately 3,000 people⁷, and generating some £169.6 million⁸ of visitor expenditure both directly and indirectly.



5.77 The Vale of Glamorgan Council's Community Strategy seeks to build upon these tourism strengths. The aspiration is for the Vale of Glamorgan to become "the Green Lung of South East Wales" recognising the importance of ensuring that tourism is undertaken in a sustainable manner so that the natural and built tourism assets are maintained for the enjoyment of future generations. The LDP provides a policy framework which encourages new investment in appropriate tourism, leisure and recreation facilities and seeks to protect and enhance existing facilities for the benefit of residents, visitors and the local economy.

5.78 Furthermore, the LDP provides a policy framework that seeks to create new opportunities for a successful tourism and leisure industry whilst ensuring that the historic built and natural environment is safeguarded and enhanced for visitors and the local community alike.



⁷ Vale of Glamorgan Tourism Strategy 2011 - 2015

⁸ Vale of Glamorgan Tourism Strategy 2011 - 2015

Section 6: Managing Development in the Vale of Glamorgan

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

POLICY MD 1: LOCATION OF NEW DEVELOPMENT

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

1. REINFORCES THE ROLE AND FUNCTION OF THE KEY SETTLEMENT OF BARRY, THE SERVICE CENTRES SETTLEMENTS, PRIMARY SETTLEMENTS AND MINOR RURAL SETTLEMENTS AS KEY PROVIDERS OF COMMERCIAL AND COMMUNITY FACILITIES;
2. PROMOTES NEW ENTERPRISES, TOURISM, LEISURE AND COMMUNITY FACILITIES IN THE RURAL VALE OF GLAMORGAN;
3. IN THE CASE OF RESIDENTIAL DEVELOPMENT, SUPPORTS THE DELIVERY OF AFFORDABLE HOUSING IN AREAS OF IDENTIFIED NEED;
4. HAS ACCESS TO OR WILL PROMOTE THE USE OF SUSTAINABLE MODES OF TRANSPORT;
5. WILL BENEFIT FROM EXISTING INFRASTRUCTURE PROVISION OR WHERE NEW INFRASTRUCTURE CAN PROVIDED WITHOUT ANY UNACCEPTABLE EFFECT ON THE NATURAL OR BUILT ENVIRONMENT;
6. PROMOTES SUSTAINABLE CONSTRUCTION AND MAKES BENEFICIAL USE OF PREVIOUSLY DEVELOPED LAND AND BUILDINGS;
7. PROVIDES A POSITIVE CONTEXT FOR THE MANAGEMENT OF THE WATER ENVIRONMENT BY MINIMISING OR AVOIDING AREAS OF FLOOD RISK AND SAFEGUARD RESOURCES AND
8. DOES NOT HAVE AN UNACCEPTABLE IMPACT ON GREEN WEDGES, SITES OF IMPORTANT NATURE CONSERVATION, SPECIAL LANDSCAPE AREAS AND / OR THE GLAMORGAN HERITAGE COAST.

- 6.2 Policy MD 1 sets out the framework for future development to take place on unallocated sites within the Vale of Glamorgan. New development will be directed to those locations that are accessible by sustainable transport and reduce dependence on the private car which will ensure the efficient use and reuse of land and buildings and effectively manage important resources. In directing development to the most sustainable locations the Council recognises the importance of ensuring that development is carefully managed ensuring that development does not have an unacceptable impact on existing infrastructure, local amenity or result in the redevelopment of important open space or community facilities.
- 6.3 Within rural locations development will be managed carefully to ensure that it contributes positively to the rural economy and the viability and sustainability of rural communities, whilst ensuring the distinctive character of the Vale of Glamorgan is protected.

POLICY MD 2: PLACE MAKING

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

1. BE OF A HIGH STANDARD OF DESIGN THAT POSITIVELY CONTRIBUTES TO THE CONTEXT AND CHARACTER OF THE SURROUNDING NATURAL AND BUILT ENVIRONMENT;
2. RESPOND APPROPRIATELY TO THE LOCAL CONTEXT AND CHARACTER OF NEIGHBOURING BUILDINGS IN TERMS OF TYPE, FORM, SCALE, MIX, AND DENSITY;
3. IDENTIFY OPPORTUNITIES TO PROVIDE NEW OR ENHANCED AREAS OF PUBLIC REALM PARTICULARLY IN KEY LOCATIONS SUCH AS TOWN CENTRES, MAJOR ROUTES AND JUNCTIONS;
4. IN THE CASE OF RETAIL CENTRES, PROVIDE ACTIVE STREET FRONTAGES TO CREATE ATTRACTIVE AND SAFE URBAN ENVIRONMENTS;
5. PROVIDE A SAFE AND ACCESSIBLE ENVIRONMENT FOR ALL USERS, GIVING PRIORITY TO PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT USERS;
6. WHERE APPROPRIATE, CONSERVE AND ENHANCE THE QUALITY OF EXISTING OPEN SPACES;
7. SAFEGUARD EXISTING PUBLIC AND RESIDENTIAL AMENITY, PARTICULARLY WITH REGARD TO PRIVACY, OVERLOOKING, SECURITY, NOISE AND DISTURBANCE;

8. INCORPORATE SENSITIVE LANDSCAPING INCLUDING THE RETENTION AND ENHANCEMENT OF EXISTING FEATURES AND BIODIVERSITY INTEREST AND
 9. MAKE A POSITIVE CONTRIBUTION TOWARDS TACKLING THE CAUSES OF AND ADAPTING TO THE IMPACTS OF CLIMATE CHANGE BY PROMOTING RENEWABLE AND LOW CARBON ENERGY USE.
- 6.4 Safeguarding the local character of the Vale of Glamorgan's towns and villages is reliant on securing high quality design that is of the appropriate scale and form in the right location. Equally, the layout and design of new development is essential for improving resident's quality of life, creating a sense of place and ensuring a healthy and safe environment.
- 6.5 All new buildings should respond positively to and respect their surroundings and contribute towards creating a sense of place. In this regard developments must be of an appropriate scale, density and design for their location and make a positive contribution to the local environment.
- 6.6 Key locations, such as town centres and main routes/junctions that serve new developments, present opportunities for enhancing public realm and reinforcing a sense of place through the use of sensitive landscaping and public art. In all shopping centres, the Council will require well designed shop fronts which will enhance the area and add to its local distinctiveness. Supplementary Planning Guidance will be developed to replace the Council's existing shop front guidance.
- 6.7 Encouraging energy conservation and generation from renewable sources is one measure by which the planning system can make a positive contribution towards reducing the impact of new development on climate change. The design of new developments must address the need to reduce energy consumption and maximise opportunities for low carbon energy generation. Energy assessments⁹ will be required for development proposals of 10 units or more and commercial developments of a 1,000 square metres or more, which demonstrate how renewable and low carbon energy requirements have and will be taken into account in the design and development process.
- 6.8 For all proposals, except those associated with householder developments, changes of use and engineering and mining operations, the Council requires design and access statements¹⁰ to be prepared. The design and access statement should explain how proposals can contribute positively to creating a sense of place. The level of detail in the statement should be proportionate to the complexity of the proposal but should contain sufficient detail to explain how the development addresses any factors relevant to the scale and type of development proposed.

⁹TAN 22 Planning for Sustainable Buildings, page 31 (June 2010)

¹⁰ Technical Advice Note (TAN) 12 Design (June 2009) Appendix 1 sets out the requirements for the scope and content to be included within design and access statements.

- 6.9 Larger residential and commercial schemes present an opportunity to deliver developments that create a sense of place and also reinforce or enhance existing urban areas. In order to ensure the creation of high quality public spaces, the Council may require promoters of allocated and unallocated sites to prepare a masterplans. As part of the masterplanning exercise developers will be required to demonstrate that they have had regard to all of the requirements of Policy MD 2. The Delivery and Implementation section identifies those allocated sites for which the Council considers a masterplan is necessary.

POLICY MD 3 – DESIGN OF NEW DEVELOPMENT

DEVELOPMENT PROPOSALS WILL BE FAVOURED WHERE:

1. THEY ARE OF A HIGH STANDARD OF DESIGN THAT POSITIVELY CONTRIBUTES TO THE CONTEXT AND CHARACTER OF THE SURROUNDING NATURAL AND BUILT ENVIRONMENT;
2. THEY RESPOND APPROPRIATELY TO THE LOCAL CONTEXT AND CHARACTER OF NEIGHBOURING BUILDINGS IN TERMS OF TYPE, FORM, SCALE, MIX, AND DENSITY;
3. EXISTING FEATURES OF TOWNSCAPE OR BIODIVERSITY INTEREST ARE PRESERVED OR ENHANCED;
4. THERE WOULD BE NO UNACCEPTABLE IMPACT ON THE AMENITIES OF NEIGHBOURING OCCUPIERS;
5. THE DEVELOPMENT WOULD BE COMPATIBLE WITH OTHER USES IN THE LOCALITY;
6. THEY PROMOTE THE CREATION OF HEALTHY AND ACTIVE ENVIRONMENTS AND REDUCE THE OPPORTUNITY FOR CRIME AND ANTI SOCIAL BEHAVIOUR;
7. THEY PROVIDE A SAFE AND ACCESSIBLE ENVIRONMENT FOR ALL USERS, GIVING PRIORITY TO PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT USERS;
8. THEY MINIMISE THE CAUSES OF CLIMATE CHANGE AND INCORPORATE RENEWABLE AND LOW CARBON ENERGY USE FEATURES;
9. THEY WOULD HAVE SAFE ACCESS TO THE HIGHWAY NETWORK AND WOULD NOT CAUSE OR EXACERBATE EXISTING TRAFFIC CONGESTION;
10. THEY PROVIDE PUBLIC AND PRIVATE AMENITY SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARDS;

11. CAR PARKING WOULD BE PROVIDED IN ACCORDANCE WITH THE COUNCIL'S SUPPLEMENTARY PLANNING GUIDANCE ON ACCESS, PARKING AND CIRCULATION AND
 12. THEY DEMONSTRATE THE EFFICIENT USE OF WATER.
- 6.10 Policy MD 3 sets out the key principles that developers should consider in respect of design, amenity and access which together contribute to attractive, safe and accessible environments.
- 6.11 All development proposals will be required to fully consider the context and character within which the development proposal is located so as to ensure that it contributes positively to the local setting. Issues associated with safeguarding residential amenity should also be addressed during the design process especially where mixed use developments are proposed. Solutions to problems such as overlooking and noise can often be overcome by good design. In addition, where appropriate, proposals will need to demonstrate that there is sufficient capacity in local waste water treatment facilities prior to occupation.
- 6.12 All new development should be highly accessible. Walking and cycling have an important role to play in the management of movement across the area, particularly reducing the number of short trips taken by car. Developers will be required to ensure that new developments encourage walking and cycling by giving careful consideration to location, design, access arrangements, travel 'desire lines' through a development, and integration with existing and potential off-site links. Providing safe and convenient walking and cycling environments will help tackle health problems associated with physical inactivity and social exclusion factors arising from car dependency, poor access to services and public transport facilities.
- 6.13 The provision of car parking is a major influence on the choice of means of transport and the pattern of development. The Council will seek to restrict developments that generate a high level of trips (e.g. offices, shops and leisure uses) to locations well served by public transport. Moreover, provision for parking will be reduced in line with improvements to public transport accessibility.
- 6.14 The Welsh Government promotes the widespread adoption of travel plans by businesses, schools, hospitals, tourist attractions, major residential developments and other significant travel-generating uses. These assist with the efficient management of the highway network and promote alternative modes of transport. The need for a travel plan will be identified early on as part of the pre-application process or scoping discussions with the Council.

POLICY MD 4: COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

WHERE APPROPRIATE, 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:

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

6.15 The quality, accessibility and range of community infrastructure available to meet the needs of new developments is vital to the creation of sustainable communities. Policy MD 4 seeks to ensure that all new developments in the Vale of Glamorgan are supported by appropriate services and facilities to meet their needs and the needs of the existing community, to create safe, sustainable, liveable, healthy and mixed communities. This may be through improvements to existing facilities or the provision of new infrastructure. Community infrastructure will be secured either through planning obligations contained within a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended), or through levy receipts under the Community Infrastructure Levy Regulations 2010 (as amended).

Planning Obligations

- 6.16 In accordance with the advice contained in Planning Policy Wales, Circular 13/97 on 'Planning Obligations' and Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations), the type and value of Planning Obligations sought in connection with a planning permission will be considered on a site by site basis having regard to the policy and legislative tests. As of 6th April 2010, a planning obligation may only legally constitute a reason for granting planning permission if it is: necessary to make the development acceptable in planning terms; directly related to the development and fairly and reasonably related in scale and kind to the development. Each application will be considered in respect of the need for planning obligations based on the type of development proposed, the local circumstances and needs arising from the development and what it is reasonable to expect the developer to provide in light of the relevant national and local planning policies. Details of the types of infrastructure which may be required are set out in Policy MD 4 and further information will be provided in Supplementary Planning Guidance on Planning Obligations. In most cases, the Council will encourage developers to provide facilities and infrastructure on site to serve the future occupiers of the development. Where this is the case, these 'in-kind' contributions will be taken into account when calculating the amount of any off-site contributions. Where a development is considered to meet all its needs on site and mitigate its impacts through sufficient in-kind contributions, it is unlikely that any additional financial contributions will be sought.
- 6.17 Where they satisfy the policy tests, (i.e. are necessary; relevant to planning; relevant to the development to be permitted; enforceable; precise and reasonable in all other respects), the Council will use planning conditions rather than Planning Obligations to secure the necessary community infrastructure required as a result of the development (Planning Policy Wales and Circular 11/95 'Use of conditions in planning permissions' refers).
- 6.18 Planning Policy Wales explains that unacceptable development should never be allowed because of unrelated benefits and acceptable development should never be refused simply because an applicant is unwilling to offer such benefits. Section 106 agreements are voluntary and require the cooperation of the developer in order to be delivered. However, where a developer fails to show they can adequately mitigate the impacts of their development, either through planning obligations or other measures, it is likely that the application will be refused.

Community Infrastructure Levy

- 6.19 The Community Infrastructure Levy Regulations 2010 came into force on 6th April 2010 in England and Wales and introduced powers for Local Planning Authorities to establish a Community Infrastructure Levy (CIL) to fund infrastructure required to support the development of the area. Section 216 of the Planning Act 2008, as amended by Regulation 63 of the CIL Regulations define 'Infrastructure' for the purpose of CIL as including roads and other transport facilities; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities as well as open spaces. At the time of writing the Department for Communities and Local Government are considering whether to extend the scope of this definition to include affordable housing or whether to leave this to planning obligations. Policy MD 4 caters for either scenario.
- 6.20 In February 2011, the Council resolved in principle to commence preparation of a Community Infrastructure Levy (CIL) for the Vale of Glamorgan. Once in place, the CIL will replace Section 106 agreements in many respects. CIL will therefore become the main mechanism for providing infrastructure in connection with new development post April 2014. The CIL schedule for the Vale of Glamorgan will be subject to independent examination prior to adoption. Following its adoption, in considering the need for planning obligations, the Council will need to consider the level of CIL liability on the development and to what extent the community infrastructure needs of the development will be met through implementation of CIL.

Development Viability

- 6.21 Where a developer contends that the Section 106 requirements are too onerous in addition to the CIL liability and will potentially make the scheme unviable, they will be expected to submit a breakdown of the development costs and anticipated profits based on properly sourced evidence. Developers must take account of the necessary planning obligation requirements at an early stage to ensure these are reflected in the land value assumptions. The Council may seek independent verification of these details before considering whether to reduce the number and / or value of planning obligations sought. Any subsequent reduction on this basis is only likely to be justified where there is planning merit and / or public interest in the site being developed e.g. the reuse of a listed building or the regeneration of an urban area. Where the reductions are justified on the basis of unusual market circumstances, such as an unpredicted drop in house prices, the Council will usually require developers to agree timely review points in their Section 106 agreement to take account of any subsequent up-turn in the market which make additional planning obligations feasible (Welsh Government guidance on Delivering Affordable Housing using Section 106 Agreements, 2008 and 2010 refers).

6.22 The Council accepts that it may not always be possible for developers to satisfy all the planning obligation requirements. However, this is only likely to be the case where a site has abnormal costs associated with its development, e.g. brownfield sites or listed building redevelopments. Where this is proven to be the case, the Council will need to consider what the planning obligation priorities will be for that particular development, having regard to the site location and the local needs in the vicinity. This will be considered on a site by site basis. The Welsh Government has advised that, in such circumstances, affordable housing should be the priority once sufficient infrastructure to enable the scheme to proceed has been made available (Delivering Affordable Housing using Section 106 Agreements, 2008 and Guidance Update 2010 refer).

POLICY MD 5: ENVIRONMENTAL PROTECTION

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

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

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

6.23 While many elements of pollution control are outside the remit of the planning system it is important that new development does not lead to unacceptable levels of pollution. If, as a result of consultation with bodies such as the Environment Agency and Health and Safety Executive, the Council considers that a development proposal would lead to unacceptable pollution, or make an existing problem worse, then planning permission will not be granted.

6.24 Policy MD 5 follows the precautionary approach and the Council encourages developers to assess any impact at the earliest stage so that development proposals reduce any impact present to an acceptable level. Where development is permitted conditions will be attached to the approval to minimise any potential pollution levels and where appropriate monitor the effects of the development.

POLICY MD 6: PROMOTING BIODIVERSITY¹¹

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

1. MAINTAINING AND ENHANCING EXISTING IMPORTANT BIODIVERSITY FEATURES SUCH AS WOODLAND, TREES, HEDGEROWS, WETLAND, WATERCOURSES, PONDS, GREEN LANES, GREEN CORRIDORS, GEOLOGICAL FEATURES AND HABITATS AND
2. INCORPORATING NEW BIODIVERSITY FEATURES EITHER ON OR OFF SITE TO ENABLE A NET GAIN IN BIODIVERSITY INTEREST.

WHERE IT IS DEMONSTRATED THAT THE IMPACT OF DEVELOPMENT ON BIODIVERSITY CANNOT BE ADDRESSED ON SITE, DEVELOPERS WILL BE REQUIRED TO PROVIDE ALTERNATIVE OFF-SITE COMPENSATION TO MAINTAIN NET BIODIVERSITY INTEREST.

WHERE PROPOSALS HAVE A NEGATIVE IMPACT ON SITES SHOWN TO BE EITHER LOCALLY IMPORTANT FOR BIODIVERSITY, PRIORITY HABITATS OR REGIONALLY IMPORTANT GEOLOGICAL SITES, DEVELOPERS WILL NEED TO DEMONSTRATE THAT THE DEVELOPMENT COULD NOT BE LOCATED ELSEWHERE.

6.25 With the exception of minor commercial and householder applications, all proposals will be required to ensure that biodiversity interest is maintained and enhanced to achieve overall net gain. Mitigation may be made through the final form of development, for example through the incorporation of significant areas of open space and landscaping, but the construction phase may still result in major unacceptable impacts on biodiversity.



6.26 If biodiversity is to be successfully protected and enhanced then it is essential that the appropriate information on the potential ecological impacts of development is available for those determining planning applications. It is important that an ecological appraisal is undertaken at

¹¹ Technical Advice Note 5 Nature Conservation and Planning (September 2009)

the earliest possible stage of the development process. The Council has produced Supplementary Planning Guidance “Biodiversity and Development” containing advice to developers on the Council’s approach to biodiversity issues.

6.27 Biodiversity interests include sites of European, National, Regional and local importance, such as Special Areas of Conservation, Sites of Special Scientific Interest, Regionally Important Geological Sites and Sites of Importance for Nature Conservation (SINCS). The key locations of the national and local priority habitats in the Vale of Glamorgan are shown on the constraints map and listed in Appendix 4. SINCS are defined in policy MG 23. Developers whose proposals impact on these designations will be required to demonstrate that the development could not be located elsewhere.

6.28 Where mitigation measures cannot resolve any significant unacceptable effects on habitats and species in an appropriate manner, the use of compensatory measures (such as translocation) will only be considered if the habitat(s) and / or species in question cannot be maintained in their present location. This is because of the great difficulties in re-creating good quality habitats in new locations within reasonable timescales. The sites, to which any habitat and / or species are moved, should not be at the expense of any semi natural habitats and / or species already in that location.



6.29 Where development results in a negative effect on biodiversity, developers will need to provide information to allow a full assessment of their proposal, to include how negative effects will be avoided and mitigated for. In cases where avoidance and mitigation cannot ensure ‘no net loss’, on or off-site compensation will be required to maintain net biodiversity interest and further guidance on this issue is contained within the Council’s Biodiversity Supplementary Planning Guidance.

6.30 Planning conditions and obligations will be used to ensure that any measures identified are fully resourced and implemented. This may include the preparation and implementation of a management plan to secure the future of any habitats created or retained, for example tackling issues such as plant failure, unauthorised public access and future monitoring to establish appropriate remedial measures that may be necessary.

POLICY MD 7: AFFORDABLE HOUSING IN RURAL AREAS¹²

AFFORDABLE HOUSING WILL BE PERMITTED BEYOND IDENTIFIED SETTLEMENT BOUNDARIES WHERE IT IS DEMONSTRATED THAT:

1. THE PROPOSAL MEETS AN IDENTIFIED LOCAL NEED WHICH CANNOT BE SATISFIED WITHIN IDENTIFIED SETTLEMENT BOUNDARIES;
2. THE PROPOSED DWELLING(S) WILL BE CONSTRUCTED TO A SCALE AND DESIGN WHICH IS COMMENSURATE WITH THE AFFORDABLE HOUSING NEED;
3. IN CASES WHERE THE DWELLING IS TO BE PROVIDED BY EITHER A PRIVATE LANDLORD OR THE INTENDED OCCUPIER, THE PROPERTY SHALL REMAIN AFFORDABLE IN PERPETUITY;
4. IN THE INTERESTS OF CREATING AND MAINTAINING SUSTAINABLE COMMUNITIES PROPOSALS WILL ONLY BE PERMITTED FOR SITES OF 10 UNITS OR LESS AND
5. THE DEVELOPMENT HAS REGARD TO THE AVAILABILITY AND PROXIMITY OF LOCAL COMMUNITY SERVICES AND FACILITIES.

6.31 In seeking to deliver sustainable communities, the LDP Strategy directs new housing to settlements which possess or have good access to a wide range of services and facilities. However, there may be instances where housing need arises outside existing residential settlement boundaries or within villages that are not included within the settlement hierarchy. Such proposals will be considered as “exceptions” to the general housing policies of the Plan.

6.32 In general, the Council will require the affordable housing to be delivered by a Registered Social Landlord (RSL) or the community itself, for example via a community land trust. For developments proposed by a private developer or by the intended occupier the Council will require the dwelling(s) to remain affordable in perpetuity. This will be secured through a planning condition. This will require the resale of the property to be capped at an affordable level linked to local average incomes. In doing so this will ensure that the dwelling is of a design and scale which is affordable to the wider community. The only exception to this will be in instances where the mortgagee is in possession.

6.33 In cases where a private developer proposes to develop and manage the affordable housing without the involvement of a RSL, a Section 106 agreement will be used to ensure that the homes are only occupied by people in local housing need, both initially and on successive changes of occupier. It will be for the Council to provide the definition of those in 'local housing need'.

¹² Technical Advice Note 6 Planning for Sustainable Rural Communities (July 2010)

6.34 Dwelling size should reflect the actual need of the applicant. Where potential occupants have yet to be identified, dwellings should be provided that meet the requirements outlined in the within the Council's Rural Housing Needs Study¹³. In this regard, the Council may control future permitted development rights to ensure that properties are not extended or altered in any way to increase values beyond an affordable level. The Council will consider the suitability of any future adaptations or extensions where required by an occupant with disabilities or to accommodate appropriate extensions for family growth.

POLICY MD 8 – CONVERSION AND RENOVATION OF RURAL BUILDINGS

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

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

IN THE CASE OF PROPOSALS FOR RESIDENTIAL USE DEVELOPERS NEED TO DEMONSTRATE:

4. THAT THERE ARE NO VIABLE ALTERNATIVE USES;
5. THAT THE BUILDING IS OF ARCHITECTURAL INTEREST AND / OR HISTORIC IMPORTANCE AND
6. THAT THE SITE IS SUSTAINABLE IN TERMS OF ACCESS TO LOCAL SERVICES AND COMMUNITY FACILITIES.

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

¹³ The Vale of Glamorgan Council Rural Housing Needs Survey 2010 (Fordham Research)

- 6.36 Policy MD 8 distinguishes rural buildings as being either traditional stone or brick built barns of architectural merit (generally predate 1914). Modern buildings on the other hand are often prefabricated and utilitarian in style. For both traditional and modern rural buildings, the Council will favour reuses which can make a positive contribution to the rural economy, such as rural enterprises, farm and craft shops, small scale commercial and light industrial enterprises, or tourism and recreation facilities. In the case of agricultural and forestry buildings less than 10 years old, it will also need to be demonstrated that the original need for the building was genuine and that it is no longer required for agricultural or forestry purposes. Additionally, in more isolated rural locations where residential development would otherwise not be acceptable, proposals for visitor accommodation will be limited to the conversion of suitable rural buildings and occupancy conditions will be imposed to prevent long term residential occupation.
- 6.37 Notwithstanding these preferences, the most common proposals in the Vale of Glamorgan are for the conversion of traditional rural buildings to residential use. Such proposals can lead to a dispersed pattern of settlement which generates new and longer trips and also places additional pressure on the Council to provide essential services and facilities often in isolated locations. The Council will therefore only favour the re-use and conversion of traditional rural buildings to residential where it is demonstrated through appropriate marketing of the buildings for alternative business, community, tourism or recreational uses for a period of no less than 12 months, and where this would safeguard a building of architectural or historical interest and is accessible by public transport and local services and facilities.
- 6.38 The conversion of both traditional and modern rural buildings must be sympathetic to their location and not require any extensions or alterations which would materially alter the character of the building including its setting in the rural landscape. For traditional rural buildings, separate guidance is contained in the Council's SPG "The Conversion of Rural Buildings". Any major remodelling of either the building itself or its setting in a manner which would not maintain its existing character is unlikely to be considered favourably.



POLICY MD 9 – REPLACEMENT DWELLINGS IN THE COUNTRYSIDE

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

1. THE DWELLING HAS AN ESTABLISHED LAWFUL RESIDENTIAL USE;
2. IT CAN BE DEMONSTRATED THAT THE BUILDING IS STRUCTURALLY UNSOUND AND REPAIRS ARE ECONOMICALLY UNVIALE;
3. EXISTING PHYSICAL OR ENVIRONMENTAL SITE CONSTRAINTS RESTRICT THE ABILITY TO ADEQUATELY EXTEND THE EXISTING PROPERTY;
4. THE SCALE, SITING, DESIGN, MATERIALS, LANDSCAPING AND EXTERNAL APPEARANCE OF THE REPLACEMENT DWELLING IS COMPATIBLE WITH THE SURROUNDING BUILT AND NATURAL ENVIRONMENT AND
5. THE PROPOSAL DOES NOT NECESSITATE AN EXTENSION TO THE RESIDENTIAL CURTILAGE.

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

6.40 Under such circumstances, the replacement new dwelling will be expected to make a positive contribution to the local environment. In this respect, the replacement dwelling including any extensions should not be disproportionate in size to the dwelling being replaced, nor be of a scale that would materially affect the residential character of properties in the area. In addition, the exterior design and materials of the new dwelling shall be compatible with the local environment. Additionally, planning conditions may be imposed to restrict permitted development rights in respect of additional extensions and alterations. This is intended to allow the Council to maintain control over future minor extensions / alterations to the new dwelling which need to be sensitive given the rural setting.

6.41 Additional guidance in respect of this issue is contained in the Council's Replacement Dwellings in the Countryside Supplementary Planning Guidance.

POLICY MD 10 TOURISM AND LEISURE

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

1. IS LOCATED WITHIN THE KEY SETTLEMENT, THE SERVICE CENTRES SETTLEMENTS, PRIMARY SETTLEMENTS AND MINOR RURAL SETTLEMENTS OR
2. FORMS PART OF A RURAL ENTERPRISE OR FARM DIVERSIFICATION SCHEME OR
3. INVOLVES THE CONVERSION OF AN EXISTING RURAL BUILDING IN ACCORDANCE WITH POLICY MD 8 OR
4. INVOLVES APPROPRIATE AND SUSTAINABLE TOURISM AND LEISURE PROPOSALS IN THE COUNTRYSIDE.

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

6.42 The Vale of Glamorgan is an area rich in attractive landscape, seascape and townscape. The Council considers that the provision of appropriately located and well designed tourism facilities present a significant opportunity to bring new investment into the Vale of Glamorgan.



6.43 The provision of new and enhanced tourism facilities in the Vale of Glamorgan is a key element of both the Council's Tourism Strategy and the LDP. Proposals for new tourism accommodation such as hotels, bed and breakfast establishments, camping or caravan sites will be favoured where the development is located in settlements identified in the settlement hierarchy or where they promote rural enterprise and / or diversification. The design and location of new or enhanced facilities will be assessed in accordance with Policies MD 1 and MD 3. In addition, sustainable tourism proposals will generally be supported provided they are of an appropriate scale and design to their surroundings.

6.44 Fundamental to the development of a robust tourism industry is the requirement to retain existing tourism facilities. Evidence suggests that the tourism industry in Barry and Penarth has been in decline for a number of years, with many facilities being lost to alternative uses. Proposals for the redevelopment of existing tourism facilities for alternative uses will be permitted where it is demonstrated that the facility is no longer

economically viable, or there is surplus supply of the same type of use within Vale of Glamorgan. The Council will require proposals to be supported by evidence that retention of the facility is no longer required or economically viable or required for tourism purposes. As part of this process the Council will require applicants to demonstrate that the facility has been actively marketed for a period of 12 months.

POLICY MD 11 – EMPLOYMENT LAND AND PREMISES

PROPOSALS FOR NEW EMPLOYMENT USES WILL BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT THE REQUIREMENTS OF THE PROPOSAL CANNOT BE MET ON AN EXISTING OR ALLOCATED EMPLOYMENT SITE.

PROPOSALS FOR NON EMPLOYMENT USES ON ALLOCATED SITES (POLICY MG 12 REFERS) WILL NOT BE PERMITTED.

PROPOSALS FOR ALTERNATIVE USES ON EXISTING EMPLOYMENT SITES AND PREMISES WILL BE PERMITTED WHERE IT IS DEMONSTRATED THAT:

1. THERE IS A SUFFICIENT SUPPLY AND RANGE OF EMPLOYMENT LAND WITHIN THE LOCALITY TO MEET EXISTING AND FUTURE EMPLOYMENT NEEDS;
 2. THE EMPLOYMENT USE IS ECONOMICALLY UNVIABLE AND REDEVELOPMENT WOULD NOT PREJUDICE EXISTING OR NEIGHBOURING EMPLOYMENT USES;
 3. THE REDEVELOPMENT WOULD PROVIDE SIGNIFICANT PLANNING BENEFITS, FOR EXAMPLE THROUGH THE REGENERATION OF UNDERUSED OR DERELICT LAND/BUILDINGS, ENABLING EMPLOYMENT PROVISION VIA A MIXED USE SCHEME OR IMPROVING LOCAL AMENITY AND
 4. ANCILLARY OR SUI GENERIS USES WOULD NOT UNACCEPTABLY IMPACT ON EXISTING BUSINESSES AND SINGULARLY OR CUMULATIVELY LEAD TO A MATERIAL CHANGE IN THE NATURE OF THE EMPLOYMENT SITE.
- 6.45 Proposals for the alternative use of sites allocated by Policy MG 12 for employment purposes will not be permitted in order to protect the range and choice of employment land within the Vale of Glamorgan.
- 6.46 Proposals for the redevelopment of existing employment sites for alternative uses will be permitted where it is demonstrated that an employment site is no longer economically viable, or there is surplus supply of the same type of employment land within the Vale of Glamorgan.

In such cases, the Council will require proposals to be supported by evidence that retention of the site for employment is no longer required or economically viable. Such information should include local employment forecasts, site feasibility or viability studies and evidence of active marketing of the site for employment uses. The marketing of the site should take place for a minimum of 12 months.

- 6.47 In exceptional circumstances; where the Council considers the regeneration and / or amenity benefits of an alternative use significantly outweigh the retention of the site for employment, a 12 month marketing exercise may not be required.
- 6.48 The maintenance of a land bank of sites, particularly where growth sectors can be accommodated, is vital to the success of the areas' economic development initiatives and investment. In considering alternative uses on employment sites, the Council will ensure that an adequate range of sites – in terms of location, size and potential use – is maintained within the Plan area. Small, ancillary uses which fall outside the B-Class uses, which support the wider function of employment sites and do not affect the integrity of these sites, may be permitted. Examples include cafés and crèches. Subject to the waste policies of this Plan, employment sites are considered suitable to accommodate waste facilities.

POLICY MD 12 – GYPSY AND TRAVELLER ACCOMMODATION

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

1. IT IS DEMONSTRATED THAT THE ACCOMMODATION REQUIREMENTS OF THE APPLICANT CANNOT BE MET ON THE SITE ALLOCATED BY POLICY MG 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.

- 6.49 The LDP through Policy MG 9 allocates land at Llangan for the development of a new Gypsy and Traveller site. The allocation is intended to meet the needs of the Gypsy and Traveller community in the Vale of Glamorgan for the Plan period.
- 6.50 Policy MD 12, sets out the criteria for new gypsy and traveller accommodation on a privately owned site. In all cases, the Council will need to be satisfied that there is an overriding demonstrable need for the proposal which cannot be met through existing and proposed provision within the Vale of Glamorgan.
- 6.51 Where the proposal is considered to be justified on the basis of individual need, planning permission will be restricted to the applicant and their dependent resident family. In addition, the sustainability of the site in terms of access to essential services and facilities will also be an important factor in determining the suitability of the proposals. The Council considers that proposals for Gypsy and Traveller accommodation should not be treated any differently to general housing market housing within the Plan. Accordingly, proposals in isolated rural locations will be resisted unless it can be demonstrated that there is an there is an overriding need for the location.
- 6.52 The Council may impose planning conditions to control business uses and associated buildings on the site to ensure that they remain ancillary to residential use. In this regard and where relevant, planning applications should be accompanied by details of any proposals for the storage of plant and equipment associated with the business activities of those living on the site.

POLICY MD 13 – LOW CARBON AND RENEWABLE ENERGY GENERATION¹⁴

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

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

¹⁴ Technical Advice Note 8: Planning for Renewable Energy (July 2005)

- 6.53 The Vale of Glamorgan Council's Renewable Energy Assessment (2007) identified small scale renewable energy as having the most potential within the Vale of Glamorgan. This includes small scale micro generation schemes such as Building Integrated Renewables [BIR] and retrofitted technologies within residential areas of up to 50kW (known as the 'micro' scale within national planning policy).
- 6.54 Policy MD 13 seeks to favour low carbon renewable energy schemes. These technologies include onshore wind, landfill gas, energy crops, energy from waste, anaerobic digestion, sewage gas, hydropower, biomass, combined heat and power and buildings with integrated renewable sources eg solar power.
- 6.55 At all scales, careful consideration will need to be given to likely adverse effects that may arise from the proposal. In terms of mitigation, schemes need to be well designed, reflect local circumstances and demonstrate how any environmental, social, resource and economic impacts have been minimised through careful site selection, design, construction and other measures. In this respect, renewable energy proposals will also have to pay due regard to Policy MD 5 (Environmental Protection).
- 6.56 The Vale of Glamorgan falls outside of the Strategic Search Areas for onshore wind energy within Wales. Large scale wind farm proposals are unlikely to be appropriate within the Vale of Glamorgan given the potential interference with aviation radar and communication systems associated with MoD St Athan and Cardiff Airport. However, individual turbine proposals may be appropriate.
- 6.57 In Special Landscape Areas, individual wind turbines may be acceptable where they are sited to reduce environmental impacts. However, over time the cumulative effects of these structures may have unacceptable impacts on the visual quality of the designations culminating in a wind farm landscape. Accordingly proposers of wind turbines will be required to consider the impact of any proposal in combination with any existing or approved wind turbine proposals.



Section 7: Managing Growth in the Vale Of Glamorgan

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

LIVING

POLICY MG 1 - HOUSING SUPPLY IN THE VALE OF GLAMORGAN

IN ORDER TO MEET THE HOUSING LAND REQUIREMENT OF 9,950 NEW DWELLINGS PROVISION WILL BE MADE FOR THE DEVELOPMENT OF UPTO 10,945 NEW DWELLINGS DURING THE PLAN PERIOD. THIS WILL BE MET THROUGH:

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

TO ENSURE AN ADEQUATE SUPPLY OF HOUSING LAND IS MAINTAINED DURING THE PLAN PERIOD, THE RELEASE OF HOUSING LAND WILL BE PHASED IN FIVE YEAR PERIODS WITH PRIORITY BEING GIVEN TO BROWNFIELD AND COMMITTED SITES.

- 7.3 Policy SP 3 identifies a housing requirement of 9,950 dwellings for the Plan period. The requirement figure is based on Welsh Government population

projections for the Vale of Glamorgan. To accommodate this level of growth the LDP has identified a range of development opportunities throughout the Vale of Glamorgan. The LDP provides a framework for the delivery of 9,950 dwellings plus land for an additional 995 dwellings on two ‘reserve’ sites at Llantwit Major and Sully (sites MG 2 [15] and MG 2 [25] refer). The inclusion of a 10% margin for flexibility is intended to ensure the availability of a range and choice of housing land throughout the Plan period and the reserve sites will be brought forward for development if required.

- 7.4 As Policy MG 1 indicates the supply of new dwellings is provided through the following:
- 7.5 **Allocations within the Plan** – land for new residential development is allocated in accordance with Policies SP 3 and MG 2 for 7, 721 dwellings (to include the two reserve sites referred to above).
- 7.6 **Development sites with extant planning permissions as of April 2011** – As of April 2011, excluding those sites that are allocated under Policy MG 2, planning permissions were in place in the Vale of Glamorgan for 175 dwellings on large sites (10 dwellings or over). For the avoidance of doubt this excludes constrained sites, as listed in the Joint Housing Land Availability Study 2011 (JHLAS).
- 7.7 It must be noted that should planning permission for a site lapse, planning applications to renew that approval will be assessed against the policies in the LDP.
- 7.8 **Development of unallocated windfall and small sites** - The contribution of both unallocated windfall (sites of 10 or more units) and small sites (9 units or less) to the overall housing supply in the Vale of Glamorgan can be significant. Between 2001 and 2010, 1,939 dwellings were granted planning permission on unallocated windfall sites. During the same period planning permission was granted for 772 dwellings on small sites¹⁵.
- 7.9 The average contribution from windfall and small sites over the last 10 years has been 271 dwellings per annum. The Council recognises that in the current economic climate the contribution from windfall and small sites to the housing supply is likely to be significantly reduced. It is therefore proposed to discount the average figure by approximately 25%. The windfall and small site figure for the LDP will be 203 per annum providing a total contribution of 3,049 dwellings over the plan period.
- 7.10 In order to provide sufficient land to accommodate the projected growth, the LDP will provide a policy framework for the construction of new dwellings as follows:

Provision from sites with planning permission as of April 2011	175
LDP provision from allocations within the Plan (including 10% flexibility)	7,721
Potential from Small Windfall Sites 2011-2026	866
Potential from Large Windfall Sites 2011-2026	2,183
TOTAL DWELLING SUPPLY 2011-2026	10,945

¹⁵ Housing Background Paper (Vale of Glamorgan Council)

POLICY MG 2 - HOUSING ALLOCATIONS

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

	Site	Size (ha)	Number
	Strategic Housing Sites		
1	Phase 2 Barry Waterfront	48.55	2,000
2	Land at Higher End, St Athan (part of St Athan SOA)	10.42	280
3	Land at Church Farm, St Athan (part of St Athan SOA)	8.47	250
			2,530
	Key Settlement: Barry		
4	Land to the North of Waycock Cross, Barry	25.45	500
5	Barry Island Pleasure Park, Barry Island	1.18	115
6	White Farm, Barry	5.2	130
7	Land to the south west of Waycock Cross, Barry	6.98	210
8	Land to east of Pencoedtre Lane, North East Barry	2.8	67
9	Land to west of Pencoedtre Lane North East Barry	1.21	30
			1,052
	Service Centre Settlements		
	Cowbridge		
10	Cowbridge Comprehensive Lower School	0.8	27
11	Cowbridge Cattle Market	0.87	45
12	Cowbridge Comprehensive Sixth Form Block, Aberthin Road	0.52	15
13	Land adjoining St Athan Road	4.27	100
			187
	Llantwit Major		
14	Plasnewydd Farm, Llantwit Major	4.38	120
15	Land to the rear of Heol-y-Felin Estate, Llantwit Major	15.81	345
	(reserve site)		465
	Penarth		
16	Land at Fort Road, Lavernock	24.30	450
17	Land adjoining St.Josephs School, Sully Road	2.68	70
18	Headlands School, St.Augustines Road	2.20	80
			600

	Primary Settlements		
	Dinas Powys		
19	Land at and adjoining St.Cyres School, Murch Road	12.69	340
20	Land off Caerleon Road, Dinas Powys	2.54	60
			400
	Llandough (Penarth)		
21	Land south of Llandough Hill/Penarth Road	5.23	150
22	Land north & south of Leckwith Road	0.96	20
			170
	Rhose		
23	Land north of the Railway Line, Rhose	25.82	680
24	Land south of the Railway Line, Rhose Point	2.65	50
			730
	Sully		
25	Land West of Swanbridge Road, Sully (reserve site)	29.08	650
			650
	Wenvoe		
26	Land to the West of Port Road, Wenvoe	6.98	150
			150
	Minor Rural Settlements		
	Aberthin		
27	Land adjoining Court Close, Aberthin	0.75	20
			20
	Colwinston		
28	Land to the rear of St.Davids Church in Wales Primary School, Colwinston	2.55	60
			60
	Culverhouse Cross		
29	ITV Wales Site	7.13	220
	Fferm Goch		
30	The Garden Emporium, Fferm Goch	2.19	40
			40

	Ogmore-by-Sea		
31	Ogmore Residential Centre	3.06	70
32	Ogmore Caravan Park	3.64	82
			152
	St. Nicholas		
33	Land to the East of St.Nicholas	2.39	50
			50
	Wick		
34	Land off St.Brides Road, Wick	5.93	150
			150
	Ystradowen		
35	Land north of Sandy Lane	1.58	45
36	Land off Badgers Brook Rise	1.8	50
			95
TOTAL UNITS			7,721

TO ENSURE THE PROVISION OF SUFFICIENT HOUSING LAND , THE RELEASE OF SITES WILL BE PHASED IN FIVE YEAR PERIODS WITH PRIORITY BEING GIVEN TO BROWNFIELD AND COMMITTED SITES. RESERVED SITES WILL ONLY BE RELEASED WHERE IT IS NECESSARY TO ENSURE AN ADEQUATE SUPPLY OF HOUSING LAND OVER THE PLAN PERIOD.

7.11 In accordance with the LDP Strategy and Policy SP 3 land has been allocated for an additional 7,721 dwellings over the Plan period on 36 sites to take account of changes arising from demographic change, migration and changes in household formations. The number of units proposed for each identified site is based on a density range between 25 and 30 units net per hectare or where they are available, planning application or pre-application details. Where site densities differ from these levels, this reflects local site circumstances or sensitivities. Density levels may be negotiated in accordance with Policy MG 8.

7.12 The spatial distribution of allocated sites recognises the need to ensure the provision of a range of choice of land for housing throughout the Vale of Glamorgan. Sites have been allocated in settlements which the Council considers are the most appropriate to assimilate new development. In doing so the Council recognises the role of many of the service centres

and primary centres is crucial to the continued prosperity of the county borough. All allocated sites will be expected to contribute to the range and choice of housing types within the Vale of Glamorgan and contribute to the need identified for affordable housing at the rates identified in Policy MG 5. Further information in respect of each site, including information relating to the phasing of developments, is contained within the Delivery and Implementation section of the Plan. In order to ensure an appropriate balance between necessary development and the protection of the fine environmental qualities of the Vale of Glamorgan, the Council will not release all the sites allocated for housing immediately. Consideration will be given to the need to release 'reserved' sites as part of the review of the LDP. Reserved sites will only be released where it can be demonstrated that there is a significant deficiency in the supply of land for housing which cannot be met from another source.

POLICY MG 3 – STRATEGIC SITE AT BARRY WATERFRONT

LAND AT BARRY WATERFRONT IS ALLOCATED FOR THE DEVELOPMENT OF 2,000 NEW DWELLINGS, 6,400 SQM (NET) NEW RETAIL FLOORSPACE, A HOTEL, CAFE, BARS AND RESTAURANTS, OFFICES (CLASS B1) COMMUNITY, LEISURE AND EDUCATION FACILITIES. THE SITE WILL BE SERVED BY THE DEVELOPMENT OF THE BARRY ISLAND LINK ROAD AND ADDITIONAL SUSTAINABLE TRANSPORT INFRASTRUCTURE.



7.13 The development of Barry Waterfront has been guided by the approved Barry Waterfront Development Principles document¹⁶, which outlined the Council's Vision for Barry Waterfront as:

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

7.14 The redevelopment of Barry Waterfront has a lengthy planning history originally being granted outline planning permission in July 1988 by the then Secretary of State for Wales. Subsequent renewals for the comprehensive redevelopment of the site were agreed in 1991 and 1994

¹⁶ Barry Waterfront Development Principles (Vale of Glamorgan Council July 2009)

and numerous applications have been approved since this time that have seen substantial development take place within the Waterfront area. In October 2007, a Consortium of house builders including Persimmon Homes, Taylor Wimpey and Barratt Homes entered into an agreement with Associated British Ports and the Welsh Government for the right to develop the Waterfront area. In July 2011 the Vale of Glamorgan Planning Committee resolved to approve a planning application for the site subject to conditions and the signing of a Section 106 Agreement.

7.15 The site is located between Barry Town centre to the north east, Barry Island to the south and the Old Harbour and Barry Marine Conservation Area to the south west. The site comprises 48.55 hectares of land divided between 6 distinct character areas within the old Barry Docks. These are what the applicant describes as, the District Centre, West Pond, South Quay Parkside, South Quay Waterside, Arno Quay and East Quay.

7.16 The proposed development will include:

- a) The construction of 2,000 new dwellings - 500 - 700 dwellings at West Pond, 650 - 900 at South Quay, Parkside and Waterside, 100 - 250 at East Quay and 75 - 200 at Arno Quay.
- b) The provision of 6,400sqm (net) of new retail floorspace, comprising 2,800sqm convenience and 3,600sqm comparison floorspace. The retail provision will comprise a new food store and 2 retail units located in a new district centre to the north west of the development site adjacent to West Pond, the school site and the innovation Quarter;
- c) Cafes, bars and restaurants with a combined floorspace of 750sqm - 1820sqm located throughout the development but primarily within the District Centre;
- d) A hotel with a gross floorspace of 3,500sqm located within the District Centre;
- e) Offices (B1) with a gross floorspace of 3,450sqm;
- f) A new primary school will be constructed within the West Pond section of the development adjacent to the Innovation Quarter to meet the educational needs of the English medium primary and nursery school children generated by the development.
- g) Up to 400sqm Community Facilities (D1 / D2) and
- h) The construction of the Barry Island Link Road new highway to link the existing Ffordd y Mileniwm to Barry Island.

7.17 Proposals will also include new vehicular and pedestrian/cycle access including a new link road, re-grading of site to form new site levels and associated infrastructure works, parking, servicing, landscaping, public realm and public open space provision. In line with the Vision, proposals will also be required to have regard to its maritime context and where appropriate, protect and enhance the marine environment.

- 7.18 In order to ensure that the development comes forward in a comprehensive manner and delivers appropriate levels of community infrastructure, a phased approach to development has been adopted. Phase 1 will include the District Centre, part of West Pond and Arno Quay. This phase will accommodate a section of the new link road to Barry Island as well as the supermarket and non-food retail floorspace, petrol filling station, hotel, A3 uses, offices, residential, public open space and public realm provision. The total number of residential units for West Pond and Arno Quay combined being in the region of 550 units.
- 7.19 Phase 2 will include the remainder of West Pond and provides for approximately 300 residential units. The third phase of the development is identified as South Quay Parkside which is estimated to consist of approximately 300 residential units and will see the continuation of the new link road to a point where it connects with the Council's coach park and gains access to Barry Island. This phase also includes the main Linear Park and some A3 uses. Phase 4 includes the South Quay Waterside with the provision of approximately 600 residential units, and some A3 uses, and the East Quay public open space and the fifth and final phase includes the East Quay residential development which envisages approximately 250 residential units.

POLICY MG 4 – STRATEGIC SITE AT ST ATHAN STRATEGIC OPPORTUNITY AREA

LAND IS ALLOCATED AT ST ATHAN FOR THE DEVELOPMENT OF 89 HECTARES OF EMPLOYMENT LAND (CLASS B1, B2 AND B8), 530 NEW DWELLINGS AND HIGHWAY IMPROVEMENTS ON THE B4265 AT GILESTON OLD MILL.

- 7.20 The allocation of this strategic site provides a significant opportunity for economic development of regional importance to take place within the St Athan Strategic Opportunity Area (SOA). The strategic site comprises the Aerospace Business Park and two proposed housing developments located to the west at Higher End and to the east at Church Farm. The proposed ABP has the benefit of outline planning permission which was granted on the 1st December 2009.



- 7.21 The proposed development will include:
- a. The erection of new and replacement buildings, airfield operational facilities and structures, the provision of access roads, hard standings and other infrastructure and related highway improvements. Highway

improvements on the B4265 between St.Athan and Aberthaw at Gileston Old Mill will alleviate existing highway safety issues along this key transport corridor.

- b. Two new housing allocations which represent logical urban extensions to the settlement and are well located in terms of access to existing services and facilities. While there are a number of existing site constraints, including local biodiversity and heritage issues these can be mitigated against. The sites are as follows:

(i) The provision of 280 dwellings at land west of Higher End, St Athan. This 10.42 hectare greenfield site lies to the south of MoD St.Athan at Higher End. 4.86 hectares of the site to the east is covered by an outline planning application for up to 100 dwellings to be accessed from St.John's View and 30 % affordable housing contributions. The detailed layout will be, agreed through a Section 106 agreement and a subsequent reserved matters planning application. Development of the remaining part of the site measuring 5.56 hectares, will deliver up to 180 dwellings and is expected to realise a minimum of 30% affordable housing.

(ii) The provision of 250 dwellings at land to the east of Church Farm, St Athan. This 8.47 hectare greenfield site is part of the St Athan Strategic Opportunity Area and is located to the east of St Athan village. The site adjoins the St Athan County Junior and Infants School and is accessed off Gileston Road. Development of the site will provide at least 30% affordable housing.

POLICY MG 5 – AFFORDABLE HOUSING

THE PROVISION OF AT LEAST 30% AFFORDABLE HOUSING WILL BE REQUIRED ON ALL SITES OF 5 OR MORE UNITS IN:

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

THE PROVISION OF AT LEAST 35% AFFORDABLE HOUSING WILL BE REQUIRED ON ALL SITES OF 5 OR MORE UNITS IN:

- COWBRIDGE;
- DINAS POWYS;
- LLANDOUGH;
- PENARTH;
- SULLY;
- WENVOE;

- THE MINOR RURAL SETTLEMENTS
AND
- THE RURAL VALE OF GLAMORGAN.

7.22 Policy SP 4 identifies a target of 2,624 affordable homes across the Vale of Glamorgan over the Plan period in accordance with the findings of the Council's Local Housing Market Assessment (2010) (LHMA) which considered the nature and scale of the shortage of affordable housing in the Vale of Glamorgan over the Plan period.

7.23 All new residential development of 5 or more residential units within the Vale of Glamorgan will be required to contribute to the provision of affordable housing to meet the identified need in each locality. On all sites particular emphasis will be on the provision of a range and choice of affordable housing, to include a balance of social rented and intermediate units to fulfil local housing needs and in order to provide for an appropriate mix and balance of development. In addition, the provision of local lettings policies will be important when bringing sites forward for affordable housing. Further information in relation to the affordable housing need is contained within the Affordable Housing Delivery background paper.

7.24 The findings of the Affordable Housing Viability Study (2010)¹⁷ indicate that the private housing market in the Vale of Glamorgan is able to accommodate an affordable housing requirement of between 30% and 40% on all residential sites of 5 dwellings or more. The Study indicated that there was a mixed pattern of viability across the area, with sites in Llantwit Major, St Athan, Rhoose and Barry likely to provide 30% affordable housing and sites in Cowbridge, Penarth, Dinas Powys, Wenvoe and the minor rural settlements providing 40% affordable housing. To ensure that the affordable housing requirement is achievable and deliverable, it is proposed through Policy MG 5 to set the affordable housing requirement at a minimum of 30% and 35% depending on the location as set out within the policy. The reduction in the requirement from 40% to 35% recognises the impact of the economic downturn on the housing market. The Council's preference will always be for on site delivery of affordable housing. However, where appropriate, the Council may allow a proportion of the affordable housing to be delivered off site or through the provision of commuted sums to facilitate affordable housing in areas of greatest need such as Barry. Further information will be set out in an Affordable Housing Supplementary Planning Guidance note.



7.25 In addition, where it is demonstrated that there are proven economic circumstances that impact upon the delivery of the affordable housing, for

¹⁷ Vale of Glamorgan Council Viability Study (Three Dragons June 2010)

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

- 7.26 The Delivery and Implementation section of the Plan outlines the Council's specific requirement for each site. For non allocated sites an assessment will be made of every development proposal over 5 dwellings in order to define the exact affordable housing requirements.
- 7.27 Appropriate planning conditions and/or planning obligations will be utilised to ensure that affordable housing provided through new development will remain affordable in perpetuity.
- 7.28 Further detailed guidance on the implementation of this policy will be set out in the Council's Affordable Housing Supplementary Planning Guidance.

POLICY MG 6 – RESIDENTIAL DEVELOPMENT IN KEY, SERVICE CENTRE AND PRIMARY SETTLEMENTS

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

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

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

- 7.29 Settlement boundaries have been drawn around the key, service centre and primary settlements of the Vale of Glamorgan. The boundaries define

the settlements within which new development will be permitted encouraging the re-use of land and buildings and preventing the spread of new development into the open countryside. Accordingly to protect the identity of these settlements, to ensure the efficient use of land and to protect the countryside from urbanisation and incremental loss, with the exception of affordable housing (See Policy MD 7), development will not be permitted outside of the identified settlement boundaries.

- 7.30 It is recognised that these larger settlements are likely to contain unallocated or “windfall” sites (either previously developed or infill sites) which could accommodate new development over and above those sites that have been allocated in Policy MG 2 and which can make an important contribution to the housing land bank and the objectives of the LDP.
- 7.31 Where proposals involve the loss of open space, community or tourist facilities the Council will require robust evidence that demonstrates the facilities are no longer required. Such evidence could include information in respect of the availability of open space within the area against relevant standards or evidence that illustrates a property has been vacant and actively marketed for a consecutive period of 12 months or more.
- 7.32 The inclusion of land within a settlement boundary however does not automatically imply its suitability to accommodate development and Policy MG 6 provides a framework for the development of such sites ensuring that where they are promoted, they are appropriate to their surroundings and do not impact upon the deliverability of allocated sites by way of access or infrastructure provision.

POLICY MG 7 – RESIDENTIAL DEVELOPMENT WITHIN MINOR RURAL SETTLEMENTS

NEW RESIDENTIAL 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 AND
6. THE PROPOSAL WOULD NOT RESULT IN THE LOSS OF COMMUNITY OR TOURISM BUILDINGS OR FACILITIES

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

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

- 7.37 Development in minor rural settlements which proposes the reuse or loss of a community building or facility will be permitted where it can be demonstrated that such a loss would not have a detrimental impact upon local service provision. For the purposes of the policy community facilities include local shops, post offices, public houses, places of worship, village and community halls and any recreation facility, including public open space. Development proposals will therefore need to be supported by evidence which demonstrates that community buildings or facilities are either no longer required for their original purpose or, in the case of commercial enterprises, no longer economically viable. Such evidence could include corroboration that a building has been vacant or actively marketed for a continuous period of 12 months or more or that alternative provision is available within close proximity to the proposal site the use of which is preferable to that which would be lost.
- 7.38 Development proposals within or adjacent to minor rural settlements will be required to be consistent with the guidance contained within the Council's Design in the Landscape SPG¹⁸ and where applicable should be accompanied by a design and access statement that demonstrates how the proposal has been designed to remove or reduce any unacceptable impact on the settlement.

POLICY MG 8 - HOUSING DENSITIES

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

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

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

¹⁸ Design in the Landscape Supplementary Planning Guidance, Vale of Glamorgan Council (2006)

- 7.39 New residential development within the Vale of Glamorgan will seek to use land efficiently, providing dwellings that meet current housing needs whilst protecting land for future generations. A minimum residential density of 30 dwellings net per hectare will therefore be required for new residential development within the key, service centre and primary settlements of the Vale of Glamorgan. Within the minor rural settlements of the Vale of Glamorgan new residential development at a lower density of 25 dwellings net per hectare will be permitted. This reflects the sensitive nature of many rural villages and the character of existing built form.
- 7.40 Development below the specified residential density levels will not be permitted unless it is demonstrated that there are significant constraints associated with a site that prevent development at the specified levels or where development at the density required would have an adverse impact on the character or appearance of the locality or result in the loss of an important site feature. Higher densities will be permissible and indeed encouraged where they represent the sustainable use of land and reflect the character of the surrounding area and would not unacceptably impact upon local amenity. By way of example higher densities would be expected in waterfront developments, flatted schemes and on sites in areas which are already characterised by high density development. All new development should contribute to the creation of balanced communities, providing a mix of housing types and sizes, including smaller properties that meet local housing need.

POLICY MG 9 – GYPSY AND TRAVELLER SITE

LAND IS ALLOCATED AT LLANGAN FOR THE PROVISION OF A GYPSY AND TRAVELLER SITE.

- 7.41 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.
- 7.42 In 2007 in partnership with Cardiff Council the Vale of Glamorgan Council commissioned Fordham Research¹⁹ 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.
- 7.43 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.

¹⁹ Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation (Fordham Research August 2008)

7.44 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.

POLICY MG 10 – PROVISION OF EDUCATIONAL FACILITIES

LAND IS ALLOCATED FOR THE FUTURE DEVELOPMENT OF NEW AND IMPROVED EDUCATIONAL FACILITIES AT:

1. THE PENARTH LEARNING COMMUNITY, SULLY ROAD, PENARTH;
2. LLANTWIT MAJOR COMPREHENSIVE AND PRIMARY SCHOOLS, HAM LANE, LLANTWIT MAJOR AND
3. A NEW PRIMARY AND NURSERY SCHOOL AT BARRY WATERFRONT, BARRY.

7.45 The proposed Penarth Learning Community and Llantwit Major Scheme form part of the Council's 21st Century Schools Strategic Programme. The Penarth Learning Community scheme is currently at a more advanced stage than the Llantwit Major Scheme. The new Penarth Learning Community involves the re-provision of St. Cyres School and the amalgamation of 3 special schools; Ashgrove, Ysgol Erw'r Delyn and Ysgol Maes Dyfan on one site with residential and respite care, shared facilities and services. The Llantwit Major Scheme involves the re-build of the existing comprehensive school, new primary school provision together with additional leisure and cultural facilities.

7.46 Positioned between Barry Town centre, Barry Island and the Old Harbour, the Barry Waterfront development is a key strategic regeneration centred on and around the old No.1 Dock that will bring substantial economic, environmental and social benefits to the town. An integral component of the strategic site is the provision of a new school to meet the educational needs of the English medium primary and nursery school children generated by the development. The 1.5 hectare site located within West Pond area of Barry Waterfront represents a critical element in the development and provides a focal point for the new community.

POLICY MG 11 - LLANDOUGH HOSPITAL

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

7.47 The Cardiff and Vale University Health Board are currently rationalising services and facilities within the Local Health Board area. The intention is to close a number of their existing facilities in Cardiff and re-locate them at the Llandough Hospital site. The expansion will provide improved facilities for local residents together with new specialist



employment opportunities. However given the prominence of the site, any future development proposals will be required to be carefully designed in accordance with policies MD 1, MD 2 and MD 3 to ensure that they respect the local context and character of the surrounding natural and built environment. Any expansion of the hospital will require significant highway improvements and will be required to enhance existing access to the site by walking, cycling and public transport.

WORKING

POLICY MG 12 - EMPLOYMENT ALLOCATIONS

LAND IS ALLOCATED FOR EMPLOYMENT AT THE FOLLOWING LOCATIONS:

	Site	Uses	Size (ha)
Strategic Employment Sites			
1	Land to the South of Junction 34 M4 Hensol	B1, B2, B8	51.1
2	Land adjacent to Cardiff Airport and Port Road, Rhoose	B1, B2, B8	77.4
3	Aerospace Business Park, St Athan	Aerospace Business Park, Employment & Education	88.5
		Sub Total	217
Local Employment Sites			
4	Atlantic Trading Estate	B1, B2, B8	6.6
5	Land at Ffordd y Mileniwm , Barry	B1, B2, B8	7.8
6	Hayes Lane, Barry	B1, B8	1.4
7	Hayes Road, Sully	B1	7.5
8	Hayes Wood, Barry	B1, B8	3.9
9	Llandow Trading Estate	B1, B2, B8	6.8
10	Vale Business Park, Llandow	B1, B2, B8	12.4
11	Land to the west of Ruthin Road, St Mary Hill * refer to Policy MG15)	Replacement Cattle Market	4.1
12	Land to the north of Waycock Cross, Barry	B1	10.0
		Sub Total	60.5
		TOTAL	277.5

7.48 Policy MG 12 allocates a total of 277.5 hectares of strategic and local land for employment uses within the Vale of Glamorgan in order to ensure that there is an adequate supply and choice of appropriately located and

suitable employment land is available to support the objectives of the LDP and to meet local employment need. The sites comprise strategically located flagship sites that will stimulate inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region as well as local employment sites that support indigenous business expansion and facilitate the establishment of new employment enterprises to the benefit of the local economy.

- 7.49 Three strategic employment sites have been allocated which seek to capitalise on the proposed Aerospace Business Park at St.Athan, Cardiff Airport and the proximity of the M4 motorway. These sites are intended to cater specifically for the needs of the aerospace industry and high tech manufacturing encouraging investment from the regional and sub regional market place.
- 7.50 Local employment allocations comprise a further 60.5 hectares of land for B1, B2 and B8 uses which has been allocated to ensure that an appropriate range and choice of land is available throughout the authority to meet future local employment requirements during the Plan period. More details on each of the allocations are provided in Section 8 on Delivery and Implementation.

POLICY MG 13 – STRATEGIC SITE ADJACENT TO CARDIFF AIRPORT AND PORT ROAD, RHOOSE

LAND IS ALLOCATED AT CARDIFF AIRPORT FOR 77.4 HECTARES OF B1, B2 & B8 EMPLOYMENT USES, A NEW RAIL LINK TO SERVE CARDIFF AIRPORT AND AN EXTENSION TO PORTHKERRY COUNTRY PARK.

- 7.51 This strategic employment site measures approximately 77.4 hectares and is allocated for business and employment uses catering specifically for the needs of the aerospace industry and high tech manufacturing. The site will be served by a new direct rail link, which will provide passenger and freight services. In order to ensure the site fits within the fine landscape of the Vale of Glamorgan and promotes sustainability, the site includes an extension to Porthkerry Country Park. Located immediately to the east of the Airport and south of Port Road, development of the site will encourage inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region. The site draws benefits from the close proximity of the Welsh Government's proposed Aerospace Space Business Park at St Athan and the motorway network.
- 7.52 The strategic site includes the following elements:
- a) Employment - the strategic employment site will be developed for B1, B2 and B8 uses and will be progressed over two phases as detailed below. Proposals for B2 uses on the site will be required to be related to appropriate manufacturing, research and development (Policy MG 12 (2) refers). General B2 industrial development will not be acceptable on this site.

- b) Rail Link to Cardiff Airport - A new direct rail link to the airport from the existing Vale of Glamorgan railway line will improve public transport access to the airport (Policy MG 20 refers).
- c) Transport Hub - a new and dedicated transport hub located at the airport will provide enhanced public transport facilities to the airport for businesses and the surrounding community providing new and improved transport facilities at the airport which will also benefit the Vale of Glamorgan and the Capital Region.(Policy MG 20 refers).
- d) The provision of an energy centre to serve the development.
- e) A 42 hectare extension to Porthkerry Country Park as part of the comprehensive nature of the proposals (Policy MG 28 refers).

7.53 In order to ensure that the site is developed in a comprehensive manner the employment land to the east of the airport and the new direct rail link and transport hub will be provided in the first phase of the development. No development on the second phase to the south of Port Road will take place until such time as the railway line extension is operational. Land for the extension of Porthkerry Country Park will be transferred to the ownership of the Vale of Glamorgan Council prior to the commencement of the development to the south of Port Road for employment purposes.



POLICY MG 14 – RURAL ENTERPRISE

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

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

PROPOSALS THAT WOULD RESULT IN THE LOSS OF EXISTING SMALL SCALE EMPLOYMENT USES WILL BE ASSESSED IN ACCORDANCE WITH POLICY MD 11.

7.54 The findings of the Employment Study indicate that many of the traditional sectors of rural employment such as agriculture and forestry in the Vale of Glamorgan are in decline. The Council recognises that in order to breathe new life into the rural economy it is necessary to maximise the

opportunities for small scale, sustainable employment to take place outside the larger settlements of the Vale of Glamorgan. The promotion of economic development which promotes rural enterprise and diversification in the rural Vale is therefore an essential element of the Strategy.



- 7.55 The development of new small scale employment uses within the Minor Rural settlements will be supported where the proposed use accords with the requirements of policies MD 1 and MD 3. Proposals for rural enterprise in association with a farm diversification scheme or the conversion of a rural building will be considered in accordance with policy MD 8 and National Planning Guidance²⁰.

POLICY MG 15 – REPLACEMENT CATTLE MARKET

LAND IS ALLOCATED TO THE WEST OF RUTHIN ROAD, ST.MARY HILL FOR THE RELOCATION OF THE COWBRIDGE CATTLE MARKET.

- 7.56 The existing Cattle Market site within Cowbridge has been allocated within the LDP for residential development under Policy MG 2. The proposed site for a replacement cattle market to the west of Ruthin Road at St.Mary Hill has been promoted by the current operator of the existing cattle market site. The site is in close proximity to existing employment uses and is well located to serve the rural hinterland of the Vale of Glamorgan and beyond. The site benefits from good local access and is well related to the strategic highway network and the M4.

POLICY MG 16 – RETAIL ALLOCATIONS

IN ACCORDANCE WITH POLICY SP 6 LAND IS ALLOCATED FOR NEW RETAIL DEVELOPMENT AT THE FOLLOWING LOCATIONS:

Site	Floorspace
1.Strategic Site at Barry Waterfront, Barry	6,400 square metres (net)
2. Former Garden Centre, Cowbridge	1,881 square metres (net)

- 7.57 Policy MG 16 identifies sites for an additional 8,281 square metres (net) of retail floorspace within the Vale of Glamorgan during the Plan period. The allocations will strengthen the role of the retail centres of Barry and Cowbridge, sustaining a range and choice of retail provision that meets the needs of the local populations.

²⁰ TAN 6 Planning for Sustainable Rural Communities (WAG July 2010)

- 7.58 The retail allocation within Barry Waterfront comprises 6,400 square metres net of A1 retail floorspace. The main element of the retail proposal will be situated within what the applicant describes as the proposed “District Centre” and will comprise of approximately 4,600 square metres net floorspace in a retail food store and a further 1,800 square metres net non-food floorspace provided within two separate retail units adjacent to the proposed food store.
- 7.59 The Vale of Glamorgan Local Development Plan Retail Study undertaken for the Council by CACI provided a quantitative and qualitative assessment of the provision of convenience and comparison goods within the authority over the Plan period. The study concluded that although there were a number of smaller convenience retail units within Cowbridge, the town had no way of retaining its principal resident convenience expenditure, identified as £33.3m and that this was being lost to the surrounding centres such as Bridgend, Llantrisant and Culverhouse Cross.
- 7.60 The former Garden Centre site is located at Birds Lane in the centre of Cowbridge and comprises a 1.08 hectare site in close proximity to the main district retail centre. Previously a garden centre with associated car parking, the redevelopment of the site will provide a food store measuring approximately 1,881 square metres net retail floor space. This comprises a food store measuring 1,319 square metres (net) and four non food retail units of approximately 562 square metres (net) together with the provision of 138 car parking spaces, associated landscaping and access improvements. The Council’s Retail Planning Study²¹ identified that Cowbridge was largely defenceless against the leakage of convenience expenditure to larger retail centres such as Bridgend and Culverhouse Cross. The allocation of the former Garden Centre site for retail development will therefore not only provide positive benefits to the town, reinforcing its position within the retail hierarchy, but also retain retail convenience expenditure within the town.



POLICY MG 17 – RETAIL HIERARCHY

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

1. BARRY TOWN CENTRE (HOLTON ROAD);
2. DISTRICT RETAIL CENTRES: BARRY (HIGH STREET/BROAD STREET), COWBRIDGE, LLANTWIT MAJOR AND PENARTH;

²¹ Vale of Glamorgan Local Development Plan Retail Planning Study (CACI amended October 2011)

3. LOCAL CENTRES: BARRY ROAD NEAR CADOXTON, BARRY; MAIN STREET, BARRY; PARK CRESCENT, BARRY; UPPER HOLTON ROAD, BARRY; VERE STREET, BARRY; CARDIFF ROAD, DINAS POWYS; DINAS POWYS VILLAGE; CORNERSWELL ROAD, PENARTH; ST.ATHAN AND RHOOSE;
4. NEIGHBOURHOOD CENTRES: BRON-Y-MOR, BARRY; CWM TALWG CENTRE, BARRY; GIBBONSDOWN CENTRE, BARRY; PARK ROAD, BARRY; BOVERTON; CAMMS CORNER, DINAS POWYS; CASTLE COURT/THE PARADE, DINAS POWYS; FONT-Y-GARY; CRAWSHAY DRIVE, LLANTWIT MAJOR; PILL STREET, PENARTH AND TENNYSON ROAD, PENARTH.



- 7.61 The retail hierarchy of the Vale of Glamorgan is strongly influenced by the availability of retail provision within and on the periphery of Cardiff. Easily accessible by sustainable transport from within the Vale of Glamorgan, Cardiff City Centre is the primary retail attractor within the region and offers a wide range and assortment of convenience and comparison shopping. Similarly the major out of centre Retail Park at Culverhouse Cross on the eastern periphery of the Vale of Glamorgan is in close proximity to and impacts upon the main town and district centres of the Barry and Cowbridge and is a significant retail attraction in its own right.
- 7.62 Within the Vale of Glamorgan shopping provision is largely concentrated within Barry Town Centre and the District Retail Centres of Penarth, Cowbridge and Llantwit Major. Identified in the Wales Spatial Plan as one of fourteen key settlements that have a critical role in the growth of the

Capital Region, Barry Town Centre provides for a broad range of retail, service, employment and leisure uses that serve more than a local need. Retail provision in the district centres is characterised by a range of local and national retailers and service providers that predominantly serve local catchment areas. Elsewhere within the Vale of Glamorgan, smaller independent retailers provide important daily convenience services for the immediate catchment area surrounding the local and neighbourhood centres.

- 7.63 The Council has prepared a Town and District Retail Assessment²² for each of the town and district retail centres within the hierarchy which defines the extent of the centre boundaries and identifies the primary, secondary and where applicable tertiary shopping frontages. These are illustrated at Appendix 7. In addition, the Council has commissioned work to provide a Framework for Barry Town Centre and the District Centres of Cowbridge, Llantwit Major, Penarth and Barry (High Street/Broad Street) and it is envisaged that this framework will be published as Supplementary Planning Guidance.

POLICY MG 18 – NON A1 RETAIL USES WITHIN TOWN AND DISTRICT RETAIL CENTRES

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

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

²² The Vale of Glamorgan Town & District Retail Centre Assessment (Martin Tonks July 2009)

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

- 7.64 Within the Vale of Glamorgan's town and district retail centres as defined in Policy MG 17, primary and secondary frontages²³ have been defined and are identified at Appendix 7. Within these areas the range and mix of uses will be carefully managed and controlled to ensure the continued vitality, viability and attractiveness of the retail centres. While non-retail uses such as financial and professional services (A2), food and drink outlets (A3), offices (Class B1) can contribute to the diversity of a retail centre and generate increased footfall, a proliferation of such uses can also have a negative impact upon the long term vitality, viability and attractiveness of the centre dispersing retail premises and diluting the retail core.
- 7.65 In primary and secondary frontages the Council will seek to ensure that no more than 25% and 50% of shops respectively are occupied by non-A1 uses. Where existing non retail uses already exceed the levels set out in the Policy, the Council will favour proposals that seek to reinstate A1 uses that further strengthen the role and function of the retail centres. Proposals for non A1 uses will need to demonstrate that the thresholds detailed in policy MG 18 have not been exceeded and will need to be supported by an up to date retail survey that illustrates the prevailing retail provision within the centre.
- 7.66 Within primary and secondary frontages consideration will also be given to whether the proposal would lead to or add to a concentration or clustering of non A1 uses. Concentrations of non A1 uses will therefore be carefully controlled to prevent the creation of dead retail frontages that detract from the recognised retail character and appearance of the area and will be considered on a site by site basis.
- 7.67 A3 food and drink uses such as cafés, wine bars and hot food takeaways can be complimentary to existing retail centres helping to support their viability and diversity. However an over concentration of such uses within a centre can also have a detrimental impact upon existing retail premises and the retail centre itself and such uses will therefore be carefully controlled.
- 7.68 Outside of the primary and secondary retail frontages of the town and district retail centres while the retention of A1 retail uses is desirable and will be encouraged. Where it can be demonstrated that the retention of an A1 retail use is no longer economically viable alternative uses will be permitted. Similarly outside of the primary and secondary retail frontages of the town and district retail centres where conversion to a non A1 use is



²³ Vale of Glamorgan Town & District Retail Assessment (Martin Tonks July 2009)

proposed for a vacant unit, the applicant will be required to demonstrate that the property has been actively marketed for a continuous period of 12 months.

- 7.69 To ensure that the number of retail units within the town and district retail centres is maintained, proposals for the change of use of ground floor commercial premises to residential uses will not be permitted within the identified primary and secondary frontages. Where upper floor space is vacant conversion to residential, commercial or community uses will be favoured.

POLICY MG 19 – NON A1 RETAIL USES WITHIN LOCAL & NEIGHBOURHOOD SHOPPING CENTRES

WITHIN LOCAL RETAIL CENTRES PROPOSALS FOR NON A1 RETAIL USES WILL BE PERMITTED WHERE THEY WOULD NOT RESULT IN EXCESS OF 50% NON A1 RETAIL USES. PROPOSALS FOR RESIDENTIAL DEVELOPMENT IN LOCAL RETAIL CENTRES WILL BE PERMITTED WHERE THEY WOULD NOT SINGULARLY OR CUMULATIVELY IMPACT ON THE RETAIL CHARACTER OF THE CENTRE.

PROPOSALS FOR NON A1 RETAIL USES IN NEIGHBOURHOOD CENTRES WILL BE PERMITTED WHERE IT IS DEMONSTRATED THAT THE EXISTING A1 USE IS NO LONGER VIABLE AND THE ALTERNATIVE USE WOULD NOT HAVE AN UNACCEPTABLE IMPACT ON THE VIABILITY AND VITALITY OF THE CENTRE.

- 7.70 The Council has undertaken a review of the local and neighbourhood retail centres²⁴ to determine the extent and viability of each centre and the boundaries of these centres are shown at Appendix 7.

- 7.71 The local and neighbourhood retail centres of the Vale of Glamorgan perform a valuable role in sustaining local communities, providing for the daily needs of local residents and reducing the need to travel. However modern shopping habits have seen the role of local and neighbourhood centres decline and the range of facilities at many of the centres are slowly being eroded and replaced by non retail uses or converted to residential properties. While in some cases such changes result in the beneficial reuse of otherwise vacant properties that detract from the local environment, others can significantly damage the viability of a centre and contribute to its decline and ultimate loss. It is important therefore to ensure that such changes are carefully managed and that the important role of the local retail centres is maintained.



²⁴ Local and neighbourhood Retail Centre Review (Vale of Glamorgan Council 2011)

- 7.72 Within the identified local retail centres, the Council will therefore seek to maintain viable levels of retail provision which are capable of sustaining the local centres. Therefore proposals which reduce the level of A1 uses within local retail centres to below 50% will not be permitted.
- 7.73 Similarly proposals which would result in the over concentration or clustering of non A1 retail uses, including residential, within a local retail centre will be carefully controlled to ensure that the viability and retail function of the local centre is maintained. It is however recognised that some non retail uses such as medical centres and dental practices can contribute to or indeed improve the viability of local centres, providing improved local services and increasing footfall near retail premises. Such uses will therefore generally be favoured where the retail role of the local centre is maintained and there is no unacceptable impact upon local amenity. Given the diversity of the identified local centres proposals for non A1 uses will be assessed on a case by case basis against the individual characteristics of each local centre.
- 7.74 The smaller neighbourhood centres of the Vale of Glamorgan are more affected by changes in shopping behaviour and are more likely to be under threat from alternative uses. While recognising the importance of the retail uses in these neighbourhood centres and the role that they play in reducing the need to travel the Council recognises that it is often not commercially viable to maintain a retail presence. Therefore, while the retention of A1 retail uses within neighbourhood centres is desirable and will be encouraged, where it can be demonstrated that the retention of A1 retail use is no longer economically viable alternative uses will be permitted. Where conversion to a non A1 use is proposed for a vacant unit, the applicant will be required to demonstrate that the property has been actively marketed for a continuous period of 12 months.

MANAGING

POLICY MG 20 – TRANSPORT PROPOSALS

LAND FOR THE FOLLOWING TRANSPORTATION SCHEMES IS ALLOCATED:

WALKING AND CYCLING

1. NATIONAL CYCLE NETWORK ROUTE 88 AND ASSOCIATED LOCAL URBAN AND RURAL CONNECTIONS.
2. PONT-Y-WERIN CONNECTIONS/PENARTH TOWN CENTRE
3. A4050 PORT ROAD TO CARDIFF AIRPORT
4. ALL WALES COAST PATH

BUS AND RAIL

5. NEW DIRECT RAIL LINK, VALE OF GLAMORGAN LINE TO CARDIFF AIRPORT TERMINAL
6. BARRY WATERFRONT STATION PARK AND RIDE, BARRY
7. DINAS POWYS - LLANDOUGH - LECKWITH - CARDIFF CORRIDOR BUS PRIORITY MEASURES

HIGHWAYS

8. GILESTON OLD MILL B4265
9. BARRY ISLAND LINK ROAD
10. A 4226 FIVE MILE LANE IMPROVEMENTS

INTERCHANGES

11. BARRY WATERFRONT STATION INTERCHANGE
12. CARDIFF AIRPORT TRANSPORT HUB.

7.75 Policy MG 20 identifies and safeguards land required for transport proposals during the lifetime of the LDP, providing improvements which will support the strategic objectives of the Plan and realise enhanced sustainable transport facilities and highway improvements. Many of the schemes identified are included in and supported by the South East Wales Transport Alliance's Regional Transport Plan and others are ongoing schemes or form elements of committed development led proposals. The schemes identified in Policy MG 20 are at differing stages of development and therefore while definitive route alignments are available for some proposals for others only indicative alignments are available. All routes and areas to be protected are illustrated on the Proposals Map.

Walking and Cycling

7.76 Cycling and walking are sustainable and practical alternatives to the private car, supporting healthy lifestyles and reducing the impact on the environment. An essential element in encouraging an increase in walking and cycling is the provision of a network of high quality dedicated routes that link communities and provide access to local retail, employment and recreation opportunities. The LDP will seek to encourage and give priority to those proposals that enhance opportunities for walking and cycling,



7.77 The Council has a long standing aspiration to develop the National Cycle Network within the Vale of Glamorgan. NCN Route 88 links NCN Route 4 at Margam Park in the County Borough of Bridgend, through the Vale of Glamorgan to the start of NCN Route 8 in Cardiff Bay. A feasibility study that identifies a preferred route for NCN 88 has been prepared for the Vale of Glamorgan Council by Sustrans²⁵ and some sections of the route have been constructed. The remainder of the route is at varying stages of development. While some sections, such as those along Cardiff Road between Barry and Dinas Powys and to the south of Penarth along Railway Walk benefit from detailed feasibility and design studies other sections have not been the subject of any detailed investigations. Development of the route will seek to capitalise on established programmes such as the Vale of Glamorgan wide Safe Routes in Communities schemes and the Penarth Connect2 programme as well as sustainable transport contributions from new development proposals.

7.78 The Pont Y Werin over the River Ely is a strategic walking and cycling link between Cardiff and the Vale of Glamorgan. Supported by the South East Wales Transport Alliance, the Vale of Glamorgan Council is committed to developing a network of walking and cycling routes within Penarth that lead to the Pont Y Werin and which encourage greater use of alternative and more sustainable modes of transport for both utility and leisure trips. Completion of the network will also contribute to the completion of the NCN Route 88 within the Vale of Glamorgan and provide continuity with walking and cycling routes within Cardiff.



7.79 The A4050 Port Road is a major strategic transport route that connects Cardiff Airport through Barry to the major transport interchange at Culverhouse Cross and the M4. Supported by the Welsh Government and the South East Wales Transport Alliance the development of improved walking and cycling routes along this strategically important transport corridor will build upon successful projects that have been implemented by the Vale of Glamorgan Council under the Safe Routes in Communities programme in north Barry and will support the development of improved sustainable access to Cardiff Airport.

7.80 The Welsh Coastal Access Improvement Programme seeks to improve access to the Welsh coast for local communities and visitors by way of improvements to existing paths and the development of new routes. With 53 kilometres of coast the Vale of Glamorgan coastline will form an integral part of the Coastal Path stretching from Cardiff Bay/Ely Estuary in the east to the Ogmere River in the



²⁵ The National Cycle Network through the Vale of Glamorgan Feasibility Study (Sustrans 2008)

west. Funded by the Welsh Government and project managed by the Countryside Council for Wales the programme will deliver a high quality walking route around the Welsh coastline.

Bus and Rail

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

7.82 Cardiff Airport and the adjoining Airport Business Park have the potential to deliver substantial and long term economic growth to both the Vale of Glamorgan and the wider Capital Region. This potential however has been constrained by inadequate surface access that has limited growth and delayed investment. A new direct rail link to the airport from the existing Vale of Glamorgan Line will improve public transport access and provide economic benefits and reduce the reliance on the private car.



7.83 As part of the development of a scheme for a new Central Station to serve the Barry Town Centre and Barry Waterfront, in 2002 the Vale of Glamorgan Council identified an integrated and phased approach to the redevelopment and improvement of Barry Dock Station and the surrounding area. Initial phases have resulted in the upgrading of the station platform and the construction of a new strategic footbridge linking Thompson Street to the Holton Reach site on Barry Waterfront. Supported by the Welsh Government and the South East Wales Transport Alliance, the development of the Park and Ride site at Barry Town station will include the upgrading of the Barry Dock Office car park and provide approximately 220 park and ride spaces at the improved station.

7.84 The Sewta Bus Strategy (2007) includes proposals to improve the bus corridor between the Vale of Glamorgan and Cardiff along the primary road network. The main recommendation of the bus investment programme study was to focus on improvements to the Dinas Powys, Llandough and Leckwith corridor to Cardiff. In addition, consideration is also being given to new bus priority measures along the Barry Road to Penarth Road corridor.



Highways

- 7.85 The Council has long standing proposals for a highway improvement along the B4265 at Gileston Old Mill where the current road alignment between St.Athan and Aberthaw is constrained by the local topography which creates significant road safety issues. The Gileston Old Mill proposal will comprise on and off line improvements to the B4265 that will include both horizontal and vertical carriageway realignment to alleviate the existing highway safety issues along this key access corridor that forms the primary road connection to Aberthaw Power Station, Llantwit Major and the proposed Aerospace Business Park at St. Athan.
- 7.86 The Barry Island Link Road is an integral part of the strategically important Phase Two Barry Waterfront regeneration scheme. The new link road will form the primary access corridor through the development area providing improved sustainable transport infrastructure, increasing local permeability within the Waterfront and facilitating the improved integration of the regeneration area, the town and the communities and tourism centre at Barry Island.
- 7.87 The Vale of Glamorgan Council has progressed environmental studies and identified route alignment options in respect of highway safety improvements along Five Mile Lane. The route is an important north-south corridor within the Vale of Glamorgan with poor alignment that contributes to road safety concerns. The studies that have been undertaken have formed the basis for the Council's current proposals to upgrade the alignment of the Five Mile Lane and undertake junction improvements at Sycamore Cross and Waycock Cross. The proposals will improve highway safety, help reduce congestion and enhance access to Cardiff Airport and St Athan.

Interchanges

- 7.88 As a final phase of the ongoing improvement works at Barry Town Station, an integrated transport interchange to the north of the railway line is proposed to provide enhanced facilities in close proximity to the town centre for bus and taxi services. This scheme will complement the improved Park and Ride facilities at the station and further integrate Barry Waterfront with Barry Town centre.
- 7.89 Allied to the provision of a direct rail line to Cardiff Airport, a new and dedicated transport hub located at the airport will provide enhanced public transport facilities at the airport for businesses and the surrounding community by providing new and improved transport infrastructure at the airport which will benefit the Vale of Glamorgan and the Capital Region.

POLICY MG 21 – SPECIAL LANDSCAPE AREAS

THE FOLLOWING AREAS ARE DESIGNATED AS SPECIAL LANDSCAPE AREAS:

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

NEW DEVELOPMENT THAT DETRACTS FROM THE SPECIAL QUALITIES FOR WHICH THE SPECIAL LANDSCAPE AREAS HAVE BEEN DESIGNATED WILL NOT BE PERMITTED.

WHERE APPROPRIATE DEVELOPMENT PROPOSALS WITHIN OR CLOSELY RELATED TO SPECIAL LANDSCAPE AREAS WILL BE REQUIRED TO SUBMIT A LANDSCAPE IMPACT ASSESSMENT.

7.90 Special Landscape Areas (SLA) have been designated²⁶ to protect areas of the Vale of Glamorgan that are considered to be important for their geological, natural, visual, historic or cultural significance. These areas have been identified through the utilisation of a methodology devised by the Countryside Council for Wales in collaboration with a consortium of local authorities in South East Wales²⁷, which uses LANDMAP data. The process allows information about the landscape to be gathered, organised and evaluated into a nationally consistent, quality assured data set.

7.91 The designation of SLAs is not intended to prevent development but to ensure that where development is acceptable careful consideration is given to the design elements of the proposal such as the siting, orientation, layout and landscaping, to ensure that that special qualities and characteristics for which the SLAs have been designated are protected.

7.92 Development proposals within or closely related to special landscape areas will be required to fully consider the impact of the proposal on the SLA through the submission of a landscape impact assessment consistent with the guidance set out in the Council's Design in the Landscape SPG²⁸ Where applicable, this should form a key element of a planning application's design and access statement and should demonstrate that the proposal has been designed to remove or reduce any unacceptable impacts on the qualities for which the SLA has been designated. Any cumulative impacts that the proposal may have in relation to existing or planned proposals in the locality should also be considered. This is

²⁶ Designation of Special Landscape Areas (April 2008) TACP

²⁷ Development of Criteria for special Landscape Area Designation for South East Wales Local Authorities (July 2007)

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

particularly the case for wind turbines or large structures. The level of detail required in each landscape impact assessment will be commensurate with the scale of the proposal.

7.93 Details of the SLAs are contained within the Vale of Glamorgan Designation of Special Landscape Areas Study (2008).

POLICY MG 22 - GREEN WEDGES

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

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

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

7.94 Land on the urban fringe particularly around the key, service and primary settlements within the South East Zone is vulnerable to speculative development that can blur the boundaries between settlement edges and the open countryside. Unchecked this development would result in the incremental loss of open land and ultimately lead to the coalescence of settlements with a resultant detrimental impact upon agriculture, the landscape and the amenity value of land.

7.95 While other policies of the LDP seek to prevent inappropriate development within the open countryside it is considered that the areas defined by the green wedges are more vulnerable and susceptible to change and require additional protection. Therefore, within the areas defined by the green wedges development will be carefully controlled to ensure that proposals prevent coalescence between settlements, do not prejudice the open nature of the land, and protect urban form. In applying this protection, it is however recognised that individual or small groups of dwellings exist within the designations and that activities such as agriculture, forestry and recreation, occur. Consequently, development associated with existing uses will be limited to minor structures which are strictly ancillary to existing uses. Details of each of the designations are contained within the Green Wedge Topic Paper (2011).

POLICY MG 23 - SITES OF IMPORTANCE FOR NATURE CONSERVATION

SITES OF IMPORTANCE FOR NATURE CONSERVATION HAVE BEEN IDENTIFIED ON THE PROPOSALS MAP. THESE SITES WILL BE PROTECTED FROM UNACCEPTABLE DEVELOPMENT PROPOSALS.

- 7.96 Sites of Importance for Nature Conservation (SINC) are non statutory designations that seek to protect areas of high wildlife value at a local level. Together with nationally designated sites such as Sites of Special Scientific Interest, SINC's form a vital component in the protection of biodiversity within the Vale of Glamorgan. SINC's can vary in size from small ponds to open expanses of grassland or heath and together they form an important network of local habitats and 'stepping stones' that enable species migration and dispersal. Details of the identified SINC sites are illustrated on the proposals map and detailed at Appendix 3.
- 7.97 Development will not be permitted where it would have a detrimental impact upon the particular features for which a SINC has been designated. However where the benefits of a development outweigh the importance of the SINC, mitigation will be required to compensate for the adverse impact on the designation. SINC's within the Vale of Glamorgan²⁹ have been designated following extensive investigation and are detailed on the Proposals Map. Further guidance in relation to nature conservation is available in chapter five of PPW and TAN 5 - Nature Conservation and the Council's Biodiversity and Development Supplementary Planning Guidance (August 2010). Development proposals which affect SINC's will be assessed in accordance with Policy MD 6.

POLICY MG 24 – DEVELOPMENT IN MINERALS SAFEGUARDING AREAS

THE FOLLOWING MINERAL RESOURCES ARE SAFEGUARDED FROM ALL FORMS OF PERMANENT BUILT DEVELOPMENT:

LIMESTONE

1. LAND TO THE SOUTH OF PANTYFFYNNON QUARRY;
2. LAND TO THE NORTH-WEST OF PANT QUARRY AND
3. LAND TO THE SOUTH OF RUTHIN QUARRY.

²⁹ Identification of SINC's and Priority Habitats – Soltys Brewster (2010)

SAND AND GRAVEL

4. TWO AREAS TO THE NORTH OF CITY (SG1 AND SG2):
 5. FOUR AREAS IN THE UPPER THAW VALLEY (SG3, SG4, SG5 AND SG6) AND
 6. FIVE AREAS IN THE ELY VALLEY (SG7, SG8, SG9, SG10 AND SG11).
- 7.98 In view of the quantities of reserves with planning permission at existing sites within the Vale of Glamorgan, there is no requirement for the Plan to allocate additional areas for limestone extraction. However a number of areas adjoining existing quarries contain resources that could be worked without undue detriment to the environment, and those areas are protected from development so that the resources are not rendered incapable of extraction in the future.
- 7.99 Although there is no history of sand and gravel extraction in the Vale of Glamorgan, several areas have been identified as containing resources that may be of value as aggregates in future. Those areas are identified on the Proposals Map and are protected from permanent development that could sterilise or hinder their future extraction.

POLICY MG 25 – BUFFER ZONES

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

1. THE PROPOSAL WOULD NOT CONSTRAIN THE OPERATIONS OF THE MINERAL SITE AND
 2. THE PROPOSAL WILL NOT BE UNACCEPTABLY AFFECTED BY THE MINING OPERATIONS AT THE SITE.
- 7.100 The operation of mineral workings frequently conflict with other land uses and impacts such as noise, dust and vibration which can significantly affect local amenity. Similarly, development in close proximity to mineral workings can severely constrain the ability of mineral resources to be worked. In order to provide areas of protection around mineral workings buffer zones have been identified to reduce the conflict between the mineral operation and other sensitive land uses such as residential areas, hospitals and schools. Within the identified buffer zones, no new mineral development or sensitive development will be permitted. Other less sensitive development such as industry or employment may be acceptable where it can be demonstrated that such proposals would not unacceptably impact upon the operations of the mineral working.

7.101 The extent of the buffer zone needed at each quarry varies according to the methods used and activities undertaken at each site. Further explanation on the precise extent of each of the quarry buffer zones is provided in the LDP Minerals Background Topic Paper (2011). The minerals buffer zones have been identified on the Proposals Map.

POLICY MG 26 – DORMANT MINERAL SITES

THE COUNCIL WILL SEEK TO PREVENT FURTHER MINERAL EXTRACTION AT THE FOLLOWING DORMANT MINERAL SITES AND WILL SEEK TO SECURE RESTORATION AND LANDSCAPING WORKS:

1. ARGOED ISHA QUARRY, LLANSANNOR;
2. BEAUPRE (LONG GROVE) QUARRY, ST HILARY;
3. CNAP TWT QUARRY, CASTLE UPON ALUN;
4. COSMESTON QUARRY, PENARTH;
5. CROSS COMMON QUARRY, DINAS POWYS;
6. DOWNSWOOD QUARRY, PENARTH;
7. ELY BRICKWORKS (SITE SHARED WITH CARDIFF)
8. LAVERNOCK QUARRY;
9. ST. ANDREWS QUARRY, ST ANDREWS MAJOR;
10. SOUTHERNDOWN ROAD QUARRY

7.102 In addition to active quarry sites, there are a number of inactive and long dormant mineral sites within the Vale of Glamorgan. These are shown on the Proposals Map. With the exceptions of Garwa Farm and Ruthin Quarries, both of which contain considerable resources and are held in reserve for the future, none of the long-dormant sites are considered suitable for quarrying by modern standards. Many of the sites have re-generated naturally, have been put to alternative uses or are constrained by nearby development. For example, Cosmeston Quarry flooded to a depth of over 20 metres when quarrying ceased in the 1960s and has since been incorporated into Cosmeston Country Park.



7.103 The Council will therefore seek to prevent further extraction of resources at these sites (with the exception of Garwa Farm and Ruthin as explained above) and where appropriate will seek to ensure that where necessary restoration is undertaken.

ENJOYING

POLICY MG 27 - GLAMORGAN HERITAGE COAST

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

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

7.104 The designation of the Glamorgan Heritage Coast recognises its national importance as an area of attractive undeveloped coastline. The objective of the designation is to ensure that the special character and natural beauty of the coastline are protected and improved while enabling and enhancing its enjoyment and facilitating its continued use for agriculture and other established and appropriate economic activities.

7.105 The Council recognises that it is necessary to carefully control development activities within the Glamorgan Heritage Coast to ensure that the natural environmental qualities for which it was designated are maintained and enhanced. However, the Council is aware that farming is the major activity within the Heritage Coast, helping to maintain the landscape character and playing an important role in supporting the rural economy and this activity should not be unduly restrained when justifiable development proposals are required.

7.106 The Glamorgan Heritage Coast is also an important destination for visitors and offers opportunities for informal recreation, tourism and education. These activities should be encouraged where they do not have an unacceptable impact upon the intrinsic natural environmental qualities of the coast or landscape and ensure that they do not have significant effects on European Sites.

7.107 Coastal defence works should accord with the proposals identified within the Lavernock Point to St Ann's Head Shoreline Management Plan 2 (2010) (SMP)³⁰ which has been prepared to consider the potential long term impact of increased sea levels as a consequence of climate change. The SMP identifies general policies and actions for managing change along the coastline.

³⁰ Lavernock Point to St Ann's Head Shoreline Management Plan 2 (2010)

POLICY MG 28 – COSMESTON LAKES AND PORTHKERRY COUNTRY PARKS

LAND IS ALLOCATED FOR EXTENSIONS TO:

1. COSMESTON LAKES COUNTRY PARK AND
2. PORTHKERRY COUNTRY PARK.

7.108 Designated as a Country Park in 1978, Cosmeston Lakes Country Park covers an area in excess of 100 hectares and provides a range of informal recreation opportunities in close proximity to large numbers of the Vale of Glamorgan population. Centred on two flooded quarries, the country park includes a Site of Special Scientific Interest and provides a wide variety of natural habitats and diverse plant and animal species.



7.109 In order to further enhance the public amenity value and tourist appeal of Cosmeston Lakes Country Park, approximately 27 hectares of land to the west of Mile End Road and north of Cogan Hall Farm have been allocated as an extension to the country park and will complement the housing development at Cogan Hall Farm in Penarth.

7.110 It is proposed to provide a 42 hectare extension to Porthkerry Country Park as part of the development of the strategic employment site adjacent to Cardiff Airport and south of Port Road, Rhoose (Policy MG 12(2) refers). The extension to Porthkerry Country Park will take place on the commencement of the first phase of the development of land for employment purposes with an appropriate buffer set aside for construction of the rail link. On completion of the



construction of the new rail link to the airport the remaining land, consisting of the buffer strip will be transferred to the country park. More detail on phasing is provided in the Delivery and Implementation section of the LDP.

POLICY MG 29 - TOURISM AND LEISURE FACILITIES IN BARRY.

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

1. BARRY ISLAND PLEASURE PARK, WHITMORE BAY;
2. LAND AT NELL'S POINT, WHITMORE BAY AND
3. THE TRIANGLE SITE, BARRY WATERFRONT.

7.111 Barry Island seafront and Whitmore Bay are recognised as the main tourist destinations within the Vale of Glamorgan. The resort is well known throughout the Valleys of South Wales, South East England and the West Midlands from which historically a high proportion of visitors were drawn. The resort's main attractions include the beach, Barry Island Pleasure Park, other smaller attractions and numerous amusements, cafes and bars. Despite having to face major market changes and ever increasing demands the area still attracts an estimated 300,000 visitors per year.

7.112 Since the closure of Barry Island Holiday camp and with only a handful of local accommodation establishments, Whitmore Bay and Barry Island have become the main day visitor destinations in the Vale of Glamorgan. In order to compete effectively with other UK resorts and to develop Barry Island into a year round resort it is critical that good quality accommodation is available and that all weather attractions are developed.

7.113 In recent years the Barry Island Amusement Park has been the focus of development interest and the Council considers that redevelopment of this site would significantly enhance the range and choice of attractions available at Whitmore Bay. In allocating the site for tourism and leisure uses the Council is aware that a level of enabling development in the form of residential or other commercial development is likely to be required to make a scheme commercially viable. However, the primary focus of any redevelopment must be the provision of all weather tourism and leisure facilities that support the ongoing tourism role of Whitmore Bay and Barry Island. In this regard any redevelopment proposal for the site which is overly biased towards residential uses will be resisted.

7.114 Another important regeneration site at Whitmore Bay is located on Nell's Point. Formerly a part of the Butlins Holiday Camp, this vacant 4.45 hectare site is owned by the Vale of Glamorgan Council and represents considerable opportunities for enhancing and supporting the tourism role of Barry Island. The Council has undertaken initial feasibility work with specialist consultants and a number of development options are being considered.

7.115 Situated between the Hydraulic Pump House and Ffordd Y Mileniwm and overlooking the No1 Dock, the Triangle site forms a part of the Council owned Innovation Quarter, at the heart of the Barry Waterfront development. The Triangle site and the Innovation Quarter are an integral part of the Barry Waterfront and it is the Council's objective that they deliver a high quality mixed use development that compliments the Phase II Waterfront regeneration area. Projects within the Innovation Quarter include the Council's Heritage Skills Training Centre, the BSC with its high quality offices, workshops and conference facilities and a new general medical practice.

7.116 The 0.81 hectare Triangle site has been allocated for a hotel/public house/restaurant development which will compliment the identified uses within the Phase II Waterfront scheme by further enhancing the mix of uses within the dockland redevelopment.

Section 8: Delivery and Implementation

- 8.1 Local Development Plan Wales (2005) paragraph 1.21 states the importance of ensuring that all proposals within the Local Development Plan (LDP) are 'realistic and likely to be implemented within the plan period' in the interest of avoiding blight. In this respect, all proposals included as land use allocations within the LDP should have sufficient evidence to demonstrate that they can be delivered within the Plan period.
- 8.2 This section sets out a 'Delivery and Implementation' table, which details individual site allocations and provides information on location, size, proposed use and number of units or size of development. It also provides an indication of when proposals will be implemented and who will be responsible for their implementation. For the majority of allocated sites, the provision of additional community infrastructure will be funded by Section 106 planning obligations prior to the adoption of the Council's CIL Schedule in 2014. The phasing of specific sites aims to reflect local circumstances and seeks to ensure that a range and choice of sites are available throughout the Plan period.
- 8.3 The Delivery and Implementation table estimates the likely completion of development in terms of three Plan phases:
- Phase 1 – 2011 to 2016: generally sites are included in this phase if planning permission has been granted and / or if the site has been identified as being a priority within the specific settlement to which it relates;
 - Phase 2 – 2016 to 2021: sites are included in this phase where funding is likely to be available within the relevant timeframe and / or they have been identified as a priority over phase 3 sites and
 - Phase 3 – 2021 to 2026: reflects the longer-term land supply and includes all other sites.
- 8.4 The phasing of development sites has also had regard to the principle of prioritising brownfield over greenfield development sites. As a consequence brownfield sites are favoured for early development during the plan period, a good example being Barry Waterfront. This, in turn will have implications for the phasing of other greenfield sites in and around settlements.
- 8.5 It should be noted that the phasing of development provided in this section is indicative. Should the individual circumstances relating to particular developments change, it may be acceptable for that development to come forward early or be phased to later during the life of the Plan. In certain cases, the phasing of a development may also reflect the fact that site specific infrastructure is required and provided before the commencement of a certain phase of development or beneficial use of any part of the site. For example, investment in new highway infrastructure may be required to allow appropriate access to a site before that site is brought into its intended use.

Infrastructure Requirements

- 8.6 Planning Policy Wales (paragraph 12.1.6) states that the capacity of existing infrastructure and the need for additional facilities, should be taken into account in the preparation of development plans. The LDP Strategy locates new development within areas which maximise the use of existing infrastructure within the South East Zone and other sustainable settlements.
- 8.7 The majority of development sites rely on private sector investment and implementation. Where this is the case private sector developers are expected to fund essential utilities infrastructure. The Plan has considered initial highway and access issues relating to site allocations. Where there are significant constraints and / or highway improvements required, these have been referenced within the delivery and implementation table as have any other specific site issues. Additionally, consultations with the main statutory undertakers indicate that there are generally no significant constraints which would prevent delivery of sites identified for development within the LDP.
- 8.8 Dwr Cymru Welsh Water have advised that although their Draft Water Resources Plan to 2035 considers Welsh Government population forecasts, the implications of employment related development are more difficult to forecast given the potential and varying range of commercial uses. In this respect, they have advised that the South East Wales Conjunctive Use System (SEWCUS) water resource zone is one of two which covers the Vale of Glamorgan and is an area forecast as having a shortfall in supply from around 2020. As the majority of allocated employment sites lie within this area, DCWW have advised that there should be ongoing engagement regarding future development proposals and any potential issues.
- 8.9 In respect of water resources more generally, the findings of the Habitats Regulations Assessment (HRA) report on the Deposit LDP recommended that the Council takes a practical approach to understanding future water requirements in the context of planning development. Accordingly the Council will undertake a Water Cycle Study in collaboration with other local authorities within South East Wales during the first 4 years of the LDP after its adoption.
- 8.10 Additional community infrastructure needs arising from development proposals have been considered by the relevant Council departments in respect of Education, Parks and Recreation, Housing, Public Transport, Drainage and Ecology. Where there are firm proposals, the LDP has made provisions through site allocations. Private sector developers are expected to make a contribution towards these infrastructure requirements including transport improvements, leisure, educational and community facilities. Where known, site specific requirements are identified in the infrastructure needs column within the tables that follow.

- 8.11 The site infrastructure requirements detailed within the 'Delivery and Implementation' table are indicative only and will be reviewed at the time of any future planning application. This is due to the fact that consideration at the appropriate time will need to take into account changes in local service provision, changes which may occur in the intervening period prior to developments being formally considered through the planning system.
- 8.12 In this respect, regard will have to be paid to the implications of any unforeseen circumstances such as the impact of windfall development taking place which may require additional community infrastructure within the local area. As a consequence, any proposals for development will have to pay particular regard to Policy MD 4 – Community Infrastructure and Planning Obligations. By way of examples, an assessment will be undertaken to ascertain whether local highway network improvements will be required as a consequence of the development proposed. Likewise contributions towards sustainable and public transport services and infrastructure, enhancement of community facilities and the provision of public art will also be considered. With reference to education facilities, the need or otherwise for enhanced facilities will be subject to further consultation regarding capacity of local schools at the appropriate time. Accordingly, the information provided in the tables below is not intended to be exhaustive. The requirements will also be reviewed as part of any Plan review.
- 8.13 The Delivery and Implementation table lists each of the development land uses in the following order:
1. Strategic Sites (page 113 to 119)
 2. Residential Allocations (page 120 to 150)
 3. Employment Allocations (page 151 to 156)
 4. Retail Allocations (page 157 to 157)
 5. Transportation Proposals (page 158 to 160)
 6. Education Proposals (page 161 to 161)
 7. Tourism and Leisure Proposals (page 162 to 163)

1. Strategic Sites

LDP Policy / Site Number	Site Location	Allocated Use(s)	Phasing Requirements			Infrastructure and Implementation Requirements (Highways, Utilities, Drainage, Education, POS, Affordable Housing)	Planning Requirements (Development Brief / Master planning, TA, ES, Archaeological Survey)
			2011 – 16	2016 – 21	2021 – 26		
SP 2 [1] Also see policies MG 2 [1] and MG 3	Phase 2, Barry Waterfront.	Mixed use, including: Residential (2000 dwellings), retail (A1: 6400 m ² net), cafés, bars and restaurants (A3), hotel (C1) and, offices (B1: 3450m ²)	X	X	X	<ul style="list-style-type: none"> ▪ Primary School ▪ 30% affordable housing (reviewable) ▪ Link road to Barry Island ▪ Sustainable Transport Contributions ▪ Public Open spaces – 13 LAPs, 2 LEAPs and 1 NEAP ▪ Contribution towards provision and enhancement of Community Facilities ▪ Off site Highways Contribution ▪ Ecology Compensation measures ▪ Public Art contributions 	<ul style="list-style-type: none"> ▪ Barry Waterfront Development Principles Document (2009) (already in existence and adopted) ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Environmental Statement ▪ Transport Assessment ▪ Retail Impact Assessment ▪ Design and Access Statement ▪ Sustainability and Energy Statement ▪ Public Consultation Report <p>Previous resolutions to grant planning permission (application reference 2009/00946/OUT and 2009/00947/OUT subject to S106)</p>
<p>This previously developed site comprises a total area of approximately 48.55 hectares and surrounds the No. 1 Dock at Barry Waterfront. It is located between Barry town centre to the north east, Barry Island to the south and the Old Harbour and Barry (Marine) Conservation Area to the south east. The site is allocated for the comprehensive redevelopment of the former Barry Docks and is covered by outline planning permissions 2009/00946/OUT and 2009/00947/OUT with all matters reserved subject to the signing of a Section 106 Agreement. The site is allocated for a mix of uses including residential, retail, cafes/bars/ restaurants, hotel, offices and community facilities. Redevelopment of the site will include delivery of infrastructure</p>							

including a new primary school, open spaces, new pedestrian and cycle access with a new link road to Barry Island.

<p>SP 2 [2] Part</p> <p>Also see policies SP 5 [1], MG 4 and MG 12 [3]</p>	<p>Aerospace Business Park, St Athan</p>	<p>B1, B2, B8 and D1 uses</p>	<p>X</p>	<p>X</p>	<p>X</p>	<ul style="list-style-type: none"> ▪ Potential access via the construction of a Northern Access Road and new access from the B4265 to the south. ▪ Highway safety improvements to Eglwys Brewis Road. ▪ Improvements to the B4265 at Gileston-Old Mill. (Policy MG 20 [8] refers) ▪ Separate foul water and surface water systems. <p>Previous planning approvals, please see applications 2009/00500/OUT and 2009/00501/OUT</p>	<ul style="list-style-type: none"> ▪ Master Plan ▪ Transport Assessment ▪ Environmental Assessment ▪ Flood Consequences Assessment ▪ Economic Impact Assessment ▪ Construction and Phasing Statement ▪ Construction Method Statement ▪ Environmental Statement including Environmental Management Plan and Ecology Mitigation Strategy ▪ Water and Drainage Assessment ▪ Archaeological Evaluation ▪ Design and Access Statement
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This 88.5 hectare strategic site forms part of the St Athan Strategic Opportunity Area and Welsh Government Enterprise Zone. The site is allocated for business and commercial uses aimed at the aerospace sector particularly for aerospace employment, research and development and associated training. Outline planning permission has been granted [2009/00501/OUT] on the site for an Aerospace Business Park promoted by the Welsh Government alongside proposals for a unified Defence Training Academy at the MoD St Athan base. The site boundary covers a wide area including parts of the existing MoD base providing sufficient flexibility to reflect the wider needs and proposals associated with the MoD St Athan base. The site can be accessed from the B4265 (the southern access road) and from the MoD St Athan base by means of a northern access route which has been granted outline planning permission. An Environmental Statement which assesses biodiversity impacts and mitigation will be required in prior to determining any planning application. In addition, GGAT has advised that the area has been archaeologically evaluated and key archaeological areas including Bronze Age burials, along with Roman and medieval settlements have been identified. These archaeological features may restrict development and archaeological works will be required before and during construction.

SP 2 [2] Part	Land at Higher End, St Athan	Residential (280 dwellings)	X	X	<ul style="list-style-type: none"> ▪ Minimum of 30% Affordable Housing ▪ Foul and surface water flows should be on separate systems ▪ Local highway network improvements required, following Transport Assessment ▪ Planning Obligations to be informed by Policy MD 4 ▪ The EA has advised that a 5-metre undisturbed buffer zone on either side of the stream to the north should be maintained and if necessary, enhanced through planting and/or other appropriate habitat management. ▪ Investigation of the potential for sustainable drainage systems and suitability of soakaways for the disposal of surface water run-off. ▪ If percolation drainage is not viable surface water attenuation may be required with flows being limited to a discharge rate to be agreed. 	<ul style="list-style-type: none"> ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Transport Assessment including Scoping Study to be agreed ▪ Archaeological Evaluation ▪ Noise Assessment ▪ Design and Access Statement <p>Outstanding planning permission (subject to S106 legal agreement) relating to part of the site (Reference: 2009/01368/OUT)</p>
MG 2 [2]						

This 10.42 hectare greenfield site lies to the south of RAF St Athan at Higher End. Part of the site to the east is covered by an outline planning permission (subject to a S106 legal agreement) for up to 100 dwellings (of which at least 30% are to be affordable) to be accessed from St Johns View. Development of the remaining part of the site (5.56 hectares) is expected to deliver up to 180 dwellings and could be accessed from this development although a comprehensive Transport Assessment will be required for any proposal. A potential access could also be provided from Llantwit Major Road although this would require local highway improvements including the provision of sufficient vision splay. Whilst affordable housing contributions on the application site are to be agreed through a subsequent application the remainder of the allocation is expected to deliver at least 30% affordable housing.

<p>SP 2 [2] Part</p> <p>MG 2 [3]</p>	<p>Land at Church Farm, St Athan</p>	<p>Residential (250 dwellings)</p>		<p>X</p>	<ul style="list-style-type: none"> ▪ Minimum of 30% Affordable Housing provision ▪ Local highway network improvements required ▪ Planning Obligations to be informed by Policy MD 4 ▪ Contributions towards enhanced education facilities may be required, subject to further consultation regarding capacity of local schools at the appropriate time. ▪ Investigation of the potential for sustainable drainage systems and suitability of soakaways for the disposal of surface water run-off. 	<ul style="list-style-type: none"> ▪ Development Brief will be prepared for the site ▪ Landscape Impact Assessment ▪ Transport Assessment ▪ Design and Access Statement ▪ Archaeological Evaluation ▪ Agricultural Assessment ▪ Drainage Assessment
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This 8.47 hectare greenfield site is part of the St Athan Strategic Opportunity Area and is located to the east of St Athan village. The site adjoins the St Athan County Junior and Infants School and is accessed off Gileston Road. Development of the site will provide at least 250 dwellings, with at least a 30% affordable housing requirement. A Grade II Listed War Memorial lies to the south west of the site at the junction of Gileston Road and the B4265. A development brief will be required for the site given the prominence of the site from the B4265. GGAT have advised that an archaeological evaluation may be required as part of the planning application process.

<p>SP 2 [3]</p> <p>Also see policies SP 5 [3], MG 12 [2], MG13 and MG 28 [2].</p>	<p>Land Adjacent to Cardiff Airport and Port Road, Rhoose</p>	<p>B1, B2 (Aerospace related), B8, Transportation and Recreation (part)</p>	<p>X</p>	<p>X</p>	<p>X</p>	<ul style="list-style-type: none"> ▪ Improvements to site access including new direct rail spur into the Airport, transport interchange and Park and Ride facility at Cardiff Airport. ▪ Provision of Porthkerry County Park extension [42 Ha] as part of the phased development. ▪ Highway Improvements following the findings of the TA, including the full consideration of the appropriateness and adequacy of the existing road infrastructure. 	<ul style="list-style-type: none"> ▪ Master plan ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Design and Access Statement ▪ Transport Assessment including an agreed Scoping Study ▪ DCWW have advised that a Hydraulic Modelling Assessment will be required to determine potential sewerage upgrades. ▪ Surface Water Assessment will be required. ▪ Archaeological Evaluation
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<p>This 77.4 hectare strategic site is allocated for B1, B2 and B8 uses associated with research, development and the aerospace industry. Land is also allocated for the provision of a new direct rail link and transport interchange. The site will provide a business park with a focus on the aerospace industry together with research and development and training uses. Key to the delivery of the business park is improved public transport access by way of a new direct rail line, train terminal and park and ride / transport interchange. Development of this site will be phased to allow the land adjacent to and east of the airport to be developed prior to development of land to the south of Port Road. The provision of the direct train link and transport hub will be required prior to development of land to the south of Port Road. Proposals also include a 42 hectare extension to Porthkerry Country Park. The Country Park extension is to be provided prior to commencement of development of land to the south of Port Road, save for the development necessary to provide direct rail link to the Airport. GGAT have advised that an archaeological evaluation will be required prior to development.</p>							
SP 5 [2] MG 12 [1]	Land to the South of Junction 34, M4, Hensol	B1, B2 & B8	X	X	X	<ul style="list-style-type: none"> ▪ Foul and surface water flows should be on separate systems ▪ Water mains protection measures required ▪ Site lies within a C2 flood 	<ul style="list-style-type: none"> ▪ Master Plan ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of

						<p>zone, which may impact upon the layout and extent of development.</p> <ul style="list-style-type: none"> ▪ Planning Obligations to be informed by Policy MD 4 	<p>infrastructure.</p> <ul style="list-style-type: none"> ▪ Environmental Statement ▪ Transport Appraisal ▪ Archaeological Evaluation ▪ Ecological evaluation ▪ Design and Access Statement ▪ Landscape Impact Assessment ▪ Consultation with the Environment Agency as the site lies within 250 metres of a former landfill site. ▪ Detailed Flood Consequences Assessment
<p>This strategic employment site is located south of junction 34 of the M4 at Miskin and forms part of the wider Llantrisant / North West Cardiff Strategic Opportunity Area. The site comprises 51.1 hectares of land allocated for business uses including B1, B2 and B8 and adjoins the former Bosch factory which occupies 11.70 hectares of a wider area of 66 hectares allowed under a historic planning permission granted for B1, B2 and B8 uses. The site contains areas of high nature conservation value and the Council will seek appropriate mitigation and management of these areas within any future development proposals for the site. Consultation with CCW and the Council's Ecologist on development proposals is recommended. The site also lies within the Ely Valley and Ridge Slopes Special Landscape Area and the Council will seek to minimise the landscape impact of development proposals including the protection of important landscape features where possible. The site lies within a C2 flood zone, which may impact upon the layout and extent of development. A detailed Flood Consequence Assessment will be required as part of any planning application. Other environmental constraints which may affect development of the site include a former landfill site which lies within 250 metres of the site. GGAT have advised that an archaeological evaluation will be required in determining any planning application and that this may lead to development being avoided in certain areas. A master plan will be required for the site.</p>							

2. Residential Allocations

LDP Policy / Site Number	Site Location	Allocated Use(s)	Phasing Requirements			Infrastructure and Implementation Requirements (Highways, Utilities, Drainage, Education, POS, Affordable Housing)	Planning Requirements (Development Brief / Master planning, TA, ES, Archaeological Survey)
			2011 – 16	2016 – 21	2021 – 26		
MG 2 [4] MG 12 [12]	Land to the north of Waycock Cross, Barry.	Mixed use, including: Residential (500 dwellings), community facilities and Employment B1 use (10 ha)		X	X	<ul style="list-style-type: none"> ▪ Potential access from Port Road. ▪ Secondary access would be required, potentially from Five Mile Lane. ▪ TA likely to identify the need for significant highways improvements and potentially the reconfiguration of Waycock Cross roundabout. ▪ Planning Obligations to be informed by Policy MD 4 • Provision of public open space, recreation facilities and Community Facilities as an integral part of the master planning of the site. ▪ Significant on/off site biodiversity compensation measures ▪ Habitat management plan ▪ Significant buffer zone with Barry Woodland SSSI and provision of networked green spaces. ▪ Assessment may be required to understand the extent of off-site water mains required. 	<ul style="list-style-type: none"> ▪ Master Plan ▪ Transport Assessment ▪ Travel Plan ▪ Environmental Statement ▪ Archaeological Evaluation ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Design and Access Statement ▪ Landscape Impact Assessment ▪ Ecological Evaluation ▪ Drainage Assessment

						<ul style="list-style-type: none"> ▪ Investigation into the use of sustainable drainage systems and suitability of soakaways for the disposal of surface water run-off. ▪ If percolation drainage is not viable surface water attenuation may be required with flows being limited to a discharge rate to be agreed. ▪ Water main protection measures required ▪ Separate foul and surface water systems ▪ A minimum of 30% affordable housing provision 	
<p>This 35.45 hectare greenfield site lies to the north west of Barry and adjoins Port Road West and Waycock Road. The site is allocated for a mixed use development which will deliver 500 dwellings with associated open space and community facilities. In addition, to meet the need for an edge of town Business Park within Barry the site should also provide 10 hectares of employment land for B1 use, including essential infrastructure to serve the site. The employment allocation will include land to the east and west of the A4226, whereas the residential allocation relates to land east of the A4226. The site currently forms part of a Site of Importance for Nature Conservation (SINC) and adjoins the Barry Woodland Site of Special Scientific Interest (SSSI). Therefore a minimum 30m buffer zone adjacent to the Barry Woodland SSSI will be required together with sufficient on/off site compensation measures in order to maintain biodiversity interests. Given the proposed land uses, scale of the site and environmental constraints a comprehensive master plan will be required as part of any future planning application. It is considered that road improvements will be required to the Junction at Waycock Cross including the realignment of the Port Road roundabout. In this respect, development of the site will also require a comprehensive Transport Assessment (TA). GGAT have advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.</p>							
MG 2 [5]	Barry Island Pleasure Park, Barry Island	Mixed use, including: Leisure, Retail and Residential (115 dwellings)	X			<ul style="list-style-type: none"> ▪ 30% affordable housing provision ▪ The EA has advised that the area is subject to the Bathing Water Directive and that no development should be permitted that will lead to an 	<ul style="list-style-type: none"> ▪ Conservation Area Consent ▪ Transport Assessment ▪ Travel Plan ▪ Design and Access Statement ▪ Drainage Assessment <p>Current undetermined planning</p>

						<p>increase in polluting runoff from roads, sewage overflows, leaks, or oils and fuels.</p> <ul style="list-style-type: none"> ▪ Contributions towards sustainable transport facilities, community facilities and public art. ▪ Investigation into the use of sustainable drainage systems and suitability of soakaways for the disposal of surface water run-off. ▪ A public combined water sewer runs in the vicinity of the site and Dwr Cymru Welsh Water should be consulted regarding its suitability to accept surface water run-off ▪ Further Planning Obligations to be informed by Policy MD 4 	<p>application (reference 2008/01533/OUT)</p>
<p>This brownfield site forms part of the Barry Island Pleasure Park and is just over one hectare in area. It is allocated for a mix of uses including leisure, retail and residential providing up to 115 dwellings. The site is subject to an outstanding planning application for a mixed use scheme to include leisure, residential, food and drink and retail uses (2008/01533/OUT) and will be subject to a Section 106 Agreement.</p>							
MG 2 [6]	White Farm, Barry	Residential (130 dwellings)	X			<ul style="list-style-type: none"> ▪ As required in previous outline planning approval, application reference 2002/01636/OUT ▪ Vehicle access to be gained from Whitewell Road ▪ Public open space provision and landscaping scheme ▪ Footways and cycle path provision. ▪ Affordable Housing 	<ul style="list-style-type: none"> ▪ Archaeological Evaluation ▪ Topographical Survey ▪ Environmental Statement, including ecology method statement and mitigation strategy ▪ Foul Water and Surface Water Assessments ▪ Design and Access Statement ▪ Ecological Evaluation

						<p>requirement of 20%</p> <ul style="list-style-type: none"> The EA have advised that an undisturbed buffer zone and protection of the existing water course may be required. 	<ul style="list-style-type: none"> Drainage Assessment <p>Reserved matters application (reference 2010/00123/RES) currently being dealt with through the appeals process.</p>
<p>This 12.6 hectare greenfield site is allocated for residential and recreational purposes. The residential element of the site will comprise 5.2 hectares of land with the remaining 7.4 hectares of land allocated as informal open space. The site has been previously granted outline planning permission (planning application 2002/01636/OUT refers) and a reserved matters application for 177 dwellings is currently being dealt with through the appeals process.</p>							
MG 2 [7]	Land to the south west of Waycock Cross, Barry	Residential (210 dwellings)		X	X	<ul style="list-style-type: none"> A minimum of 30% affordable housing provision. Local highway improvements will be required including provision of footways and cycleways. Planning Obligations to be informed by Policy MD 4. Provision of Public Open Space, recreation facilities and Community Facilities as an integral part of the development. Assessment of off-site water mains required. Development should avoid sewerage pumping station by at least 15m and 150m from 	<ul style="list-style-type: none"> Master planning Transport Assessment Travel Plan Environmental Statement Outline planning application for the whole of the site will be required in order to ensure a comprehensive approach to development and the provision of infrastructure. Archaeological Assessment Agricultural Assessment Landscape Impact Assessment Design and Access Statement Ecological Evaluation. Drainage Assessment

						<ul style="list-style-type: none"> any sewage treatment plant. ▪ The EA has advised that a 5-metre undisturbed buffer zone on either side of the stream should be maintained and, if necessary, enhanced through planting and/or other appropriate habitat management. ▪ Investigation into the use of sustainable drainage systems and the suitability of soakaways for the disposal of surface water run-off. ▪ If percolation drainage is not viable surface water attenuation may be required with flows being limited to a discharge rate to be agreed. 	
<p>This 6.98 hectare greenfield site is located to the north west of Barry and south west of Waycock Cross. Development of this site is expected to deliver 210 dwellings with a minimum of 30% affordable housing requirement. Appropriate highway access can be provided from Port Road West although a Transport Assessment will be required which also considers the implications of development of land to the north of Waycock Cross (site MG 2 [4]). Development should be guided by a comprehensive master plan. In this respect an outline planning application for the whole of the site will be required in order to ensure a comprehensive approach to development and the provision of infrastructure. GGAT have advised that an archaeological evaluation may also be required in determining any planning application.</p>							
MG 2 [8]	Land to east of Pencoedre Lane, North East Barry	Residential (67 dwellings)	X			<ul style="list-style-type: none"> ▪ A minimum of 30% affordable housing ▪ Public open space provisions ▪ Habitat and biodiversity mitigation measures ▪ Community facilities contributions ▪ Sustainable Transport 	Site has planning permission, see application references 2008/01531/OUT and 2010/01225/RES

						<ul style="list-style-type: none"> contributions Public Art contributions 	
<p>This 2.8 hectare site is part of an historic employment allocation at Pencoedtre which has come forward for residential development. The site has since gained planning permission for residential (2008/01531/OUT and 2010/01225/RES) and is expected to provide 67 dwellings.</p>							
MG 2 [9]	Land to the west of Pencoedtre Lane, North East Barry	Residential (30 dwellings)	X			<ul style="list-style-type: none"> A minimum of 30% affordable housing provision. The site can be accessed from Pencoedtre Road. Habitat and biodiversity mitigation measures (if required). Planning Obligations to be informed by Policy MD 4. The existing surface water system has limited capacity but surface water run-off from surrounding development is being attenuated to an agreed rate of discharge. 	<ul style="list-style-type: none"> Ecological Survey Design and Access Statement Drainage Assessment
<p>This 1.21 hectare greenfield site is located to the north west of Pencoedtre, Barry. The site has previously gained planning permission for B1 Business use (planning application 2000/00860/FUL refers) as part of a larger historic employment allocation. However, this permission has not been implemented and parts of the historic employment allocation to the east have since gained permission and has been developed for residential use (2008/01531/OUT and 2010/01225/RES). Therefore, given its size and relationship to the residential development to the east this site has been allocated for residential use providing at least 30 dwellings with 30% affordable housing. In terms of constraints, the site borders mature trees and the Barry Woodlands SSSI which may host protected species such as Bats and therefore may require appropriate mitigation measures.</p>							
MG 2 [10]	Cowbridge Comprehensive Lower School, Town Mill Road	Residential (up to 27 dwellings)	X			<ul style="list-style-type: none"> A minimum of 35% affordable housing provision. Widening of the footpath along Town Mill Road in front of site. Provision of off street parking required within the 	<ul style="list-style-type: none"> Full planning application required given historic environment issues Design and Access Statement Conservation Area Consent for demolition work

						<ul style="list-style-type: none"> development. ▪ Foul and surface water flows should be on separate systems. ▪ Planning Obligations to be informed by Policy MD 4. ▪ Environment Agency should be consulted to ascertain whether the existing surface water sewer which discharges into the River Thaw can serve the proposed development. 	<ul style="list-style-type: none"> ▪ Archaeological Evaluation ▪ Drainage Assessment
<p>This 0.80 hectare residential site lies within close proximity of Cowbridge town centre and adjoins the Cowbridge Conservation Area as well as a number of listed buildings, including the Grade II listed Rose Cottage, Boot House and Grade II* listed South Gate, also a scheduled ancient monument. The former school buildings within the site are not listed and it is likely that redevelopment will involve their demolition. Given the site's close relationship with the historic environment to the north and west of the site any proposal will need to be sensitively designed to respect the setting of the listed buildings and the Conservation Area. It is expected the site will deliver up to 27 dwellings with a minimum of 35% affordable housing requirement.</p>							
MG 2 [11]	Cowbridge Cattle Market, Cowbridge	Residential (45 dwellings)	X			<ul style="list-style-type: none"> ▪ A minimum of 35% affordable housing provision. ▪ Highway access should be achieved off the Butts and provide access to properties fronting the West Gate and to the Theatre Hall and Scout Hall to the west of the site. ▪ Consolidated public parking scheme to be provided along the Grade II Listed Town Walls. ▪ Improved pedestrian footways linking to town centre. ▪ Separate foul and surface systems. ▪ Planning Obligations to be 	<ul style="list-style-type: none"> ▪ Development Brief ▪ Full planning application required ▪ Listed Building Consent ▪ Conservation Area Consent ▪ Archaeological Evaluation ▪ Design and Access Statement ▪ Drainage Assessment

						<p>informed by Policy MD 4.</p> <ul style="list-style-type: none"> ▪ Investigation into the use of sustainable drainage systems and the suitability of soakaways for the disposal of surface water run-off. ▪ Contaminated surface water from the wash down areas of the Market is known to connect into the existing public sewerage system. The connection of proposed surface water run-off to the public sewer should be discussed with Dwr Cymru Welsh Water. 	
<p>The Cowbridge Cattle Market lies in the centre of Cowbridge and Cowbridge Conservation Area. The former cattle market also acts as an informal public car park serving the wider town. The site has been identified as an area of opportunity within the Conservation Area Appraisal and Management Plan and is due to be disposed of by the Council in order to provide residential development. Development of the site will include the provision of a unified public car park along the Grade II* listed Town Walls to the east and will be guided by a development brief which has been prepared for the site. GGAT have advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect existing archaeological features.</p>							
MG 2 [12]	Cowbridge Comprehensive Sixth Form Block, Aberthin Road	Residential (up to 15 dwellings)	X			<ul style="list-style-type: none"> ▪ A minimum of 35% affordable housing provision. ▪ Improvements will be required to the existing sub-standard highway access, which will depend upon proposed number of dwellings and traffic flows generated. ▪ Water main protection measures required. ▪ Upgrade to public sewers 	<ul style="list-style-type: none"> ▪ Archaeological Evaluation ▪ Design and Access Statement ▪ Drainage Assessment

						<ul style="list-style-type: none"> required. ▪ Planning Obligations to be informed by Policy MD 4. ▪ Surface water run-off from proposed development may be able to be accommodated within the existing surface water drainage system, however developers should investigate the potential for sustainable drainage systems and the suitability of soakaways for the disposal of surface water run-off. 	
<p>This 0.52 hectare site comprises the former Sixth form building on Aberthin Road to the north east of Cowbridge. The Victorian school building has some architectural merit and lends itself to conversion although it should be noted that the building is not listed. Conversion or redevelopment of the site could provide up to 15 dwellings and support a minimum of 35% affordable housing. GGAT have advised that an archaeological evaluation will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.</p>							
MG 2 [13]	Land adjoining St Athan Road, Cowbridge	Residential (100 dwellings)			X	<ul style="list-style-type: none"> ▪ A minimum of 35% affordable housing provision. ▪ Highway realignment required to St Athan Road as part of the development. ▪ Foul and surface water flows should be on separate systems. ▪ Development should avoid sewage pumping station by at least 15m and 150m from a sewage treatment plan. ▪ Water mains protection measures required. ▪ Planning Obligations to be 	<ul style="list-style-type: none"> ▪ Transport Assessment ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Design and Access Statement ▪ Landscape Impact Assessment ▪ Archaeological Evaluation ▪ Drainage Assessment

						<p>informed by Policy MD 4.</p> <ul style="list-style-type: none"> ▪ Developers should in the first instance investigate the potential for sustainable drainage systems and the suitability of soakaways for the disposal of surface water run-off. ▪ A designated main river runs in the vicinity of the site and consultation with the Environment Agency on the suitability of these rivers to accept proposed surface water run-off will be required. 	
<p>This 4.27 hectare residential site lies to the south east of Llanblethian, Cowbridge and will deliver at least 100 dwellings. A minimum of 35% affordable housing requirement will apply to this site. Significant highway improvements along St Athan Road, including road straightening, will be required to gain a safe and suitable access to the site. GGAT have advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect existing archaeological features.</p>							
MG 2 [14]	Plasnewydd Farm, Llantwit Major	Residential (120 dwellings)		X		<ul style="list-style-type: none"> ▪ A minimum of 30% affordable housing provision. ▪ Foul and surface water flows should be on separate systems. ▪ Planning Obligations to be informed by Policy MD 4. ▪ Consideration of impact to and on adjoining Vale of Glamorgan railway line. ▪ Investigation into the potential of a sustainable drainage system and suitability of soakaways for the disposal of surface water run-off. 	<ul style="list-style-type: none"> ▪ Design and Access Statement ▪ Transport Assessment ▪ Noise Impact Assessment ▪ Archaeological Evaluation ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Drainage Assessment ▪ Hydraulic modelling assessment to determine potential sewerage upgrades.

						<ul style="list-style-type: none"> ▪ Consultation with Network Rail will be required to consider any potential drainage or surface water flooding issues. 	
<p>This 4.38 hectare greenfield site is located to the north west of Llantwit Major at Plasnewydd Farm. The site will provide at least 120 dwellings with a 30% affordable housing requirement. Access is likely to be gained through the realignment of the existing roundabout on Cowbridge Road and a robust Transport Assessment will be required as part of any planning application. GGAT have advised that an archaeological evaluation may be required in determining any future planning application.</p>							
MG 2 [15]	Land to rear of Heol-y-Felin Estate, Llantwit Major	Residential (up to 345 dwellings) [Reserve site]			X	<ul style="list-style-type: none"> ▪ A minimum of 30% affordable housing provision. ▪ Potential highway access could be gained from Nant Yr Aber. ▪ Following from the TA, local highway improvements may be required, particularly at Ham Lane East and its junction with Boverton Road. ▪ DCWW have advised that improvements would be required to the Llantwit Major Sewage Pumping Station (SPS). ▪ Planning Obligations to be informed by Policy MD 4. ▪ Investigation into the potential of a sustainable drainage system and suitability of soakaways for the disposal of surface water run-off. ▪ Consultation with the Environment Agency will be required to discuss the 	<ul style="list-style-type: none"> ▪ Transport Assessment ▪ Landscape Impact Assessment ▪ DCWW have advised that a hydraulic modelling assessment of the local water supply network will be required ▪ Archaeological Evaluation ▪ Detailed Flood Consequences Assessment ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Drainage Assessment

						suitability of the main river to accept surface water run-off and the level of attenuation potentially required.	
<p>This 15.81 hectare site is located to the south of Llantwit Major and adjoins the Glamorgan Heritage Coast. The site will deliver up to 345 dwellings with a minimum 30% affordable housing requirement. The greenfield site is elevated and as a result is inland looking in parts, therefore development proposals will need to be sensitively designed. The site also bounds the Hodnant Brook and partially lies within a C2 Flood Zone. The Environment Agency have advised that a detailed flood consequence assessment will be required at planning application stage and that a minimum 20 metre buffer may be required with the Hodnant Brook, in order to protect biodiversity interests. GGAT have advised that an archaeological evaluation may be required in determining any future planning application.</p>							
MG 2 [16]	Land at Fort Road, Lavernock	Residential (450 dwellings)		X	X	<ul style="list-style-type: none"> ▪ A minimum of 35% affordable housing provision. ▪ Direct access can be obtained through a suitably designed junction with Lavernock Road. ▪ Developer contributions towards the implementation of the National Cycle Network (NCN) Route 88 from Penarth to Sully and Barry. ▪ DCWW have advised that there will be a requirement for off-site water mains to be laid to the boundary of and within the site itself. ▪ Foul and surface water flows should be on separate systems. ▪ Coastal buffer should be considered in order to limit the landscape impact along the coast. ▪ Contaminated land remediation where required. 	<ul style="list-style-type: none"> ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Environmental Statement ▪ Master plan ▪ Transport Assessment ▪ Landscape Impact Assessment ▪ Archaeological Evaluation ▪ Preliminary Risk Assessment (PRA) – The Environment Agency has advised that the site is partially situated on a historic landfill although the risk of contamination is considered to be low. ▪ Project level HRA given sites' location to the Severn Estuary SAC, SPA & Ramsar ▪ Drainage Assessment

						<ul style="list-style-type: none"> ▪ Planning Obligations to be informed by Policy MD 4. 	
<p>This 24.30 hectare site is located to the south of Penarth at Lavernock and adjoins the East Vale Coast. Although predominantly greenfield, part of the site is a former quarry, historically referred to as Cosmeston Farm Quarry (6.4ha), which has previously been used as a waste disposal site for special waste. Therefore, a Preliminary Risk Assessment will be required prior to the determination of any planning application and land remediation may be required where appropriate. In addition, it is expected that a Coastal buffer would be provided in order to limit the visual impact of the development and to provide public open space and the continuation of the coastal path. The site is expected to deliver 450 dwellings with a minimum of 35% affordable housing contribution. Developer contributions will also be expected to contribute towards improvements / delivery of the NCN Route 88 between Penarth, Sully and Barry. Given the scale and issues associated with this site an overall master plan will be required for development of the site. GGAT have advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.</p>							
MG 2 [17]	Land adjoining St Joseph's School, Sully Road, Penarth	Residential (70 dwellings)		X		<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Highway access can be gained from Sully Road, although local highway improvements will be required. ▪ Foul and surface water flows should be on separate systems. ▪ Water mains protection measures required. ▪ DCWW have advised that improvements would be required to the Stoneyland Sewage Pumping Station. ▪ Planning Obligations to be informed by Policy MD 4. ▪ Investigation into the use of sustainable drainage systems and suitability of soakaways for the disposal of surface 	<ul style="list-style-type: none"> ▪ Archaeological Evaluation ▪ Design and Access Statement ▪ Drainage Assessment

						<p>water run-off.</p> <ul style="list-style-type: none"> If percolation drainage is not viable surface water attenuation may be required with flows being limited to a discharge rate to be agreed. 	
<p>This 2.68 hectare greenfield site is located to the South of Penarth along Sully Road. The site will deliver 70 dwellings with a minimum of 35% affordable housing provision. Although the site could be accessed from Sully Road, the developer will need to demonstrate that development of the site would not have any unacceptable effects upon safety of the local highway network. In this respect it is likely that highway improvements to this road will be required. GGAT have advised that an archaeological evaluation may be required in determining any planning application.</p>							
MG 2 [18]	Headlands School, St Augustine's Road, Penarth	Residential (80 dwellings)	X			<ul style="list-style-type: none"> Minimum of 35% affordable housing provision. Improvements required to standardise highway access with St Augustine's Road. Conversion of Listed building Retention of important open spaces and trees. Foul and surface water flows should be on separate systems. Water mains protection measures required. Planning Obligations to be informed by Policy MD 4. Developers should in the first instance investigate the potential for disposing of the surface water by means of a sustainable drainage system and suitability of soakaways for the disposal of surface water run-off. Dwr Cymru Welsh Water should be consulted regarding 	<ul style="list-style-type: none"> Listed Building Consent Conservation Area Consent Project level HRA given sites' location to the Severn Estuary SAC, SPA & Ramsar (if required) Archaeological Evaluation Design and Access Statement Drainage Assessment

						the connection of surface water run-off to the existing public sewer.	
<p>This 2.20 hectare brownfield site is located to the north east of Penarth and is accessed from St Augustine's Road. The site contains the Headlands School children's home, a Grade II Listed building, a number of outbuildings and associated open / amenity spaces which contain a number of mature trees with TPOs. The site also partially lies within the Penarth Conservation Area. GGAT have advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.</p>							
MG 2 [19]	Land adjoining St Cyres School, Murch Road, Dinas Powys.	Residential (340 dwellings)		X	X	<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Community facilities including open space provision and recreational facilities. ▪ Planning Obligations to be informed by Policy MD 4. ▪ DCWW have advised that there will be a requirement for off-site water mains to be laid to the boundary of and within the site itself. ▪ DCWW have advised that a hydraulic modelling assessment of the local water supply network will be required. ▪ Water mains protection measures required. ▪ Foul and surface water flows should be on separate systems. ▪ Investigation into the potential of a sustainable drainage 	<ul style="list-style-type: none"> ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Transport Assessment ▪ Environmental Statement ▪ Archaeological Evaluation ▪ Landscape Impact Assessment ▪ Drainage Assessment ▪ Agricultural Land Assessment

						system and suitability of soakaways for the disposal of surface water run-off.	
<p>This 12.69 hectare site is located to the east of Dinas Powys and adjoins the area known as 'the Murch'. The site contains a mixture of brownfield and greenfield land including the St Cyres School site which is expected to become surplus to requirements within the early stages of the Plan. The site is expected to provide at least 340 dwellings with a minimum of 35% affordable housing requirement. A robust Transport Assessment will be required however it is likely that primary access could be gained from Much Road, subject to local highway and junction improvements, with a potential secondary access from Windy Ridge. The site adjoins a Broadleaved Woodland SINC to the south and given the greenfield nature of part of the site an Environmental Statement will be required. GGAT have advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.</p>							
MG 2 [20]	Land off Caerleon Road, Dinas Powys.	Residential (60 dwellings)			X	<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Accessible and usable informal open spaces. ▪ Water mains protection measures required. ▪ Separate foul and surface water systems. ▪ Planning Obligations to be informed by Policy MD 4. ▪ Investigation into the potential of a sustainable drainage system and suitability of soakaways for the disposal of surface water run-off. ▪ Historic localised surface water flooding may mean mitigation measures are required. ▪ Consultation with the Environment Agency will be required if surface water drainage is required to be 	<ul style="list-style-type: none"> ▪ Design and Access Statement ▪ Drainage Assessment ▪ Transport Assessment

						<p>discharged into the main river west of the railway line.</p> <ul style="list-style-type: none"> ▪ Consultation with Network Rail required to consider potential implications on rail side surface water drainage. 	
<p>This 2.54 hectare greenfield site is located to the north east of Dinas Powys and adjoins the countryside to the east and Vale of Glamorgan railway line to the west. The site could be accessed from Caerleon Road although as part of the site adjoining Caerleon road currently forms part of informal open space, suitable open space provisions should be designed into any proposal. In addition, a comprehensive Transport Assessment will be required in order to assess the impact upon the local highway network and improvements required. Development of the site is expected to deliver 60 dwellings, with a minimum of 35% required to be affordable.</p>							
MG 2 [21]	Land South of Llandough Hill / Penarth Road.	Residential (150 dwellings)		X		<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Contributions towards walking and cycle links with the Cardiff and the Vale of Glamorgan NCN routes. ▪ Water mains protection measures required. ▪ Separate foul and surface water systems. ▪ Upgrade to public sewers required. ▪ The EA have advised that protection of the stream and open water feature may be required. ▪ Investigation into the potential of sustainable drainage systems and use of soakaways required. ▪ If percolation drainage is not viable, surface water 	<ul style="list-style-type: none"> ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Transport Assessment ▪ Archaeological Evaluation ▪ Environmental Statement ▪ Design and Access Statement ▪ Drainage Assessment

						<p>attenuation will be required with discharge rate to be agreed.</p> <ul style="list-style-type: none"> ▪ Planning Obligations to be informed by Policy MD 4. 	
<p>This 5.23 hectare greenfield site is located to the east of Llandough County Primary School and is bounded by Llandough Hill / Penarth Road to the north and Cogan Pill Road to the south. The site is predominantly greenfield but includes a former reservoir site to the east which is considered as being brownfield. The site slopes steeply northwards before levelling out along Penarth Road. Part of the site is currently used as informal open space and contains a number of trees which gives the opportunity to provide open spaces, practically on parts of the site which are steeply sloping due to the site's varying topography. Potential access could be provided from a new junction with Penarth Road together with other local highway improvements which should be informed by a comprehensive Transport Assessment. Given the sites location developer contributions will be sought to provide / improve walking and cycle routes between the Cardiff and the Vale of Glamorgan including the links with the NCN Route 88. In this respect development of the site would require a Transport Assessment. GGAT have advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.</p>							
MG 2 [22]	Land north and south of Leckwith Road, Llandough	Residential (20 dwellings)	X			<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Local highway improvements required possibly including the relocation of nearby gateway priority feature. ▪ Single access point required with no individual access points fronting onto Leckwith Road. ▪ Separate foul and surface water systems. ▪ Investigation into the potential of sustainable drainage systems and use of soakaways required. ▪ The EA has advised that the opening up and restoration of an existing underground culvert will be required. If the opening up of the culvert is not 	<ul style="list-style-type: none"> ▪ Transport Assessment ▪ Design and Access Statement ▪ Drainage Assessment

						<p>possible the design and layout of the development should allow access for maintenance.</p> <ul style="list-style-type: none"> ▪ Planning Obligations to be informed by Policy MD 4. 	
<p>This site totals 0.96 of a hectare and comprises two parcels of land, one greenfield and one brownfield. The land to the south of Leckwith Road is 0.34 hectares and is triangular in shape. Development on this site will need to give careful consideration towards the layout of development and its relationship with the surrounding rural area. The site to the north lies in a prominent position along a ridge of a former quarry along Leckwith Road and adjoins woodland to the west. Sensitively designed development of these sites provides an opportunity to provide a logical extension to the built environment of Llandough. This allocation is expected to provide 20 dwellings with a minimum of 35% affordable housing provision.</p>							
MG 2 [23]	Land to the North of the Railway Line, Rhoose.	Residential (680 dwellings) Including public open space provision.	X	X		<ul style="list-style-type: none"> ▪ Minimum of 30% affordable housing provision. ▪ Contributions towards sustainable transport, public art, open space, educational, play and sport facilities, community facilities and waste management facilities. ▪ Further Planning Obligations to be informed by Policy MD 4. ▪ Footpath and cycle path extensions. ▪ Mitigation measures to prevent surface water flooding will need to be considered due to historic record of surface water flooding adjoining the railway. ▪ Recommended that prospective developers investigate the disposal of surface water direct to the sea. ▪ Consultation with Network Rail required regarding rail side 	<ul style="list-style-type: none"> ▪ Development Brief has been prepared for the site (Land to the North of the Railway Line, Rhoose – August 2007) ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Master plan, illustrating the proposed development concept and phasing of the development. ▪ Environmental Statement ▪ Assessment of potential contamination of soils, sub soils and groundwater. ▪ Landscape Assessment ▪ Transport Assessment ▪ Flood Risk Assessment ▪ Drainage Strategy ▪ Sustainability Statement

						drainage and potential access arrangements. Improved pedestrian links with Southern Rhoose Point site.	Outstanding planning applications: 2008/00541/OUT and 2010/00686/EAO
<p>The site comprises 25.82 hectares of greenfield land located between the existing settlement of Rhoose and the Rhoose Point development and was allocated for residential development in the Vale of Glamorgan Adopted Unitary Development Plan. A site development brief has been prepared (August 2007) requiring the comprehensive redevelopment of the site including the provision of affordable housing, Public Open Space, children's play areas, appropriate landscaping and contribution/provision for educational, recreational, community and public transportation provision.</p> <p>Glamorgan Gwent Archaeological Trust has indicated that the site may be of archaeological value and that a desk top survey of the site should be submitted as part of any planning application. Dwr Cymru Welsh Water have indicated that development of this site in advance of the planned improvements would need to be subject to an appropriate planning agreement, to be agreed prior to the granting of planning permission. This approach would, therefore, ensure that essential water and sewerage facilities are in place. The Environment Agency has indicated that the site is located on a major aquifer. Therefore, no discharge of foul or contaminated run-off will be permitted. The Agency will need to be consulted prior to any works being undertaken at the site to discuss the necessary measures required to protect the aquifer.</p>							
MG 2 [24]	Land to the South of the Railway Line, Rhoose Point.	Mixed use - 60% residential and 40% community uses (50 dwellings)	X			<ul style="list-style-type: none"> ▪ Minimum of 30% affordable housing provision. ▪ Provision of community uses and open spaces. ▪ Assessment of surface water disposal and management will be required as existing foul and surface water drainage systems which serve the site may have limited capacity. ▪ Consultation with Network Rail required regarding rail side drainage and potential access arrangements. ▪ Improved pedestrian links with Land to the North of the Railway Line, Rhoose. 	<ul style="list-style-type: none"> ▪ Design and Access Statement ▪ Drainage Assessment

This 2.65 hectare brownfield site is located immediately to the south of the railway line adjacent to Trem Echni within the Rhoose Point development. Previously identified as a part of the Rhoose Point development as an employment site, the site remains undeveloped. In view of this, the site is allocated for mixed use development within the LDP and given its central location within Rhoose Point is expected to deliver up to 50 dwellings with a minimum of 30% affordable requirement along with appropriate community uses.

MG 2 [25]	Land West of Swanbridge Road, Sully	Residential (650 dwellings) including public transport improvements. [Reserve site]		X	X	<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Site could be accessed from Cog Road and Swanbridge Road, although local highway improvements are likely to be required. ▪ Provision or contribution towards footpaths and cycleways with potential links to Kingsley Drive and Connybeare Road. ▪ Water mains protection measures required. ▪ Foul and surface water flows should be on separate systems. ▪ Mitigation measures to prevent surface water flooding may be required due to historic record of localised surface water flooding. ▪ Investigation into the potential of sustainable drainage systems and use of soakaways required. ▪ The management of existing land drainage ditches or systems will have to be assessed by prospective 	<ul style="list-style-type: none"> ▪ Master Plan ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Archaeological Evaluation ▪ Transport Assessment ▪ Hydraulic Modelling Assessment required to determine potential sewerage upgrades ▪ Design and Access Statement ▪ Landscape Impact Assessment ▪ Agricultural Land Assessment ▪ Drainage Assessment
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						<p>developers.</p> <ul style="list-style-type: none"> ▪ A buffer zone will be required for these land drainage systems. ▪ Provision of on-site community facilities. ▪ Planning Obligations to be informed by Policy MD 4. 	
<p>This 29.08 hectare greenfield site is located to the east of Sully and is bounded by Swanbridge Road to the east and Cog Road to the north. It is anticipated that the site will yield 650 dwellings during the plan period with a minimum of 35% affordable housing requirement. Access to the site would be via Swanbridge Road and Cog Road and a Transport Assessment will be required to identify the necessary highway improvements to accommodate the development. Development along Cog Road will be required to be sympathetic to the setting of the listed buildings at Cog Farm. Given the scale of the allocation a proportion of the site should be reserved for the provision of community facilities. GGAT have advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.</p>							
MG 2 [26]	Land to the west of Port Road, Wenvoe	Residential (150 dwellings)			X	<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Potential access from Port Road, together with local highway improvements. ▪ Highway links with existing village via Clos Llanfair to the north. ▪ Pedestrian and cycle links with the existing village. ▪ Provision for two existing Public Rights of Way across the site. ▪ Water mains protection measures required. ▪ Foul and surface water flows should be on separate systems. ▪ An ordinary watercourse passes through the vicinity of 	<ul style="list-style-type: none"> ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Transport Assessment ▪ Landscape Assessment ▪ Hydraulic modelling assessment required to determine potential sewerage upgrades ▪ Drainage Assessment ▪ Agricultural Land Assessment

						<p>the site which will require a buffer zone.</p> <ul style="list-style-type: none"> ▪ Investigation into the potential of sustainable drainage systems and use of soakaways required. ▪ If percolation drainage is not viable surface water attenuation may be required with flows being limited to a discharge rate to be agreed. ▪ Retention of important landscape features such as existing mature trees ▪ Planning Obligations to be informed by Policy MD 4. 	
<p>This 6.98 hectare site is located to the southern edge of Wenvoe and adjoins Port Road to the east and existing residential development at Clos Llanfair. It is anticipated that the proposal would deliver medium density development of 150 dwellings including a minimum of 35% affordable housing. At the eastern edge of the development site, retention of the existing trees will be required to minimise the visual impact on the countryside.</p>							
MG 2 [27]	Land adjoining Court Close, Aberthin.	Residential (20 dwellings)			X	<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Potential access from Court Close. ▪ Highways improvements required at the Junction of Court Close and Whitefields Farm Lane. ▪ Foul and surface water flows should be on separate systems. ▪ Upgrade to public sewers required. ▪ Investigation into the potential of sustainable drainage 	<ul style="list-style-type: none"> • Design and Access Statement • Landscape Impact Assessment • Drainage Assessment • Archaeological Evaluation

						<p>systems and use of soakaways required.</p> <ul style="list-style-type: none"> ▪ If percolation drainage is not viable surface water attenuation may be required with flows being limited to a discharge rate to be agreed. ▪ Consultation with the Environment Agency required if the main river to the south of the site is utilised for drainage. ▪ Planning Obligations to be informed by Policy MD 4. 	
<p>This 0.75 hectare site adjoins existing residential development at Court Close, which also offers highway access into the allocated site. It is anticipated that the proposal can accommodate higher density development and deliver 20 dwellings with a minimum of 35% affordable housing requirement. GGAT have advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect any archaeological features.</p>							
MG 2 [28]	Land to rear of St. David's Church in Wales Primary School, Colwinston.	Residential (60 dwellings)			X	<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Local highway improvements will be required to ease local parking and congestion problems surrounding the school in early mornings / late afternoons given the sites close relationship to the primary school. ▪ If access is provided by the playing fields to the south then alternative playing field provision will be required. ▪ Water mains protection measures required. ▪ Upgrade to public sewers 	<ul style="list-style-type: none"> ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Transport Assessment ▪ Archaeological Evaluation ▪ Design and Access Statement ▪ Landscape Assessment ▪ Surface water drainage assessment required.

						<ul style="list-style-type: none"> required. ▪ Mitigation measures to prevent surface water flooding may be required due to historic record of localised surface water flooding. ▪ Investigation into the potential use of sustainable drainage systems required. ▪ Planning Obligations to be informed by Policy MD 4. 	
<p>This 2.55 hectare site abuts the existing residential development to the north and south, with St David's Church in Wales Primary School to the west. It is anticipated that the site would provide 60 dwellings including a minimum of 35% affordable housing. The site adjoins the Colwinston conservation area to the south, and therefore development will need to ensure that the proposal would not have an unacceptable effect on the conservation area designation. GGAT have advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.</p>							
MG 2 [29]	ITV Wales, Culverhouse Cross	Residential (up to 220 dwellings)	X	X		<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ TA may identify the need for local highways improvements between the A4050 Port Road and Copthorne Way to the A48. ▪ Provision of new footpaths and cycleways. ▪ Sustainable transport contributions. ▪ Provision of usable and informal open green spaces. ▪ Further Planning Obligations to be informed by Policy MD 4. ▪ DCWW have advised that there may be a requirement for the provision of new off-site water mains. 	<ul style="list-style-type: none"> ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Transport Assessment ▪ Travel Plan ▪ Environmental Statement ▪ Landscape Assessment ▪ Master plan required ▪ Drainage Assessment

						<ul style="list-style-type: none"> ▪ Foul and surface water flows should be on separate systems. ▪ Water mains protection measures required. ▪ Investigation of the potential for sustainable drainage systems and suitability of soakaways for the disposal of surface water run-off. ▪ It is understood that surface water run-off from the existing development currently discharges into a retention pond adjacent to the Copthorne Hotel which could be utilised. 	
<p>This 7.13 hectare brownfield site is located at Culverhouse Cross and forms part of the ITV Wales Television Studios which are likely to become surplus to requirements in the early stages of the Plan. The site is expected to deliver 220 dwellings with a minimum of 35% affordable housing requirement. Given the sites' location on the primary road network accessing the M4, Cardiff City Centre, Barry and Cardiff Airport, redevelopment of the site will require improvements to the local highway infrastructure. Development of the site is expected to provide safe access for sustainable travel modes including the incorporation of footpaths and cycle ways and a road link to the Vale Gate Retail Park.</p>							
MG 2 [30]	Garden Emporium, Fferm Goch.	Residential (40 dwellings)	X			<ul style="list-style-type: none"> ▪ Local highway improvement scheme and Traffic Regulation Order to be implemented. ▪ Minimum of 35% affordable housing. ▪ Safe removal of asbestos from existing structures. ▪ Open space contribution. ▪ Sustainable transport contributions. ▪ Public art contribution. ▪ Foul water, surface water and 	<ul style="list-style-type: none"> ▪ Archaeological Evaluation ▪ Ecological Survey ▪ Surface water drainage assessment required <p>Previous resolution to grant planning approval (application ref: 2009/00813/OUT subject to Section 106 Agreement)</p>

						<p>land drainage to be discharged from the site separately.</p> <ul style="list-style-type: none"> ▪ Investigation into the potential of sustainable drainage systems and use of soakaways required. ▪ Further Planning Obligations to be informed by Policy MD 4. 	
<p>This 2.19 hectare site comprises land and buildings formerly occupied as a Garden Centre, to the east of Llangan, and directly off the main St. Mary Hill Road. To the immediate north of the site boundary are the rear gardens of a number of the dwellings at Fferm Goch. It was resolved to grant outline permission, subject to Section 106 legal agreement, for 12 residential dwellings including 30% affordable housing in May 2010 (application 2009/00813/OUT refers). However, it is considered that development of this site could deliver up to 30 dwellings and support a minimum of 35% affordable housing provision.</p>							
MG 2 [31]	Ogmore Residential Centre, Ogmore by Sea.	Residential (70 dwellings)		X		<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Archaeological Watching Brief ▪ Local highway improvements. ▪ Provision of Community facility to replace that lost as part of the redevelopment of the site. ▪ Sustainable transport contributions. ▪ Public Art contribution. ▪ Foul and surface water flows should be on separate systems. ▪ Investigation into the potential of sustainable drainage systems and use of soakaways which includes an assessment of groundwater pollution risk and management. 	<ul style="list-style-type: none"> ▪ Transport Assessment ▪ Archaeological Evaluation ▪ Ecological Survey ▪ Residential Travel Plan ▪ Surface water drainage assessment required (including an assessment of groundwater pollution risk and management) <p>Previous planning application currently being dealt with through the appeals process: 2009/00489/OUT</p>

						<ul style="list-style-type: none"> Further Planning Obligations to be informed by Policy MD 4. 	
<p>This is 3.06 hectare brownfield site, previously used as a residential school camp. Redevelopment of the site would involve the removal of existing buildings and development of 70 residential dwellings. This would include a minimum of 35% affordable housing and provision of appropriate public open space and community facilities. GGAT have advised that development of the site would require an archaeological watching brief to be carried out during its development.</p>							
MG 2 [32]	Caravan Park, Ogmore-by-Sea	Residential (82 dwellings)	X			<ul style="list-style-type: none"> 30% Affordable Housing. Previous outline planning approval, see application reference 2009/01273/OUT. Pedestrian Footway improvements to provide a minimum of 1.9m in width and span of the carriageway. Hazelwood shall be sole vehicular access to the site. Foul water and surface water discharges to be drained separately from the site. Investigation into the potential of sustainable drainage systems and use of soakaways which includes an assessment of groundwater pollution risk and management. 	<ul style="list-style-type: none"> Environmental Assessment Landscaping Scheme Reserved Matters application to be supported by a Public Art Strategy Travel Plan Surface water drainage assessment required (including an assessment of groundwater pollution risk and management)
<p>This 3.64 hectare site, previously used as a caravan park and lies adjacent to existing residential development. In 2010 outline planning permission was granted for 82 residential dwellings, including 30% affordable housing and open space provision (application 2009/01273/OUT refers). Future development of the site will be determined in accordance with the requirements identified in the extant outline permission.</p>							
MG 2 [33]	Land to the East of St Nicholas	Residential (50 dwellings)	X	X		<ul style="list-style-type: none"> Minimum of 35% affordable housing provision. Foul and surface water flows should be on separate 	<ul style="list-style-type: none"> Transport Assessment Landscape Impact Assessment Sensitively designed

						<ul style="list-style-type: none"> ▪ systems. ▪ Water mains protection measures required. ▪ Water supply can be made available although existing small diameter water main will require upsizing. ▪ Investigation into the potential of sustainable drainage systems and use of soakaways required. ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> ▪ development given site adjoins the St Nicolas Conservation Area ▪ Archaeological Evaluation ▪ Surface water drainage assessment required
<p>This 2.39 hectare greenfield site is located to the east of St Nicholas, north of the A48. The site is expected to deliver 50 dwellings with a minimum of 35% affordable housing contribution. Given the sites' location within a Special Landscape Area a landscape impact assessment will be required. GGAT have advised that an archaeological evaluation may also be required in determining any planning application.</p>							
MG 2 [34]	Land off St. Brides Road, Wick	Residential (150 dwellings)			X	<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Local highway improvements, informed by a comprehensive Transport Assessment. ▪ Foul and surface water flows should be on separate systems. ▪ Water mains protection measures required. ▪ Investigation of the potential for sustainable drainage systems and suitability of soakaways for the disposal of surface water run-off. ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> ▪ Outline planning permission for the whole of the site required, in order to ensure a comprehensive approach to development and provision of infrastructure. ▪ Transport Assessment ▪ Ecological Survey ▪ Landscape Impact Assessment ▪ Development brief required ▪ Surface water drainage assessment required. ▪ Hydraulic modelling assessment required to determine potential sewerage upgrades
<p>This 5.93 hectare greenfield site is located on the North West of Wick between Heol Fain and St Brides Road. The site is currently undeveloped farmland</p>							

located close to the heart of the village and is bounded by existing development on two sides. It is proposed that development will deliver 150 dwellings at medium to low density, with a minimum of 35% affordable housing. The site has a number of TPOs close to the southern boundary and is bounded by hedgerows to the north and east which have the potential of biodiversity value. These should be retained and incorporated into development.

MG 2 [35]	Land north of Sandy Lane, Ystradowen	Residential (45 dwellings)		X	<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Highway improvements required to Sandy Lane including realignment and widening. ▪ Foul and surface water flows should be on separate systems. ▪ Upgrade to public sewers required. ▪ Investigation of the potential for sustainable drainage systems and suitability of soakaways for the disposal of surface water run-off. ▪ If percolation drainage is not viable surface water attenuation may be required with flows being limited to a discharge rate to be agreed. ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> • Design and access Statement • Surface water drainage assessment required • Archaeological Evaluation
<p>This 1.58 hectare greenfield site is located north of Sandy Lane and north east of Badgers Brook Close, Ystradowen. Allocated for residential use, it is anticipated that the site will provide 45 dwellings with a minimum of 35% affordable housing, contributing towards housing needs within the north west rural Vale of Glamorgan. The site can be accessed from Sandy Lane although local highway improvements, including widening and realignment, will be required. Any proposal should be designed sensitively towards the rural character of the area.</p>						
MG 2 [36]	Land off Badgers Brook Rise, Ystradowen.	Residential (50 dwellings)		X	<ul style="list-style-type: none"> ▪ Minimum of 35% affordable housing provision. ▪ Highway improvements required to Sandy Lane 	<ul style="list-style-type: none"> ▪ Archaeological Evaluation ▪ Surface water drainage assessment ▪ Design and Access Statement

						<p>including realignment and widening.</p> <ul style="list-style-type: none"> ▪ Foul and surface water flows should be on separate systems. ▪ Upgrade to public sewers required. ▪ Parts of the site may need to be retained as open space in order to protect archaeological features. ▪ Investigation of the potential for sustainable drainage systems and suitability of soakaways for the disposal of surface water run-off. ▪ If percolation drainage is not viable surface water attenuation may be required with flows being limited to a discharge rate to be agreed. ▪ Planning Obligations to be informed by Policy MD 4. 	
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This 1.8 hectare greenfield site is located to the south of Sandy Lane and north east of Badger's Brook Rise. Development of this site is expected to deliver 50 residential dwellings with a minimum of 35% affordable housing requirement. Due to the rural character of Ystradowen any proposal should be sensitively designed towards the rural character of the area and the existing built environment. The site can be accessed from Sandy Lane although local highway improvements, including widening and realignment, will be required. GGAT have also advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.

3. Employment Allocations

LDP Policy / Site Number	Site Location	Allocated Use(s)	Infrastructure and Implementation Requirements	Planning Requirements
MG 12 [4]	Atlantic Trading Estate	B1, B2 & B8	<ul style="list-style-type: none"> ▪ Water mains protection measures required on part of site. ▪ Additional foul discharges may require an upgrade to the sewerage system. ▪ Consideration will have to be given to the likely recession of the cliff during the lifetime of the development. ▪ Surface water run-off may be able to be accommodated within the existing surface water drainage system but some attenuation of flows may be required. ▪ Consultation with the Environment Agency will be required if drainage flows are to be discharged into the river Cadoxton. ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> ▪ Archaeological Evaluation ▪ The site partially lies within a C2 flood zone, which may impact upon the layout and extent of development. EA has advised that a detailed Flood Consequence Assessment will be required as part of any planning application. ▪ Design and Access Statement ▪ Drainage Assessment
<p>The site is a former Ministry of Defence Depot, located to the south of the No.2 Dock in Barry. Of the land available, 6.6 hectares is owned by the Vale of Glamorgan Council and is currently being marketed for employment uses. The Proposals Map identifies the boundary of Atlantic Trading Estate within which land is available. It is recommended that further development of this site is subject to further consultation with the Environment Agency. In addition, GGAT have advised that the area contains a significant archaeological resource, including Bronze Age settlement and Early Medieval burials. An archaeological evaluation of the site will be required and it may be determined that some parts of the site cannot be developed.</p>				
MG 12 [5]	Land at Ffordd y Mileniwm, Barry	B1, B2 & B8	<ul style="list-style-type: none"> ▪ Water mains protection measures required on part of site. ▪ Site has no sewage provision and additional foul discharges may require an upgrade to the Bendricks Sewage Pumping Station. 	<ul style="list-style-type: none"> ▪ Archaeological Evaluation ▪ The site partially lies within a B flood zone and in close proximity of a C2 flood zone, which may impact upon the layout and extent of development. EA has advised that a detailed Flood Consequence Assessment

			<ul style="list-style-type: none"> ▪ Investigation into the suitability of the use of soakaways and sustainable drainage systems for the disposal of surface water run-off. ▪ Surface water run-off could discharge directly into No 2 Dock and it is recommended that any prospective developer discusses proposals with the operator of the Dock, Associated British Ports. ▪ Planning Obligations to be informed by Policy MD 4. 	<p>may be required as part of any planning application.</p> <ul style="list-style-type: none"> ▪ Consultation with the Environment Agency as the site lies within 250 metres of a former landfill site. ▪ Design and Access Statement ▪ Transport Assessment ▪ Drainage Assessment
<p>This 7.8 hectare brownfield site lies adjacent to the Ffordd y Mileniwm Way the main access point to the strategically important Barry Waterfront Redevelopment, and Wimbourne Road lies to the north east which provides access to No.2 Docks. As the site is in a prominent position to the Barry Waterfront development will be required to have full regard to the visual impact on the Waterfront. The Council has prepared a development brief for the site outlining preferred uses for this site. It is recommended that further development of this site is subject to consultation with the Environment Agency given that part of the site lies within 250 metres of a former landfill site. The site is not currently served by drainage and surface water run-off should be directed away from the site. GGAT have advised that archaeological resources are contained within the area and that an archaeological evaluation of the site will be required and it may be that some parts of the site cannot be developed.</p>				
MG 12 [6]	Hayes Lane, Barry	B1 and B8	<ul style="list-style-type: none"> ▪ Surface water run-off may be able to be accommodated within the existing surface water drainage system but some attenuation of flows may be required. ▪ Additional foul discharges may require an upgrade to the sewage system. ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> ▪ Consultation with the Environment Agency as the site lies within 250 metres of a former landfill site. ▪ Design and Access Statement
<p>This privately owned vacant industrial plot of land of some 1.4 hectares overlooks Hayes Lane and is adjacent to Atlantic Trading Estate. It is recommended that further development of this site is subject to consultation with the Environment Agency as the site lies within 250 metres of a former landfill site. The site has previously gained planning permission for a bus / coach depot (see application 2003/01394/FUL) and a Waste Management Transfer Depot (see application 2004/01505/FUL).</p>				

MG 12 [7]	Hayes Road, Sully	B1	<ul style="list-style-type: none"> ▪ Undeveloped coastal buffer of 50 metres (2 hectares of land required). ▪ Consideration will have to be given to the likely recession of the coast during the lifetime of the development. ▪ Additional foul discharges may require an upgrade to the sewage system. ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> ▪ Design and Access Statement ▪ Drainage Assessment ▪ Site partially lies within a C2 flood zone and may require a detailed Flood Consequence Assessment as part of any planning application. ▪ If ground works are proposed then a Preliminary Risk Assessment (PRA) will be required prior to development to assess potential risk of contamination from historic landfill. ▪ Outstanding planning application on part of site (reference 2010/00619/OUT)
<p>This site is located to the south of Hayes Road and north of the coastal SSSI. Formerly part of a Ministry of Defence storage depot it has since been cleared. Of a total area of 7.5 hectares, 2 hectares is required to provide a buffer zone at the coastal fringe reducing developable land to 5.5 hectares. Development is restricted to B1 uses, recognising the particular value of this location in fulfilling a need for high quality B1 sites and to ensure that employment uses would not prejudice the residential development at Sully Hospital.</p>				
MG 12 [8]	Hayes Wood, Barry	B1 and B8	<ul style="list-style-type: none"> ▪ The site is largely serviced and has existing highway access off Hayes Road which provides direct access to Atlantic Trading Estate. ▪ B2 uses are not acceptable, and a buffer will be required between industrial development and the adjoining houses. ▪ Assessment of existing surface water drainage infrastructure to accommodate additional development. ▪ Additional foul discharges may require an upgrade to the sewage system. ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> ▪ Design and Access Statement ▪ Drainage Assessment ▪ Historic outline planning permission reference: 1993/00035/OUT for Industrial and warehouse units (B1 & B8). ▪ Outline planning permission granted reference: 1996/01073/REG3 for the construction of new road and improvements to existing estate roads.

<p>This 3.90 hectare site is owned by the Welsh Government and provides direct access to the adjoining Atlantic Trading Estate through a road which passes through the site. B2 uses are not acceptable on this site given proximity to existing residential development however the site previously gained outline planning permission for industrial and warehouse units.</p>				
MG 12 [9]	Llandow Trading Estate	B1, B2 & B8	<ul style="list-style-type: none"> ▪ Restrictions may be imposed following consultation with Environment Agency regarding pollution control and materials storage as the site is known to drain to a carboniferous limestone aquifer. ▪ Investigation into the potential of sustainable drainage systems and use of soakaways required. ▪ If percolation drainage is not viable surface water attenuation may be required with flows being limited to a discharge rate to be agreed. ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> ▪ EA have advised that if groundworks are proposed then a Preliminary Risk Assessment (PRA) would be required prior to development to assess potential risk of contamination from historic landfill. ▪ Ecological Study required – CCW have advised that a maternity roost of lesser horseshoe bats is located within 400m of the site. ▪ Archaeological Evaluation ▪ Drainage Assessment ▪ Design and Access Statement
<p>Llandow Trading Estate is located at the southern end of a former airfield and includes a significant amount of low-grade general industry. Although shown primarily as non-agricultural land on the Agricultural Land Classification maps, parts of the former airfield are successfully used for farming purpose, notably grazing and cereal production however, 6.8 hectares of land is available to the north west of the site for employment uses. Acceptable uses include B1, B2 and B8, although there may be constraints on certain developments on environmental grounds. Restrictions will be imposed following consultation with the Environment Agency in respect of pollution control and storage of materials as a large part of the site is known to drain to a carboniferous limestone aquifer from which ground water is abstracted. The site lies within 250 metres of a former landfill site. GGAT have advised that the area contains archaeological resources and that an archaeological evaluation may also be required.</p>				
MG 12 [10]	Vale Business Park, Llandow	B1, B2 & B8	<ul style="list-style-type: none"> ▪ Development of the larger allocated plot [10.83 ha] may require the provision of new roundabouts at the entrance of the Vale Business Park on the B4270 and other local highway improvements towards the A48. ▪ Investigation into the potential of sustainable drainage systems and use of soakaways required. ▪ Planning Obligations to be informed by 	<ul style="list-style-type: none"> ▪ Ground water pollution risk assessment required as the site is known to drain to a carboniferous limestone aquifer ▪ Archaeological Evaluation ▪ Drainage Assessment ▪ Design and Access Statement

			Policy MD 4.	
<p>This 12.40 hectare employment site was formerly known as Llandow Industrial Estate and is located on the site of the former Llandow airfield, between Llantwit Major and Cowbridge. The site is accessed from the B4270 and supports a wide range of industrial and business activities. The Vale Business Park has been the focus of a considerable amount of recent investment. On the periphery of the former airfield large hangars are used mainly for storage purposes, although one is used for furniture retailing. For the purpose of the policies relating to business and industrial development in this area, the hangars are considered as part of the existing estate. GGAT have advised that an Archaeological Evaluation will be required in determining any planning application for development.</p>				
<p>MG 12 [11]</p> <p>Also see Policy MG 15</p>	<p>Land to the West of Ruthin Road, St Mary Hill</p>	<p>Replacement Cattle Market</p>	<ul style="list-style-type: none"> ▪ Access could be gained from the existing tractor sales and repair centre which adjoins the site. ▪ Local highway improvements may be required, particularly at Pentre Meyrick to the south and Felindre Road roundabout at Pencoed. ▪ Investigation into the potential of sustainable drainage systems and use of soakaways required. ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> ▪ Transport Assessment ▪ Archaeological Survey ▪ Drainage Assessment
<p>This 4.1 hectare site adjoins the Marley Tile rural employment site and is allocated to provide a replacement cattle market within the Vale of Glamorgan in place of the closed Cowbridge Cattle Market, a site which is due to be redeveloped early in the Plan period. The location of site in close proximity to the M4 corridor means it can fulfil a wider regional role as well as contribute towards diversifying the local rural economy. Development of the site will require local highway improvements. GGAT have advised that there may be significant archaeological features within this area and that an Archaeological Evaluation will be required.</p>				
<p>MG 12 [12]</p> <p>Also see MG 2 [4]</p>	<p>Land to the north of Waycock Cross, Barry.</p>	<p>B1</p>	<ul style="list-style-type: none"> ▪ Provision of essential infrastructure serving employment before commencement of residential development. ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> ▪ See site MG 2 (4) above – pages 114-115

10 hectares of land is allocated for B1 office uses providing an edge of town Business Park location for Barry as part of a wider housing allocation [site MG 2 (4) refers]. Essential infrastructure serving this site should be provided in advance of the residential element of the site being developed.

4. Retail Allocations

LDP Policy / Site Number	Site Location	Allocated Use(s)	Phasing requirements			Infrastructure and Implementation Requirements (Highways, Utilities, Drainage, Education, POS, Affordable Housing)	Planning Requirements (Development Brief / Master planning, TA, ES, Archaeological Survey)
			2011 – 16	2016 – 21	2021 – 26		
MG 16 [1]	Barry Waterfront, Barry	A1 Retail (Supermarket) 6400 m ²	X	X		See Strategic allocation above [Policy SP 2 (2) refers]. <ul style="list-style-type: none"> Planning Obligations to be informed by Policy MD 4. 	Previous resolutions to grant planning permission (application reference 2009/00946/OUT and 2009/00947/OUT subject to S106 Agreement)
MG 16 [2]	Former Garden Centre, Cowbridge	A1 Retail use for: <ul style="list-style-type: none"> Supermarket (Approx. 1319m² net retail floorspace) Non-food retailing (Approx. 562m² net retail floorspace) 	X			<ul style="list-style-type: none"> Vehicular access to be gained through the existing access from High Street together with local highway improvements. Car parking scheme to serve the site as well as the wider town centre. Sustainable Transport contributions. Construction of food store to achieve a BREEAM rating of excellent, with the individual retail units achieving a minimum very good rating. Eradication and/or control of Japanese knotweed. Demolition works and vegetation clearance to be restricted by the bird nesting season. Public art provisions. 	<ul style="list-style-type: none"> Cowbridge Garden Centre Development Brief (December 2004) Prepared Conservation Area Consent Archaeological Survey Ecology Assessment Flood Consequence Assessment Travel Plan Noise Impact Assessment Retail Assessment <p>Full planning permission granted: 2011/00423/FUL (also see 2011/00424/CAC)</p>

Transport Proposals

LDP Policy / Site Number	Type	Proposal / Site Location	Time Scale			Funding and Implementation
			2011 – 16	2016 – 21	2021 – 26	
MG 20 [1]	Walking and Cycling	National Cycle Network Route 88 and associated local urban and rural connections.	X	X	X	<p>Feasibility study undertaken which identifies a preferred route for NCN 88 (Sustrans 2008). The scheme is included within the South East Wales Transport Alliance RTP 5 year capital programme and a number of funding streams will contribute to the development of the route, namely:</p> <ul style="list-style-type: none"> • Regional Transport Consortia Grant; • Safe Routes in Communities; • Sustrans Big Lottery/Connect2; • Creative Rural Communities (Axis 3 and 4 Rural Development Plan for Wales), and • Sustainable transport contributions from future development proposals.
MG 20 [2]	Walking and Cycling	Pont-y-Werin Connections / Penarth Town Centre	X			<p>Development of the network has been agreed between the Vale of Glamorgan Council and Sustrans through the signing of a legal agreement. The scheme is included within the South East Wales Transport Alliance RTP 5 year capital programme and a number of funding streams will contribute to the development of the route, namely:</p> <ul style="list-style-type: none"> • Regional Transport Consortia Grant; • Safe Routes in Communities; • Sustrans Big Lottery/Connect2 and • Sustainable transport contributions secured from future development.
MG 20 [3]	Walking and Cycling	A4050 Port Road to Cardiff Airport	X			<p>The scheme will be funded by:</p> <ul style="list-style-type: none"> • Regional Transport Consortia Grant and • Sustainable transport contributions secured from future development.

						<ul style="list-style-type: none"> • Safe Routes in Communities Programme. • Axis 3 and 4 of the Rural Development Plan for Wales
MG 20 [4]	Walking and Cycling	All Wales coast path	X	X	X	The Wales Coastal Access Improvement Programme (WCAIP) is a scheme largely funded by the Welsh Government and delivered and match funded through Local Authorities. Project managed by the Countryside Council for Wales (CCW) the scheme will ultimately deliver a high quality walking route around the Welsh coastline.
MG 20 [5]	Bus and Rail	New direct rail link, Vale of Glamorgan line to Cardiff Airport terminal	X	X		See Strategic allocation above [Policies SP 2(3), MG 12(2) and MG 20(5) refer]. The scheme will be partially funded through the private sector with additional funding from Welsh Government.
MG 20 [6]	Bus and Rail	Barry Waterfront Station Park and Ride, Barry	X			The scheme is included within the South East Wales Transport Alliance RTP 5 year capital programme and will be funded by Regional Transport Consortia Grant.
MG 20 [7]	Bus and Rail	Dinas Powys – Llandough – Leckwith – Cardiff Corridor Bus Priority Measures	X			The scheme is included within the South East Wales Transport Alliance RTP and will be funded by Regional Transport Consortia Grant.
MG 20 [8]	Highways	Gileston Old Mill – B4265	X			<p>Gained outline planning permission (see applications 2009/00946/OUT and 2009/00947/OUT).</p> <p>The scheme will be funded by Welsh Government Principal Road Grant as part of the development of the strategic site at St Athan (see strategic site allocations above under Policy SP 2 [2]).</p>
MG 20 [9]	Highways	Barry Island Link Road	X			<p>The scheme will be delivered as part of the development of the strategic site at Barry Waterfront (see strategic site SP 2 [1] above and Policy MG 3)</p> <p>Gained outline planning permission (see applications: 2009/00946/OUT and 2009/00947/OUT)</p>
MG 20 [10]	Highways	A 4226 Five Mile Lane Improvements	X	X		The scheme is included within the Welsh Government's National Transport Plan and has previously been awarded funding by the Welsh Government from the Principal Road Grant. A draft

						<p>WelTAG1 report has been prepared and further work is ongoing before Welsh Government approval. The scheme requires:</p> <ul style="list-style-type: none"> ▪ Environmental Statement ▪ WelTAG appraisal ▪ Flood Consequence Assessment
MG 20 [11]	Interchanges	Barry Waterfront Station Interchange	X			The scheme is included within the South East Wales Transport Alliance RTP 5 year capital programme and will be funded by Regional Transport Consortia Grant.
MG 20 [12]	Interchanges	Cardiff Airport Transport Hub	X	X		See Strategic allocation above [Policies SP 2(3), MG 12 and MG 20(12) refer]. The scheme will be partially funded through the private sector with additional funding from Welsh Government.

5. Education Proposals

LDP Policy / Site Number	Site Location	Proposal	Time Scales			Funding and Implementation
			2011 – 16	2016 – 21	2021 – 26	
MG 10 [1]	Sully Road, Penarth	Penarth Learning Community, Sully Road, Penarth.	X			The scheme will be funded by the Welsh Governments 21 Century Schools Programme and match funded by the Education Authority.
MG 10 [2]	Ham Lane, Llantwit Major	Llantwit Major Comprehensive and Primary Schools, Ham Lane, Llantwit Major.	X	X		This scheme will be funded by the Welsh Government 21 Century Schools Programme and match funded by the Education Authority.
MG 10 [3]	Barry Waterfront, Barry	New primary and nursery school, Barry Waterfront, Barry.	X			As part of Barry Waterfront Phase II development and funded through the Section 106 Agreement. See Strategic allocation above [Policy SP 2 (2) refers]. Gained outline planning permission (see applications: 2009/00946/OUT and 2009/00947/OUT).

6. Tourism and Leisure Proposals

LDP Policy / Site Number	Site Location	Allocated Use(s)	Phasing requirements			Infrastructure and Implementation Requirements (Highways, Utilities, Drainage, Education, POS, Affordable Housing)	Planning Requirements (Development Brief / Master planning, TA, ES, Archaeological Survey)
			2011 – 16	2016 – 21	2021 – 26		
MG 28 [1]	Cosmeston Lakes Country Park	Approximately 27 hectares of land is allocated for an extension to Cosmeston Lakes Country Park		X		<p>Land has been secured for the extension to Cosmeston Lakes Country Park through a Section 106 Agreement as part of the Cogan Hall Farm development.</p> <p>This allocation is anticipated to be delivered prior to the completion of the remaining site at Cogan Hall Farm.</p>	<ul style="list-style-type: none"> None required as subject to an existing Section 106 Agreement
MG 28 [2]	Porthkerry Country Park	Approximately 42 hectares of land is allocated for an extension to Porthkerry Country Park	X			<p>Policy SP 2 [3] above and Policies MG 12 and MG 28 [2] refers</p> <ul style="list-style-type: none"> Planning Obligations to be informed by Policy MD 4. 	<p>Policy SP 2 [3] above and Policies MG 12 and MG 28 [2] refers.</p>
MG 29 [1]	Barry Island Pleasure Park	Mixed use, including: Leisure, Retail and Residential (115 dwellings)	X			<p>See site allocation above – Policy MG 29 [1] and Policy MG 2 [5] refers.</p> <ul style="list-style-type: none"> Planning Obligations to be informed by Policy MD 4. 	<p>See site allocation above – Policy MG 29 [1] and Policy MG 2 [5] refers.</p>

MG 29 [2]	Land At Nell's Point, Whitmore Bay	4.45 hectares is allocated for leisure and tourism related uses	X			<p>See Policy MG 29 [2]</p> <ul style="list-style-type: none"> ▪ Planning Obligations to be informed by Policy MD 4. 	<ul style="list-style-type: none"> ▪ Development Brief ▪ Transport Assessment ▪ Landscape Impact Assessment ▪ Design and Access Statement
MG 29 [3]	The Triangle Site, Barry Waterfront	0.81 hectares is allocated for a hotel, public house and restaurant development	X			See Policy MG 29 [3].	Site has planning approval, see application reference: 2011/0745/FUL

Section 9: Measuring Success

- 9.1 Monitoring is a key aspect of the Welsh Government's 'Plan, Monitor and Manage' approach to the planning system. It is considered to be crucial to the successful delivery of the Vision, Strategy and Objectives of the Plan.
- 9.2 In order to enable the effective delivery of the LDP the Council has developed a detailed Monitoring Framework. The Framework will measure the effectiveness of the Plan's Strategic Policies and Allocations against a series of indicators and targets. The Monitoring Framework will form the basis of the Council's Annual Monitoring Report (AMR).

Annual Monitoring Report

- 9.3 The aim of the Monitoring Framework is to recognise where policies or parts of policies are not effective in achieving their objectives, the reasons for this and any steps that the Council intends to take to secure the effective implementation of the Plan. Local Development Plan Wales (2005)³¹ indicates that the AMR should assess:
- (a) Whether the basic strategy remains sound (if not, a full plan review may be needed);
 - (b) What impact the policies are having globally, nationally, regionally and locally;
 - (c) Whether the policies need changing to reflect changes in national policy;
 - (d) Whether policies and related targets in LDPs have been met or progress is being made towards meeting them, including publication of relevant Supplementary Planning Guidance (SPG);
 - (e) Where progress has not been made, the reasons for this and what knock on effects it may have;
 - (f) What aspects, if any, of the LDP need adjusting or replacing because they are not working as intended or are not achieving the objectives of the strategy and/or sustainable development objectives and
 - (g) If policies or proposals need changing, what suggested actions are required to achieve this.

Plan Review

- 9.4 The results of the monitoring processes will feed into the ongoing review and adjustment of the LDP and any related Supplementary Planning Guidance. A review of the LDP must be undertaken every 4 years following first and subsequent adoption dates. A review could take the form of either:
- (a) A replacement of the LDP, i.e. a complete new plan where the existing plan is found to be substantially out of date and the scale of necessary alterations is fundamental or

³¹ Local Development Plan Wales (2005) Paragraph 4.43

- (b) Alterations in the form of a partial rolling forward of the LDP, where some forecasts and assumptions have changed, where some policy needs to be changed or where some additional policies need to be added to deal with areas of significant change as a consequence of unforeseen events.

Several factors could trigger the need for a review before 4 years, including:

- A significant change in external conditions;
- a significant change in national policy or legislation;
- a significant change in local context e.g. closure of a significant employment site that undermines the local economy;
- a significant change in development pressures or needs and investment strategies of major public and private investors; and
- significant concerns from the findings of the AMR in terms of policy effectiveness, progress rates, and any problems with implementation.

9.5 The Council will make a decision about the need for a partial or full review based upon the performance of the Plan when measured against the core and local indicators.

Monitoring Framework

9.6 Monitoring the performance of the LDP will consist of 4 key sets of indicators:

- **Contextual Indicators** - These will be used to explain the wider setting within which the performance of the LDP is operating.
- **Core Output Indicators** - These are statutory indicators set by the Welsh Government for the purposes of monitoring the effectiveness of national policy.
- **Local Indicators** - These are developed by the Council with the purposes of assessing the effectiveness of the LDP Strategic Policies in combination with Managing Development and Growth Policies.
- **Environmental Indicators** - These indicators relate to the significant effects arising from the proposals and policies of the Plan as identified in the Sustainability Appraisal of the LDP. Monitoring significant effects enables a comparison to be made between the predicted effects and the actual effects measured during implementation of policies.

Contextual Indicators

9.7 Contextual indicators **are not** a statutory requirement for LDP monitoring, but are important as they describe the background against which LDP policies operate. These include socio-economic and environmental issues which can have in themselves a direct bearing on the effectiveness of the LDP. For instance the wider economic climate and impacts on employment and housing growth, or potential changes in environmental legislation relating to pollution control would be regarded as Contextual Indicators.

9.8 Whilst spatial in nature, these indicators are broader in scope than traditional indicators of land use allocation and take-up and therefore they both reflect the objectives of the new planning system, and specifically the objective of achieving sustainable development.

Demography	Population and Structure, Household composition, Migration
Economy	Economic activity, Average house prices, average household income,
Social	Deprivation, crime, health and well being
Environment & Climate Change	Natural and Built Environmental Assets, Air quality
Travel & Transport	Passenger transport, travel behaviour

9.9 Key sources will be those published by the Welsh Government such as Annual Local Area Summary Statistics³² and latest editions of the Welsh Index of Multiple Deprivation³³. Wherever possible this data shall be supplemented by local specific data such as that on air quality collected by the Council.

Core Output Indicators

9.10 As a part of the LDP process the Council will monitor and record a range of Core Output Indicators. These indicators are intended to monitor the implementation of national and local planning policies and will help inform the effectiveness of policies and the future direction of the LDP. No targets have been set for the core output indicators.

Indicators Prescribed in Regulation 37	
CI 1	The housing land supply taken from the current Housing Land Availability Study (TAN 1);
CI 2	The number of net additional affordable and general market dwellings built in the Plan area (TAN 2).
Other Output Indicators for LDPs (as contained within LDP Manual Para 9.5.4)	
CI 3	Net employment land supply/development (ha/sq m.)
CI 4	Amount of development, including housing, permitted on allocated sites in the development plan as a % of development plan allocations and as % of total development permitted (ha and units)
CI 5	Average density of housing development permitted on allocated development plan sites.
CI 6	Amount of new development (ha) permitted on previously developed land (brownfield redevelopment and conversions) expressed as a percentage of all development permitted.
CI 7	Amount of major retail, office and leisure development (sq m) permitted in town centres expressed as a percentage of all major development permitted (TAN 4).
CI 8	Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C1 and C2 floodplain areas not meeting all TAN 15 tests (paragraph (6.2 i-v).
CI 9	Amount of greenfield and open space lost to development (ha) which is not allocated in the development plan.

³² <http://wales.gov.uk/docs/statistics/2011/110914profilevaleen.pdf>

³³ <http://wales.gov.uk/docs/statistics/2011/110831wimd11summaryen.pdf>

CI 10	Amount of waste management capacity permitted expressed as a percentage of the total capacity required, as identified within the Regional Waste Plan (TAN 21).
CI 11	The extent of primary land-won aggregates permitted in accordance with the Regional Technical Statement for Aggregates expressed as a percentage of the total capacity required as identified in the Regional Technical Statement (MTAN).

Local Indicators

9.11 The Council has developed local output indicators to help monitor individually and collectively the delivery of the Strategy of the LDP.

9.12 The indicators for each Strategic policy draw upon resources and information which is readily available and will enable the Council to produce its AMR. Where appropriate specific targets have been identified, but in all cases the aim is provide a positive outcome against the indicators that illustrate that the Plan is meeting its objectives. Indicators marked in italics indicate a direct relationship with the core output indicators above.

Housing	
LI 1	<i>Annual number of net additional affordable and general market dwellings built in the Vale of Glamorgan across the Settlement Hierarchy</i>
LI 2	<i>Annual number of affordable houses provided as a percentage of all new dwellings</i>
LI 3	<i>Housing land supply in years</i>
LI 4	<i>Annual average density of new housing development permitted on allocated sites</i>
LI 5	Annual number of windfall units
Employment	
LI 6	<i>Annual area of employment land developed (Ha)</i>
LI 7	Annual percentage of employment land lost to alternative uses
LI 8	Annual number of applications for conversion of rural buildings for employment related development
Tourism	
LI 9	Annual number of applications for conversion of rural buildings for tourism related development and provision of additional camp sites
LI 10	Number of new tourist accommodation and visitor attractions per annum.
LI 11	Number of annually recorded tourism visits (STEAM data)
Retail	
LI 12	<i>Annual total convenience/ comparison retail floorspace developed</i>
LI 13	Annual vacant retail floor space within the 5 principal town/district retail centres
LI 14	Annual percentage of A3 uses within the 5 principal town/district retail centres.
LI 15	Number of retail units lost to non retail use in local and neighbourhood centres

Transport	
LI 16	Number of Vale specific Regional Transport Plan schemes for public transport, walking and cycling schemes implemented.
LI 17	Number of new cycle, pedestrian and public transport routes provided in association with new developments secured via s106 obligations
LI 18	Annual rail and bus patronage monitoring.
LI 19	Annual Local Air Quality Monitoring
Biodiversity	
LI 20	Number of SINCs lost annually as a direct result of development.
LI 21	Number of SINCs enhanced or extended annually as a direct result of development.
Built Heritage	
LI 22	Number of listed buildings brought into re-use as a consequence of development
Climate Change	
LI 23	Annual number of developments permitted in areas of flood risk
LI 24	Annual total of new installed Mega Watts from renewable and low carbon energy sources provided in accordance with Policy MD 11.
Waste	
LI 25	Annual number of new waste management facilities and additional capacity provided
LI 26	Annual recycling, recovery and composting percentage rates in the Vale of Glamorgan
Minerals	
LI 27	<i>Annual minerals output</i>
Strategic and Allocated Employment and Housing Sites	
LI 28	Number of development briefs prepared
LI 29	Number of allocated sites granted planning permission
LI 30	Annual rate (%) of development in relation to each allocation.

Structure of future Monitoring Reports

9.13 Future monitoring reports will be presented in an easily accessible format, supported by appropriate reference data and over time shall include trend based analysis to track year on year progress of the LDP. This will allow the Council to take stock of the performance of the LDP when undertaking a formal review of the Plan after completion of its 4th year following adoption.

Monitoring of Strategic Policies: Indicators and Targets

Strategic Policy	SP 1 – THE STRATEGY	
LDP Objectives	ALL	
Relevant Managing Development Policies	ALL	
Relevant Managing Growth Policies	ALL	
Core Indicators	ALL	
Local Indicators	ALL	
Headline Target	To improve the living and working environment, promote enjoyment of the countryside and manage important historic, built and natural environmental assets.	
Actual Targets	Measured on the success of SP 2 - SP 11	No specific targets set.
Sources of information	As detailed below.	
Commentary	To be completed at the monitoring stage.	

Strategic Policy	SP 2 – STRATEGIC SITES	
LDP Objectives	ALL	
Relevant Managing Development Policies	2, 3, 4, 5, 6, 7, 10, 11, 13	
Relevant Managing Growth Policies	1, 2, 3, 4, 5, 6, 8, 10, 12, 13, 16, 17, 20, 23, 28, 29	
Core Indicators	1, 2, 3, 4, 5, 6, 8	
Local Indicators	1, 2, 3, 4, 6, 10, 12, 17, 20, 21, 22, 23, 24, 26, 28, 29, 30	
Headline Target	To expand the opportunities for living and working in the Vale of Glamorgan.	
Actual Targets	2016	Pre application discussions and master plans prepared.
	2021	Planning application submitted and development commenced.
	2026	Development completed.
Sources of information	Annual Joint Housing Land Availability Study (JHLA). Vale of Glamorgan Council Development Control monitoring. Vale of Glamorgan Employment Land Register.	
Commentary	The housing elements of these sites will be monitored under SP3.	

	To be completed at the monitoring stage.
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Strategic Policy	SP 3 – RESIDENTIAL REQUIREMENT	
LDP Objectives	1, 2, 3, 5, 6, 7, 10	
Relevant Managing Development Policies	1, 2, 3, 4, 5, 6, 7, 8, 9, 12, 13	
Relevant Managing Growth Policies	1, 2, 3, 4, 5, 6, 7, 8, 9, 23	
Core Indicators	1, 2, 4, 5, 6, 8, 9	
Local Indicators	1, 2, 3, 4, 5, 20, 21, 22, 23, 24, 26, 28, 29, 30	
Headline Target	To provide 7,721 dwellings in sustainable locations by 2026.	
Actual Targets	2016	2, 041 dwellings
	2021	2, 715 dwellings
	2026	7,721 dwellings
Sources of information	Annual Joint Housing Land Availability Study (JHLA). Vale of Glamorgan Council Development Control monitoring.	
Commentary	To be completed at the monitoring stage.	

Strategic Policy	SP 4 – AFFORDABLE HOUSING PROVISION	
LDP Objectives	1, 2, 3, 7, 10	
Relevant Managing Development Policies	1, 2, 3, 4, 5, 6, 7, 8, 13	
Relevant Managing Growth Policies	1, 2, 3, 4, 5, 6, 7, 8	
Core Indicators	1, 2, 4, 5, 6, 8, 9	
Local Indicators	1, 2, 3, 4, 5, 17, 20, 21, 22, 23, 24, 26, 28, 29, 30	
Headline Target	To contribute to the established affordable housing need of the Vale of Glamorgan over the Plan period.	
Actual Targets	2016	802 dwellings
	2021	1,835 dwellings
	2026	2,624 dwellings
Sources of information	Annual Joint Housing Land Availability Study (JHLA). Vale of Glamorgan Council Development Control monitoring.	
Commentary	To be completed at the monitoring stage.	

Core Strategic Policy	SP 5 – EMPLOYMENT REQUIREMENTS	
LDP Objectives	1, 2, 3, 4, 5, 6, 8, 9, 10	
Relevant Managing Development Policies	2, 3, 4, 5, 6, 10, 11, 13	
Relevant Managing Growth Policies	4, 12, 13, 20, 23, 28	
Core Indicators	3, 4, 6, 8	
Local Indicators	6, 7, 17, 20, 21, 23, 24, 28, 29, 30	
Headline Target	To ensure the prosperity of the Vale of Glamorgan and promote growth in the Capitol Region by developing 217 Ha of strategic employment land and 60 Ha of local employment land.	
Actual Target	2016	51 Ha strategic employment land
	2021	140 Ha strategic employment land
	2026	217 Ha strategic employment land
Sources of information	Vale of Glamorgan Council Employment Land surveys. Vale of Glamorgan Council Development Control monitoring.	
Commentary	To be completed at the monitoring stage.	

Strategic Policy	SP 6 – RETAIL	
LDP Objectives	1, 3, 5, 6, 9	
Relevant Managing Development Policies	2, 3, 4, 5, 6, 13	
Relevant Managing Growth Policies	3, 16, 17	
Core Indicators	4, 6, 7, 8	
Local Indicators	12, 13, 23, 24, 26	
Headline Target	To ensure the continued vitality, viability and attractiveness of the Vale's town and district centres by delivering 8,281 square metres (net) of additional retail floorspace.	
Actual Target	2016	1,881 sq m (net)
	2021	8,281 sq m (net)
	2026	8,281 sq m (net)
Sources of information	Annual town, district, local and neighbourhood retail surveys. Vale of Glamorgan Council Development Control monitoring.	
Commentary	To be completed at the monitoring stage.	

Strategic Policy	SP 7 – TRANSPORTATION	
LDP Objectives	1, 2, 3, 5, 8, 9, 10	
Relevant Managing Development Policies	2, 3, 4, 5, 6, 10	
Relevant Managing Growth Policies	3, 4, 13, 20, 23	
Core Indicators	None.	
Local Indicators	16, 17, 18, 19, 20, 21, 29, 30	
Headline Target	To provide sustainable transport improvements that serve the economic social and environmental needs of the Vale of Glamorgan.	
Actual Target	2016	2 schemes completed
	2021	4 schemes completed
	2026	All schemes completed
Sources of information	Sewta Delivery Plan. Sewta scheme monitoring.	
Commentary	To be completed at the monitoring stage.	

Strategic Policy	SP 8 – SUSTAINABLE WASTE MANAGEMENT	
LDP Objectives	2, 4, 5, 10	
Relevant Managing Development Policies	2, 3, 4, 5, 6, 11, 13	
Relevant Managing Growth Policies	12	
Core Indicators	3, 4, 6, 10	
Local Indicators	6, 7, 23, 25, 26	
Headline Target	Meet national targets for waste recycling.	
Actual Target	Reduce the amount of waste disposed by landfill.	
Sources of information	Vale of Glamorgan Council Waste Management Data.	
Commentary	To be completed at the monitoring stage.	

Strategic Policy	SP 9 – MINERALS	
LDP Objectives	2, 4, 8, 10	
Relevant Managing	1, 2, 3, 4, 5, 6	

Development Policies	
Relevant Managing Growth Policies	23, 24, 25
Core Indicators	11
Local Indicators	23, 27
Headline Target	Meet local and regional need for the provision of aggregates.
Actual Target	Maintain a 10 year minerals land bank in accordance with National Policy.
Sources of information	Regional Aggregates Working Party Monitoring.
Commentary	To be completed at the monitoring stage.

Strategic Policy	SP 10 - BUILT AND NATURAL ENVIRONMENT
LDP Objectives	1, 4, 5, 9
Relevant Managing Development Policies	1, 2, 3, 4, 5, 6, 8, 10
Relevant Managing Growth Policies	21, 23, 27, 28
Core Indicators	6, 9
Local Indicators	21, 22
Headline Target	To protect the rich and diverse environment of the Vale of Glamorgan.
Actual Target	No net loss in number of SINC sites. No loss of listed buildings or county treasures as a result of development. No. of applications approved within an SLA or Glamorgan Heritage Coast.
Sources of information	Vale of Glamorgan Council Development Control monitoring.
Commentary	To be completed at the monitoring stage.

Strategic Policy	SP 11 – TOURISM AND LEISURE
LDP Objectives	1, 4, 5, 6, 8, 9, 10
Relevant Managing Development Policies	1, 2, 3, 4, 5, 6, 8, 10
Relevant Managing Growth Policies	3, 14, 21, 27, 28, 29
Core Indicators	9
Local Indicators	9, 10, 11
Headline Target	Promote the Vale of Glamorgan as a tourist destination.

Actual Target	Increase in the level of tourism facilities.
Sources of information	Annual Visitor numbers monitoring (STEAM survey data). No. of applications approved for tourism related rural diversification proposals - Vale of Glamorgan Council. Development Control monitoring.
Commentary	To be completed at the monitoring stage.

SA Monitoring Proposals for the Local Development Plan

The following table sets out the proposed LDP monitoring framework and indicators which the Council will use to seek to measure all relevant aspects of the areas addressed by the SA/SEA. These indicators relate to social and economic as well as environmental Factors. The targets and indicators have been developed in order to assess the sustainability of the LDP. The aim has been to identify a set of objectives that can be used to assess how well the Plan meets the goals of sustainable development both at a global and local scale.

The framework has been developed by considering, the key sustainability issues identified for the Vale of Glamorgan, the objectives identified in the PPP review, baseline data review, consultation with key stakeholders and statutory consultees and representations received at pre-deposit consultation. They are also drawn from objectives and targets set out in the LDP – some of which are quantitative and may be expressed as maps, graphs, diagrams or percentages (e.g. Percentage of new housing built on brownfield land, target of 10% of energy on major new developments to be provided by renewables etc.);

1. Housing				
	Objective	Indicator	Source	Target
Social Environmental Economic	To provide the opportunity for people to meet their housing needs. Aims: <ul style="list-style-type: none"> ▪ Provide a mix of dwelling types and tenure ▪ Build in sustainable locations, with good access to local facilities ▪ Provide affordable housing ▪ Preference for previously developed land in sustainable locations 	Annual affordable housing provision as a % of all house builds	JHLA Studies	Increase the level of affordable housing to meet the identified need.
		Proportion of households unable to purchase a property	VOG Housing Strategy	Decrease the proportion of households unable to purchase a property
		Population / household structure	Census	Match dwelling type to population needs
		Dwelling type / tenure	VOG Housing Strategy	Increase the range and choice of dwelling types and tenures to meet demand
		% of new housing built on previously developed land	JHLA Studies	Increase the % of new housing built on previously developed land
		House build rates	JHLA Studies	Match house build rates with population needs.
2. Local Facilities				
	Objective	Indicator	Source	Target
Social Economic	To maintain, promote and enhance the range of local facilities. Aims: <ul style="list-style-type: none"> ▪ Meet the needs of existing communities throughout the Vale of Glamorgan ▪ Provide appropriate facilities 	Number of new facilities (e.g. shops, restaurants, pubs, community centres, libraries, medical centres, recreational facilities, places of worship etc.) as a ratio of new house builds and / or population	Planning application database Census	Increase in the number of new local facilities as a proportion of new house builds and / or population
		Numbers of 'change of use' developments resulting in a loss of a community facility	Planning application database	Reduce the loss of community facilities where appropriate.

	<p>within new developments to meet the needs of future users</p> <ul style="list-style-type: none"> ▪ Ensure local facilities are suitable for purpose and easily accessible ▪ Prevent the loss of existing well-used and valued local facilities 	Number of people who travel outside the Vale to access goods, services or employment	Census Sewta surveys VOG Opinion Surveys	Reduce the number of people who travel outside the Vale to access goods, services or employment
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3. Access for all

	Objective	Indicator	Source	Target
Social Environmental	<p>To maintain and improve access for all.</p> <p>Aims:</p> <ul style="list-style-type: none"> ▪ Ensure the built and natural environment is easily accessible to all the Vale's community ▪ Improve public perception of access ▪ Benefit health and well being through social inclusion within the physical environment ▪ Promote 'life-time' homes 	Number of alterations to public buildings and spaces to provide for disabled persons access	Planning / building control database	Increase the number of alterations to public buildings and spaces to provide for disabled access
		Number of new developments with special provision for disabled persons	Planning application database	Increase special provision for disabled persons within new developments
		Number of life time homes as a proportion of all new homes	Planning / building Control database	Increase the number of life time homes as a proportion of all new homes

4. Deprivation				
	Objective	Indicator	Source	Target
Social Economic	Reduce the causes of deprivation. Aims: <ul style="list-style-type: none"> Promote improvements to: employment, income, health and wellbeing, education, housing, environment and access, for all. Prevent the isolation of deprived communities. 	Welsh Index of Multiple Deprivation:	WIMD	Reduce overall deprivation
		Educational achievement (WIMD indicator)	WIMD	Improve educational achievement
		Health and well-being (WIMD indicator)	WIMD	Improve health and well being
		Housing (WIMD indicator)	WIMD	Improve access to good quality, affordable housing
		Environment (WIMD indicator)	WIMD	Improve the environment in deprived areas
		Access (WIMD indicator)	WIMD	Improve access for deprived areas
		Employment (WIMD indicator)	WIMD	Increase employment opportunities

Community Spirit				
	Objective	Indicator	Source	Target
Social	To maintain, protect and enhance community spirit. Aims: Reduce the fear of crime <ul style="list-style-type: none"> Provide community facilities Encourage local distinctiveness (e.g. development having regard to its context and public art) Encourage community ownership of the environment (e.g. promote shared spaces, good design) 	Public perception of crime rates and fear of crime	Crime statistics	Reduce actual and perceived crime levels in the Vale of Glamorgan.
		New developments with local distinctiveness e.g. finishing materials, public art, facilities etc.	Planning application database	Increase the number of new developments with local distinctiveness

6. Climate Change				
	Objective	Indicator	Source	Target
Social Environmental Economic	To minimise the causes and manage the effects of climate change. Aims: <ul style="list-style-type: none"> ▪ Reduce air pollution (e.g. transport / industry emissions) ▪ Reduce energy consumption (e.g. promote energy efficient building) ▪ Promote renewable energy generation ▪ Reduce flood risk to people, property and maintain the integrity of floodplains ▪ Protect biodiversity, flora and fauna from the effects of climate change ▪ Protect and promote the development of carbon sinks. 	Emissions of greenhouse gases	WAG Statistics	Reduce emissions of greenhouse gases
		Number of trips made by car.	Census/ Sewta Surveys	Reduction in the number of trips made by car.
		Renewable energy generation	Planning/ Building Control Database	Increase the level of energy generated by renewable means. Number of new developments with renewable energy generation on site.
		Number of incidents of flooding within the Vale of Glamorgan / Properties at risk of flooding	Environment Agency	Reduce number of incidents of flooding within the Vale of Glamorgan / Properties at risk of flooding
		Proportion of new developments with Sustainable Urban Drainage Systems	Planning / building control database	Increase proportion of new developments with Sustainable Urban Drainage Systems
		Development within flood plains	Planning/ Building Control database	No inappropriate development within flood plains
		Energy consumption per head	DTI Energy Statistics	Reduce energy consumption per head

7. Waste				
	Objective	Indicator	Source	Target
Environmental	To minimise waste.	Annual volume of municipal waste	Waste Strategy	Reduce amount of municipal waste
	Aims:	% of waste re-used or recycled	Waste Strategy	Increase the amount if of waste re-used or recycled
	<ul style="list-style-type: none"> ▪ Promote the use of secondary resources (e.g. convert existing buildings/reuse materials) ▪ Provide and promote recycling facilities. ▪ Avoid landfill of waste 	% of waste land-filled	Waste Strategy	Reduce tonnage of waste to landfill

8. Land use				
	Objective	Indicator	Source	Target
Environmental	To use land effectively and efficiently.	% of new development on brownfield land	JHLA and planning application database	Increase the % of new development on previously developed land
	Aims:	Proportion of new development on greenfield land.	JHLA and planning application database	Reduce the proportion of greenfield land being developed
	<ul style="list-style-type: none"> ▪ Retain greenfield land ▪ Bring previously developed land in sustainable locations back into use ▪ Promote good quality high density developments where appropriate and having regard to the local context. ▪ Protect the countryside from inappropriate development, especially the best and most versatile 	Density of new developments	JHLA and planning application database	Increase the density of new developments

	agricultural land and areas of high landscape value. <ul style="list-style-type: none"> Restore contaminated land to beneficial use. 	Agricultural land quality	Agricultural land classification maps	Maintain the quality of agricultural land in the Vale of Glamorgan
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9. Environmental Assets				
	Objective	Indicator	Source	Target
Environmental	To protect and enhance the built and natural environment. <u>Aims:</u> <ul style="list-style-type: none"> Protect or enhance natural assets such as biodiversity, flora and fauna, wildlife habitats, landscape, soil. Improve and protect the quality and quantity of inland and coastal water resources. Protect or enhance the built environment including historic buildings and conservation areas. Protect cultural heritage and archaeology. Enhance public access to and appreciation of the Vale's environmental assets. 	% of new development on brownfield land	JHLA and planning application database	Increase the % of new development on previously developed land
		% change in the Vale's priority habitats and species	LBAP and CCW	Improve priority habitats and species
		Proportion of new developments delivering habitat creation or restoration	Planning application database	Increase proportion of new developments delivering habitat creation or restoration
		Proportion of new developments with Sustainable Drainage Systems	Planning application database	Increase proportion of new developments with Sustainable Drainage Systems
		Water quality	Environment Agency and VOG data	Maintain or improve water quality within and around the Vale of Glamorgan
		Water use per household	Dwr Cymru Welsh Water	Reduction in water use

	Improvement of fish stocks within the water environment	Environment Agency	Increase in fish stocks
	Landscape quality	LANDMAP Register of Historic Parks and Garden Register Historic Landscape Interest in Wales	Maintain or improve the Landscape quality of the Vale of Glamorgan
	% of total length of footpaths and other rights of way which are easy to use by members of the public.	VOG Data	Increase in the % of footpaths and other public rights of way which are easy to use by members of the public
	Historic townscape (Conservation Areas, Listed Buildings, Scheduled Ancient Monuments)	Conservation Area Appraisals, CADW data Buildings at Risk Register	Maintain or improve the historic townscape of the Vale of Glamorgan
	Area (ha) of accessible green space per 1000 population	VOG Data, NPFA	Maintain or increase level of accessible green space
	Number of new developments, which bring historic buildings back to beneficial use.	Planning application database CADW	Increase number of new developments, which bring historic buildings back to beneficial use.

10. Quality of new development				
	Objective	Indicator	Source	Target
Social Environmental	To provide a high quality environment within all new developments.	Proportion of new developments delivering benefits for the public realm	Planning application database	Increase proportion of new developments delivering benefits for the public realm
	Aims: <ul style="list-style-type: none"> ▪ Ensure development meets the needs of current and future users. ▪ Promote a sense of community pride (e.g. shared spaces, public art, local materials) ▪ Promote sustainable design and construction solutions. ▪ Enhance access for cyclists and pedestrians. ▪ Provide adequate green spaces. ▪ Provide adequate vehicular parking and manoeuvring space. 	Number of new developments recognised by national design awards	Design Awards (various)	Increase number of new developments recognised by national design awards
		Proportion of new developments providing community facilities	Planning application database	Increase proportion of new developments providing community facilities

11. Cultural heritage and historic environment				
	Objective	Indicator	Source	Target
Social Environmental	To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage. <u>Aims:</u> <ul style="list-style-type: none"> ▪ Protect and enhance existing cultural heritage and historic environments ▪ Promote new opportunities for culture in the Vale 	Number of new cultural facilities in the Vale of Glamorgan	VOG Tourism Strategy	Increase number of new cultural facilities in the Vale of Glamorgan
		Historic townscape (Conservation Areas, Listed Buildings, Scheduled Ancient Monuments)	Conservation Area Appraisals, CADW data	Maintain or improve the historic townscape of the Vale of Glamorgan

12. Transport and accessibility				
	Objective	Indicator	Source	Target
Social Environmental Economic	To reduce the need to travel and enable the use of more sustainable modes of transport. <u>Aims:</u> <ul style="list-style-type: none"> ▪ Ensure new development is located in accessible locations from a range of travel modes ▪ Promote technologies to reduce need to travel (e.g. home working) ▪ Enable the movement of people 	Car ownership	Census	Reduce total levels of car ownership
		Modal shift	Census Sewta Surveys	Increased use of alternative transport modes.
		Levels of congestion	VOG Surveys	Reduce levels of congestion
		Length of cycle ways in the Vale	VOG data	Increase length of cycle ways in the Vale
		Number of businesses/organisations with green travel plans	VOG, Sewta	Increase in number of green travel plans

	<p>and freight by sustainable means</p> <ul style="list-style-type: none"> Provide and maintain effective transport infrastructure to meet the needs of the community (e.g. highways, cycleways, pedestrian provision, public rights of way) 	Number of school with travel plans and/or safe routes to schools schemes	VOG, Sewta	Increase in number of schools with travel plans or safe routes to schools schemes
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13. Employment				
	Objective	Indicator	Source	Target
Social Economic	<p>To provide for a diverse range of local job opportunities.</p> <p><u>Aims:</u></p> <ul style="list-style-type: none"> Protect existing and potential employment sites for employment uses Support a culture of entrepreneurship Encourage a range employment sites in locations accessible by a range of transport modes Support the enhancement of skills to meet employment needs Promote and enable sustainable rural diversification 	Percentage of working age population in employment	Census	Increase total number in employment
		Percentage of population receiving benefits	WIMD	Decrease the number of people receiving benefits
		Distribution of employment across sectors	Census, ONS.	Maintain an economically sustainable split of employment across sectors
		Percentage of allocated employment land developed for employment purposes	VOG Surveys	Increase the percentage of allocated employment land developed for employment purposes

14. Retail				
	Objective	Indicator	Source	Target
Economic	To maintain and enhance the vitality and viability of the Vale's town, district and local centres. <u>Aims:</u> <ul style="list-style-type: none"> ▪ Ensure retail centres are accessible by a range of modes of transport ▪ Ensure a range of uses within retail centres ▪ Avoid out-of-town retail development ▪ Enhance the public realm within existing centres and facilitate regeneration programmes ▪ Promote the evening economy in the Vale's town centres 	Vacancy rates for properties within the retail centres	VOG Retail Surveys	Reduce the proportion of vacant units within town centres
		Proportion of A1, A2 and A3 uses in the town centre	VOG Retail Surveys	Ensure a mix of uses within the town centre with sufficient A1 to maintain the retail function.
		Access by public transport, walking and cycling	Public Transport Guide, Walking / Cycling Audits	Improve access by public transport, walking and cycling

15. Tourism				
	Objective	Indicator	Source	Target
Economic	To promote appropriate tourism. <u>Aims:</u> <ul style="list-style-type: none"> ▪ Promote local economic growth through tourism ▪ Enable tourism uses to be accessed 	Number of new tourist related developments	VOG Tourism Strategy	Increase the number of tourist related developments in the Vale of Glamorgan
		Visitor numbers	VOG Tourism Strategy	Increase the total number of tourists visiting the Vale of Glamorgan

	<ul style="list-style-type: none"> by sustainable travel modes ▪ Manage tourism to protect the Vale's natural and built assets ▪ Protect potential tourism destinations against inappropriate non-tourism development (e.g. proliferation of residential) ▪ Enable specialist tourism (e.g. sustainable, sports, cultural etc). 	Visitor spend	VOG Tourism Strategy	Increase the value of tourism spend per head
		Length of stay	VOG Tourism Strategy	Increase the average length of stay in the Vale of Glamorgan per tourist

APPENDICES

Appendix 1- Glossary of Terms

Above Ordnance Datum	The level to increase site levels when addressing flood risks.
Adoption	The final confirmation of an LDP where it becomes the statutory Development Plan.
Affordable Housing	Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.
Anaerobic Digestion	Anaerobic Digestion is a naturally occurring process whereby biomass is broken down or 'digested' by bacteria in an oxygen free environment. Anaerobic Digestion takes place in landfills and is used to treat certain fractions of municipal waste water and other industrial waste waters.
Annual Monitoring Report	A report published on an annual basis that will assess the extent to which policies in the Vale of Glamorgan Local Development Plan are being successfully implemented.
Biodiversity	A term used to describe the variety of life on Earth, including the wide variety of ecosystems and living organisms, animals, plants, their habitats and their genes.
Biomass	Biomass refers to living and recently dead biological material that can be used as fuel or for industrial production. Most commonly, biomass refers to plant matter grown for use as bio fuel, but it also includes plant or animal matter used for production of fibres, chemicals or heat. Biomass may also include biodegradable wastes that can be burnt as fuel. It excludes organic material which has been transformed by geological processes into substances such as coal or petroleum.
Brownfield Land/Site	Land which is, or was, previously occupied by a permanent structure (excluding agriculture or forestry buildings) and associated fixed surface infrastructure. This includes the curtilage of development, defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made.
Candidate Site Process	As part of the preparation towards the production of the LDP, developers, service providers, landowners and others with an interest in land are invited by their Local Planning Authority to submit sites they wish to be considered for development or other uses through the LDP. The sites identified are referred to as Candidate Sites. Candidate Sites may be submitted for potential uses such as: housing, employment, retail, leisure, waste, transport (e.g. park and ride sites), open space, health and community uses.
Climate Change	Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate.

	Often regarded as a result of human activity and fossil fuel consumption.
Community	People living in a defined geographical area, or who share common interests.
Community Involvement Scheme (CIS)	Sets out the project plan and policies of the authority for involving local communities, including businesses, in the preparation of the LDP. The CIS is submitted to the Welsh Assembly Government as part of the Delivery Agreement.
Consultation	Formal process where comments are invited on a particular topic or set of topics, or a draft document.
Conservation Areas	Areas of special architectural or historic interest, the character of appearance of which is desirable to preserve or enhance.
Delivery Agreement	A document comprising the Vale of Glamorgan Council's (as Local Planning Authority) timetable for the preparation of the LDP and Community Involvement Scheme submitted to the Welsh Assembly Government for agreement.
Deposit Plan	A formal stage in the plan making process where individuals and organisations may submit representations on the contents of the draft plan.
Design and Access Statement	A short report accompanying and supporting a planning application explaining the design principles and concepts applied to particular aspects of a proposal. It is required by legislation to accompany all planning applications (with some exceptions).
Development	Development, as it is defined in planning law is the 'carrying out of building, engineering, mining or other operations in, on, over or under land.' (Section 55 of the 1990 Planning Act as amended).
Employment Land/Site	Land used for employment purposes by one or more of the following: offices, manufacturing, research and development, storage and distribution.
Enterprise Zones	A specially designated area within which businesses are granted numerous advantages and incentives such as income tax credits, equipment tax refunds and property tax credits. At its core, the enterprise zone is a means to targeting a specific geographical area for economic revitalisation. Creating an enterprise zone encourages investment and promotes economic growth in that area.
Environmental Consultation Body	An authority with environmental responsibilities concerned by the effects of implementing plans and programmes and which must be consulted under the SEA Regulations; i.e. Countryside Council for Wales, Environment Agency and Cadw.
Environmental Impact Assessment	A procedure that must be carried out for certain types of project before they can be given development consent. It involves the assessment of a project's likely significant environmental effects as an aid to ensure that the importance of the predicted effects and the scope for reducing them are properly understood before a decision is made.

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

Initial Sustainability Appraisal Report	The SA Report produced at the Preferred Strategy stage which assesses the LDP against the SA framework.
Involvement	Generic term to include both participation and consultation.
Key Employment Sites	Sites that have been identified to play a major long-term role in the economy, where activities that generate employment will be encouraged and where coordinated activity and investment programmes are required to realise their full potential.
Key Diagram	A representation of the main areas of growth and the areas to be protected from development in the Plan Area, shown in diagrammatic form.
Landscape Character Assessment	Landscape Character Assessment is a tool used to help us to understand and articulate the character of the landscape. It is used in the development plan process to help to inform policies at strategic and local levels.
Landscape Impact Assessment	A statutory requirement of an Environment Impact Assessment (EIA) used to assess the effects of change on the landscape e.g. a new road or wind farm proposal. It is used to help locate and design the proposed change, so that negative landscape effects are avoided, reduced or offset.
Listed Building	A building, structure or artefact that is considered of special architectural or historic interest and is included on a statutory list compiled by the National Assembly for Wales. They are graded I, II* or II with Grade I being the highest.
Local Development Plan	The required statutory plan for each Local Planning Authority area in Wales under Part 6 of the Planning and Compulsory Purchase Act 2004.
Local Nature Reserve	An area designated for its importance in terms of local nature conservation.
Local Planning Authority	A Planning Authority responsible for the preparation the LDP.
Master Planning	In land-use planning, a government entity's plan for the overall utilisation of a particular area, including its allocation for residential or manufacturing uses and the corresponding environmental impacts.
Mitigation	Measures to avoid, reduce or offset significant adverse effects.
Mixed Use	Developments or proposals comprising more than one land use type on a single site.
Monitoring	The use of information and evidence gathered to assess the progress made in implementing the LDP policies.
National Nature Reserve	An area designated for its national importance in terms of nature conservation and managed through joint nature reserve agreements with landowners etc.
Open Space	All space of public value including public landscaped areas, playing fields, parks and play areas, and also including areas of water such as rivers, canals, lakes

	and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
Periphery	A line that forms the boundary of a given area.
Phasing	The development of a site in gradual stages over a period of time rather than all at once.
Planning Policy Wales (PPW)	A document prepared by the Welsh Assembly Government containing current land use planning policy for Wales. It provides the policy framework for the effective preparation of LPA's development plans. It is supplemented by 21 topic based Technical Advice Notes (TANs).
Population Projection	The prediction of future populations based on the present age-sex structure, and with the present rates of fertility, mortality and migration.
Pre Deposit Stage	The Strategic Options and Preferred Strategy stage of the LDP preparation process.
Previously Developed Land	Land that is or was occupied by a permanent structure and associated fixed surface infrastructure.
Registered Social Landlord	Registered Social Landlords are government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.
Renewable and Low-Carbon Energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment- from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass. Low-carbon technologies are those that can help reduce carbon emissions. Renewable and/or low-carbon energy supplies include, but not exclusively, those from biomass and energy crops; CHP/CCHP (and micro-CHP); waste heat that would otherwise be generate directly or indirectly from fossil fuel; energy-from-waste; ground source heating and cooling; hydro; solar thermal and photovoltaic generation and wind generation.
Residential Settlement Boundary	Identifies the physical limits of the existing built up area and also embraces edge of settlement land which is allocated or permitted for development of a built up nature and which would, once completed, form a cohesive part of the settlement fabric.
Retail Frontages	Primary Frontages- The most important shopping frontages of the town centre. Most have a high proportion of shops with high rental values. Secondary Frontages- Important shopping frontages in the town centre, generally with a greater diversity of ancillary retail uses than the primary frontages and lower rental values. Tertiary Frontages- Commercial frontages on the

	periphery of shopping centres with a high level of non retail uses often in former retail units.
Rural Diversification	The introduction onto farms of new enterprises which are not normally associated with traditional farming activities but strengthen the viability of the farm.
Rural Exception Site	Small scale housing site within or adjoining existing rural settlements for the provision of affordable housing to meet local needs, which would not otherwise be allocated in the development plan.
Scheduled Ancient Monument	Sites/monuments recognised to have national significance and are protected by law through the Ancient Monuments and Archaeological Areas Act 1979.
Scoping	The process of deciding the scope and level of detail of a Sustainability Appraisal, including the sustainability effects and options which need to be considered, the assessment methods to be used and structure and contents of the SA report.
Section 106 Agreement	A legal agreement between the Planning Authority and the applicant/developer that ensure that certain extra works related to a development are undertaken. Found under Section 106 of the 1990 Town & Country Planning Act.
Settlement Hierarchy	The Local Development Plan arranges settlements into a hierarchy, used to determine an appropriate scale of development within a given area. For the Vale of Glamorgan LDP the hierarchy has been split into tiers of settlements, these are: -Key Settlements -Service Centre Settlements -Primary Settlements -Minor Rural Settlements
Simplified Planning Zone	An area in which a Local Planning Authority wishes to stimulate development and encourage investment. It operates by granting specified planning permission in the zone without the need for an application for planning permission and the payment of planning fees.
Sites of Importance for Nature Conservation (SINC)	A non statutory designation, which seeks to protect areas of high wildlife value at a local level, adopted by Local Authorities for planning purposes.
Site of Special Scientific Interest (SSSI)	A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features i.e. plants, animals and natural features relating to the Earth's structure).
Social Housing Grant	Social Housing Grant (SHG) is a grant given to Registered Social Landlords (Housing Associations) by the Welsh Assembly Government. The grant aims to provide new affordable housing for rent or low cost home ownership.

Soundness	The LDP is examined by an Independent Planning Inspector against tests of soundness; these are defined tests of procedure, consistency, coherence and effectiveness.
Special Area of Conservation (SAC)	The most importance sites for wildlife in the country designated under the European Community's Council Directive (May 1992) covering animals, plants and habitats and providing them with increased protection and management. All SACs are also SSSIs.
Special Protected Area (SPA)	Special Protection Areas for Wild Birds under The E.C Council Directive on the Conservation of Wild Birds (79/4C9/EEC) provides for the protection, management and control of all species of naturally occurring wild birds.
Stakeholder	Interests directly affected by the LDP (and/or SA/SEA)- involvement generally through representative bodies.
Strategic Environmental Assessment (SEA)	Generic term used to describe environmental assessment as applied to policies, plans and programmes. The SEA regulations require a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.
Strategic Opportunity Area	Strategic Opportunity Areas (SOAs) offers potential regional benefits from its sustainable development. SOAs are intended to bring greater coherence to their development, and enable public transport links to be strengthened.
Supplementary Planning Guidance (SPG)	Additional guidance in respect of the policies in the LDP. SPGs do not form part of the development plan and are not subject to independent examination but must be consistent with it and with national planning policy.
Sustainability Appraisal (SA)	A tool for appraising policies and proposals to ensure they reflect sustainability development objects (i.e. social, environmental and economic factors). Each LPA is required by S62(6) of the Act to undertake an SA of the LDP. This form of SA fully incorporates the requirements of the SEA Directive. The term used in the LDP includes Strategic Environmental Assessment, unless otherwise made clear.
Sustainability Appraisal Report	A document required to be produced as part of the SA process to describe and appraise the likely significant effects on sustainability of implementing the LDP, which also meets the requirement for the Environmental Report under the SEA Regulations. S62(6) of the 2004 Act requires each local planning authority to prepare a report of the findings of the sustainability appraisal of the LDP.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Transport	Often meaning walking, cycling and public use of transport (and in some circumstances ‘car sharing’), which is considered to be less damaging to the environment and contributes less to traffic congestion than one-person car journeys.
Technical Advice Notes (TANS)	Documents produced by the Welsh Assembly Government to supplement Planning Policy Wales, which give detailed technical guidance to Local Planning Authorities on particular planning issues. They should be taken into account by LPAs in the development plan preparation process.
Topography	The study or description of the Earth’s surface shapes and features.
Transport Assessment	A statutory document accompanying a planning application. Used by Planning Authorities and Highway Authorities to determine whether the impact of a new development on the transport network is acceptable. It should identify what measures may be required to deal with the predicted transport impacts and to improve accessibility and safety, especially for pedestrians, cyclists and public transport users.
Transport Corridor	An area of land in which at least one main line for transport, (road, rail, canal etc) has been built. Often new transport lines are built alongside existing ones to minimise the area affected by pollution.
Transport Hub	A place where passengers and cargo are exchanged between vehicles or between transport modes. Public Transport Hubs include train stations, rapid transit stations, bus stops, tram stop, airports and ferry slips.
Urban Regeneration	The improvement of old houses and the addition of amenities in an attempt to bring new life to old inner city areas.
Use Classes	<p>The Use Classes Order (1987, as amended) includes the following:</p> <p>A1: Shops A2: Financial and professional services A3: Food and drink</p> <p>B1: Offices (not those within Use Class A2), Research and development (products and processes) or any industrial process (a use that can be carried out in any residential area without detriment to the amenity of that area). B2: General Industrial B8: Storage and distribution</p> <p>C1: Hotels, hostels, boarding and guest houses C2: Residential Institutions, residential schools and colleges, Hospitals and nursing homes C3: Dwellings</p> <p>D1: Non Residential Institutions, Places of worship,</p>

	<p>clinics, health centres, day nurseries, museums, public halls, libraries, non-residential education and training centres etc.</p> <p>D2: Cinemas, concert halls, dance halls, sports halls, gymnasiums, swimming baths, other indoor and outdoor sports and leisure uses.</p> <p>Sui Generis: Use that falls outside any Use Class and are therefore described as Sui generis (a class on their own) e.g. car show rooms, petrol filling stations etc.</p>
Wales Spatial Plan (WSP)	<p>A plan prepared and approved by the National Assembly for Wales under S60 of the 2004 Act, which sets out a strategic framework to guide future development and policy interventions, whether or not these relate to formal land use planning control. Under S62(5)(b) of the Act a Local Planning Authority must have regard to the WSP in preparing an LDP.</p>
Welsh Index of Multiple Deprivation (WIMD)	<p>The official measure of deprivation in small areas in Wales. It is a relative measure of concentrations of deprivation at the small area level. It looks at issues such as income, housing, employment, access to services, health, environment, education and community safety.</p>
Windfall Sites	<p>A site not specifically allocated for development in a development plan, but which unexpectedly becomes available during the lifetime of a plan.</p>

Appendix 2- Supplementary Planning Guidance

Supplementary Planning Guidance (SPG) is non statutory guidance, which supports the Policies and Proposals contained in this Plan. It is intended that SPG will cover the following topic areas:

- Affordable Housing
- Biodiversity and Development
- Conversion of Rural Buildings
- Design in the Landscape
- Planning Obligations
- Replacement Dwellings in the Countryside
- Shop Front Design Guidance
- Upper Holton Road Development Guidelines

In addition, Development Briefs / Masterplans in relation to allocated sites will be produced as appropriate in partnership with the Council and as set out in the Delivery and Implementation Section of the Plan.

Appendix 3- Sites of Importance for Nature Conservation (SINCs)

SINC Name	SINC No	SINC Name	SINC No
Craig Tan-y-Lan	1	Graig Penllyn Parish Field	41
South of Tyla Gwyn	2	Coed y Stanby	42
Cae Coed	3	Ham Wood	43
North of Cae Coed	4	Land to North West of the Old Mill	44
Ffynnon y Dera	5	Penllyn Fish Ponds	45
Penymynydd	6	Llansannor Wood	46
Ruthin Fach Farm	7	Coed y Graig	47
Coed Mawr	8	South West of King Coed	48
Land to East of Mynydd Ruthin	9	Coed Pen-Cyrn	49
Mynydd Ruthin	10	Mynydd y Fforest	50
Land South of Mynydd Ruthin	11	North Ystradowen	51
North West of Pant-y-Lliwydd Farm	12	Old Quarry, Cowbridge Road	52
Coed Breigam	13	Coed Wern-Fawr	53
Coed y Brynau	14	Coed Cattwg-Glas	54
Site along River Thaw	15	Llwyn-yoy Pond	55
Pond North of Cae-Rhys-Ddu	16	Coed Llwyn-Rhyddid	56
Coed Pant-Llywydd	17	South East of Llwyn-Rhyddid Cottages	57
Land to the East of Llansannor & Llanharry Church in Wales Primary School	18	North of Coed Leision	58
Land East of Tynytrach Farm	19	West of Newydd Stables	59
South of Forest Wood Quarry	20	Land near Coed Pen-Brych	60
Fforest Fach Farm	21	West of Clawdd-Coch Farm	61
Land West of Llanfarach Farm	22	Coed Waunn-Lloff	62
Land South West of Llanfarach Farm	23	South West of Castell Bach	63
Land between M4 and Industrial Estate	24	Land near Hensol Mill	64
Land South of Llanfarach Farm	25	Land South of Hadod Y Wennol	65
Land West of Ty Newydd Farm	26	Land West of Hensol Mill	66
North of Gwern-y-Gedrynch	27	Hafod Y Wennol	67
West of Corntown	28	Hensol Lake	68
Long Wood	29	Mill Ponds	69
South of Long Wood	30	Coed Fros-Ceibr	70
North of Corntown	31	South West of Dyffryn Bach	71
Cottage Wood	32	North West of Dyffryn Mawr Farm	72
Land South of Moor Mill	33	Coed Cadw	73
North West of Court Farm	34	North of Pendoylan Moors	74
Land North East of Newland	35	Land near Gwern y Gae Isaf	75
Land West of Llangan	36	Land North of Brooklands Farm	76
Land North of Llangan	37	West of Markswood	77
Coed Mansel	38	Land South of Oakfield	78
Land to East of Coed Pant-Llywydd	39	Land South of Glenholme	79
Coed y Graig	40	Maendy Farm	80
		South West of Parc Coed Machen	81
		South West of The Paddocks	82

North West of Hillfields Farm	83	Land at Fford Cottages	132
Land by St y-Nyll Ponds	84	Land near Fford Cottages	133
North of Palla Farm	85	Land South East of Fford Cottages	134
South of Forty Farm	86	Land North of Coedarhydyglyn	135
North Ogmore by Sea	87	North of Castle Farm	136
Land by Ogmore River	88	West Farm	137
Pant Norton	89	Pant y Groes	138
East of Craig Ddu	90	Pwll y Mer	139
Ogmore Down	91	Land South of Pont Fach	140
Pant Mari Flanders	92	Clemenstone Brook	141
Rhiw Pen-Rhys	93	Land to the West of Tynewydd	142
Alun Valley	94	Church Farm	143
Cwm Alun	95	Franklen Farm	144
South of Corntown Farm	96	Land South of Parcau Farm	145
Pwllwyrach Farm	97	Land North West of Stembridge Farm	146
Land South of Cross Farm	98	Ty-Draw South of Colwinston	147
Gerddi	99	Land by Pinefield House	148
Coed y Parc	100	Hilton Plantations	149
Land to South West of Coed y Stanby	101	South of Hilton Plantations	150
Violet Bed	102	South West of Llysworney	151
Coed y Castell	103	North West of Llysworney	152
Beech Clump	104	Path North of Llysworney	153
West of Trebetyyn	105	Stembridge Brook	154
New Meads	106	Manor Gardens	155
Land to the West of Aberthin	107	West of Llysworney	156
Land at Trerhyngyll	108	Land North of Limefield House	157
North Caercady	109	Llanblethian Hill Down	158
South Caercady	110	Land to South West of Llanblethian	159
West of Ty Mynydd	111	Coed y Castell	160
North of Welsh St Donats	112	Coed Bach	161
Land North of Ty'r-Mynydd	113	Land West of Cowbridge Comprehensive School	162
Land adjacent to Ty'r-Mynydd	114	Llanquian Wood	163
East of Penfford	115	Land South of Whitefield Farm	164
Land West of Hensol Forest	116	Land along Nant Aberthin	165
Land adjacent to Forester's House	117	Long Grove	166
Mill Pond	118	Coed y Seler	167
Warren Mill Farm Park	119	Ravenswood	168
West of Warren Mill Farm Park	120	Gaer Wood	169
Coed Counsellor	121	Log Wood	170
Land at Pendoylan Moors	122	Cottrell Wood	171
East of Ty'n-y-Pwll	123	Coed y Lan	172
North West of Croes-y-Parc Baptist Chapel	124	Redland Wood	173
Gwern-y-Steeple	125	Betty Lucas Wood	174
White Wells Farm	126	Coed y Cwm	175
Kingsland	127	Land along River Waycock	176
East of Kingsland	128	Land at Winchpit	177
East of Homri Farm	129	Land North West of Coed Nant Bran	178
East of Glyncory Water Works	130	Coed Nant-Bran	179
Land South West of Fford Cottages	131		

Beechwood	180	Land to West of Dyffryn	228
West of White Hall	181	East of Dyffryn Springs	229
Wenvoe Orchid Field	182	Great Hamston	230
East of Wenvoe Orchid Field	183	Dyffryn Golwch	231
Land North West of Penrhiw Farm	184	Dyffryn Gardens	232
Coed y Cymdda	185	Land to North of Dyffryn	233
Coed y Ddylluan	186	Land along Nant Bran	234
West Hill Wood	187	Coed Maesyfelin	235
Factory Wood	188	Goldslan Farm Pond	236
Reservoir Wood	189	Wenvoe Wood	237
Dunraven Park	190	West of Little Oaks	238
Cwm Mawr	191	Westra Quarry	239
Land at Sutton	192	Land by Winstone Brook	240
Land North of Ty-Newydd Farm	193	Coed Ysgubor-Goch	241
Factory Brook	194	Coed Clwyd-Gwyn South West of Michaelston le Pit	242
Ruff Moor	195	Coed Twyncyn	243
Land South of Ruff Moor	196	Case Hill Wood	244
Land South-East of Llanmihangel	197	Cwm Cewydd	245
Coed y Pentre	198	Cwm Nash	246
South of Brookside Farm	199	South of Cwm Nash	247
Land near Ffynnon Math Lwdd	200	Channel View Farm	248
Land to West of Coed y Pentre	201	Lougher Moor	249
Crookland Gorse	202	East of Meadowvale Nursery	250
Land along Nant Llanmlhangel	203	Frampton Court Farm	251
Newlands Farm	204	East Flemingston	252
Coed y Grabla	205	Land North of Llanbydderi Moor	253
Coed y Seler	206	Land to the South of Treguff Cottage	254
Coed yr Arglwydd	207	Coed y Colwn	255
Coed y Gellast	208	Land West of Llandbydderi Moor	256
Coed Francis	209	North Pant y Coed	257
Land to West of Pen-Matn	210	South Pant y Coed	258
Coed Hills	211	Land South West of Pant y Coed	259
Coed Arthur	212	East Pant y Coed	260
West of The Garn	213	Land South West of Llanbethery	261
Land North of Llanvithyn Farm	214	West of Ty-to-Maen	262
North West of Garnllwyd Farm	215	Land West of Llancarfan	263
Land along Nant Llancarfan	216	Land North of Llancarfan	264
Land South of Ty'n-y-Coed	217	Land North East of Llancarfan	265
Coed Quinnet	218	Land off Pancross Farm	266
West of Coed Quinnet	219	Land West of Pen Onn Farm	267
Land South of Blackland Farm	220	Land West of Pen-Doines	268
Land North of Whitton Rosser Farm	221	Pen-Doines	269
Land North West of Whitton Rosser Farm	222	Land North of Penmark	270
Brook Wood	223	Land to North East of Penmark	271
Coed Sion Hywel	224	Land North of Pen Onn Farm	272
Coed y Graig	225	South East Llancarfan	273
Land North of Little Hamston Farm	226	Ford Farm	274
Land South of Little Hamston	227	Cwm Flaxland	275
		Land North of Broomwell	276
		Coed y Cym	277

Breach Wood	278	Castle Wood	320
Land North of Coed y Cwm	279	Cliff Wood	321
Land North of Flaxlands	280	Land South of Penmark	322
Land to west of Northcliff Farm	281	Land South West of Curnix Farm	323
Coed Garw	282	Land South of Curnix Farm	324
Sutton Wood	283	Curnix Farm	325
North West of Welsh Hawking Centre	284	Church Hill Wood	326
West of Barry College	285	Land North of Blackton Farm	327
North of Highlight Farm	286	North West Bullhouse Brook	328
Land at Nant Bryhill	287	North Bullhouse Brook	329
Brynhill	288	West of The Old Rectory	330
Fields at Merthyr Dyfan	289	Knock Man Down Wood	331
Land North of Port News	290	North East of Knock Man Down Wood	332
Land West of Windrush	291	South of Cwm Ciddy Farm	333
North West of Pencoedtre Wood	292	Land near Mill Wood	334
West of Pencoedtre Wood	293	North Cwn Barri	335
Dinas Powys Moors	294	Walters Farm	336
Shortlands Wood	295	Cadoxton Wetlands	337
North of Pop Hill	296	Cadoxton River	338
Cross Common	297	North of North Road	339
Pop Hill	298	The Vineyard	340
North of Cog Moors	299	Ty-r-Orsaf	341
Cogan Pond	300	Lavernock Point East	342
Cosmeston Lakes	301	Lavernock Point South and North	343
Cwm Macroes	302	Central Lavernock Point	344
Wood at St Donat's	303	Summerhouse Bay West	345
Cwm Tresilian	304	Summerhouse Bay East	346
West of Cwm Colhuw	305	Walls Pool at Aberthaw	347
Cwm Colhuw	306	Coast at Aberthaw Power Station	348
East Orchard Wood	307	The Walls at Aberthaw	349
Oxmoor Wood	308	Land at East Aberthaw	350
Ox Moor	309	Font-y-Gary	351
Coed Llancadle	310	Rhoose Point	352
Lower Thaw Valley	311	South West of Church Farm	353
North of Aberthaw Cement Works	312	East of Lower Porthkerry	354
Land adjacent to Burton Plantation	313	The Bulwarks Fort	355
Land South of Llancadle	314	Cold Knap	356
Llancadle	315	Friars Point	357
East Aberthaw Former Quarry	316	Nell's Point East	358
Llancadle Gorse	317		
Land adjacent to Kenson Wood	318		
Kenson Wood	319		

Appendix 4- Designated and Defined Nature Conservation Sites

International Designations

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

Sites of Special Scientific Interest (SSSIs)

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

Local Nature Reserves

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

Wildlife Trust of South and West Wales managed Sites

Aberthaw Saltmarsh
Coed Garnllwyd, Llancarfan
Coed Llwyn Rhyddid, Hensol
Coed y Bwl, Castle upon Alun

Cwm Colhuw, Llantwit Major
Gwern Rhyd, St Georges
Lavernock Point

Parks and Gardens of Special Historic Interest in Wales

Alexandra Park, Penarth
Coedarhydyglyn
Cold Knap Park, Barry
Cwrt-yr-ala
Dunraven Park
Dyffryn
Ewenny Priory
Fonmon Castle
Hensol Castle
Italian Gardens, Penarth
Llanmihangel Place
Llantrithyd Place
Old Beaupre
Pwll-y-wrach
Romilly Park, Barry
St Donat's Castle
Wenvoe Castle
Windsor Gardens, Penarth

Landscapes of Outstanding Interest in Wales

Llancarfan
Merthyr Mawr, Kenfig and Margam Burrows (Part within the VoG)

Regionally Important Geological Sites

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

Appendix 5- Conservation Areas

Aberthin
Barry Garden Suburb
Barry Marine
Bonvilston
Boverton
Broughton
Cadoxton
Colwinston
Cowbridge
Dinas Powys
Drope
East Aberthaw
Flemingston
Gileston
Llanbethery
Llanblethian
Llancadle
Llancarfan
Llandow
Llangan
Llanmaes
Llanmihangel
Llantrithyd
Llantwit Major
Llysworney
Michaelston-le-Pit
Monknash
Penarth
Pendoylan
Penmark
Peterston-Super-Ely
Porthkerry
Rhoose
St. Brides Major
St. Georges
St. Hilary
St. Nicholas
Talgarn
Wenvoe

Appendix 6- Distribution of Listed Buildings

<u>Community</u>	<u>Grade II</u>	<u>Grade II*</u>	<u>Grade I</u>
Barry	47	7	1
Colwinston	10	0	1
Cowbridge with Llanblethian	88	8	2
Dinas Powys and St. Andrews Major	14	2	0
Ewenny	16	5	7
Llancarfan	14	4	1
Llandough	4	0	0
Llandow	18	5	2
Llanfair	22	4	1
Llangan	14	0	1
Llanmaes	8	3	0
Llantwit Major	71	6	1
Michaelston	6	1	1
Penarth	51	1	1
Pendoylan	9	1	2
Penllyn	23	1	2
Peterston-Super-Ely	19	1	0
Rhose	29	6	1
St Athan	33	5	1
St Brides Major	33	2	1
St Donat's	34	1	4
St Georges Super Ely	8	2	2
St Nicholas	18	2	0
Sully	10	1	0
Welsh St Donat's	3	0	1
Wenvoe	15	2	0
Wick	19	1	0
Total	636	71	33

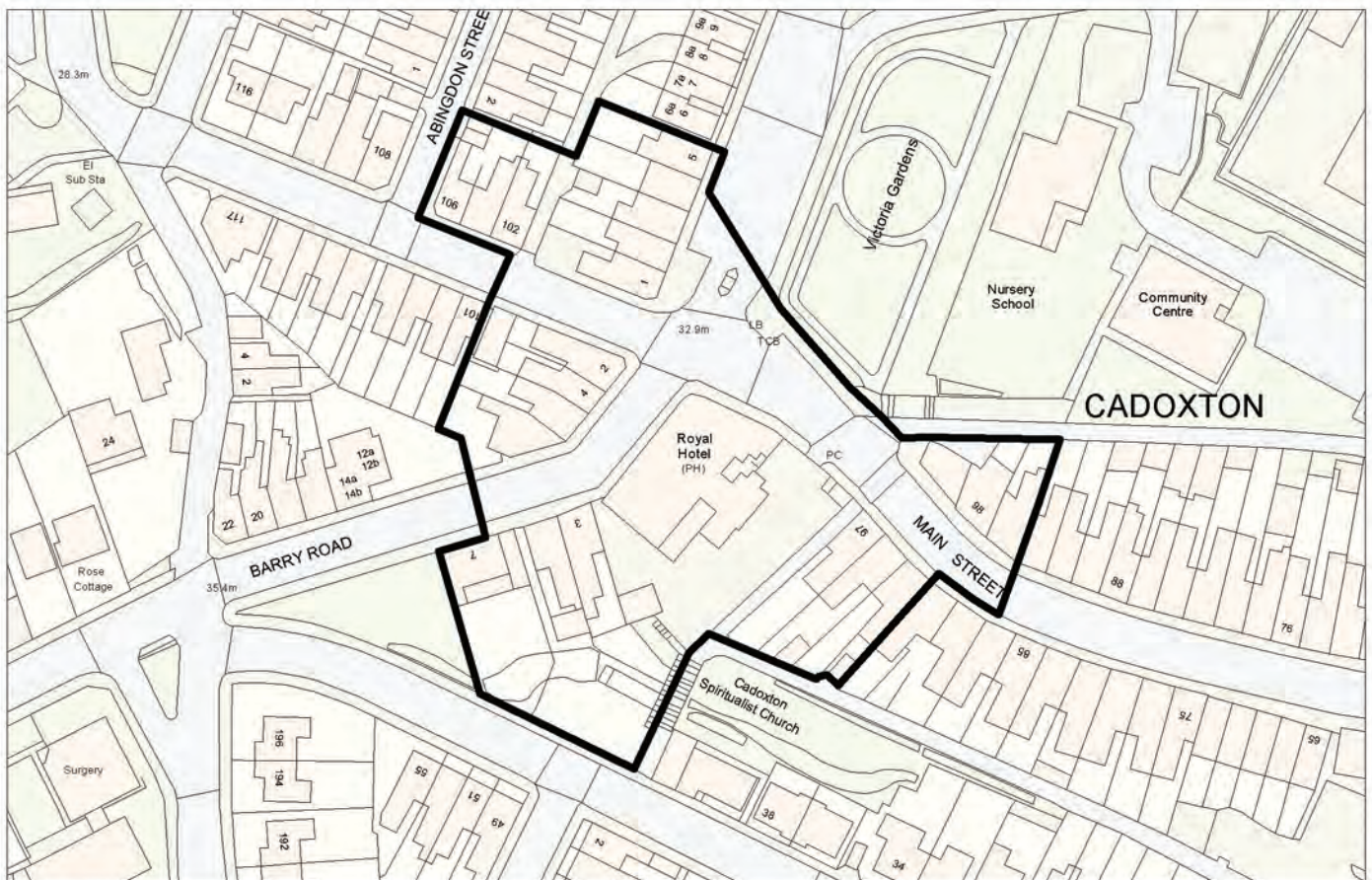
Total Number of Listed Buildings in the Vale of Glamorgan (October 2011):
740

Appendix 7 - Local and Neighbourhood Retail Centre Boundaries

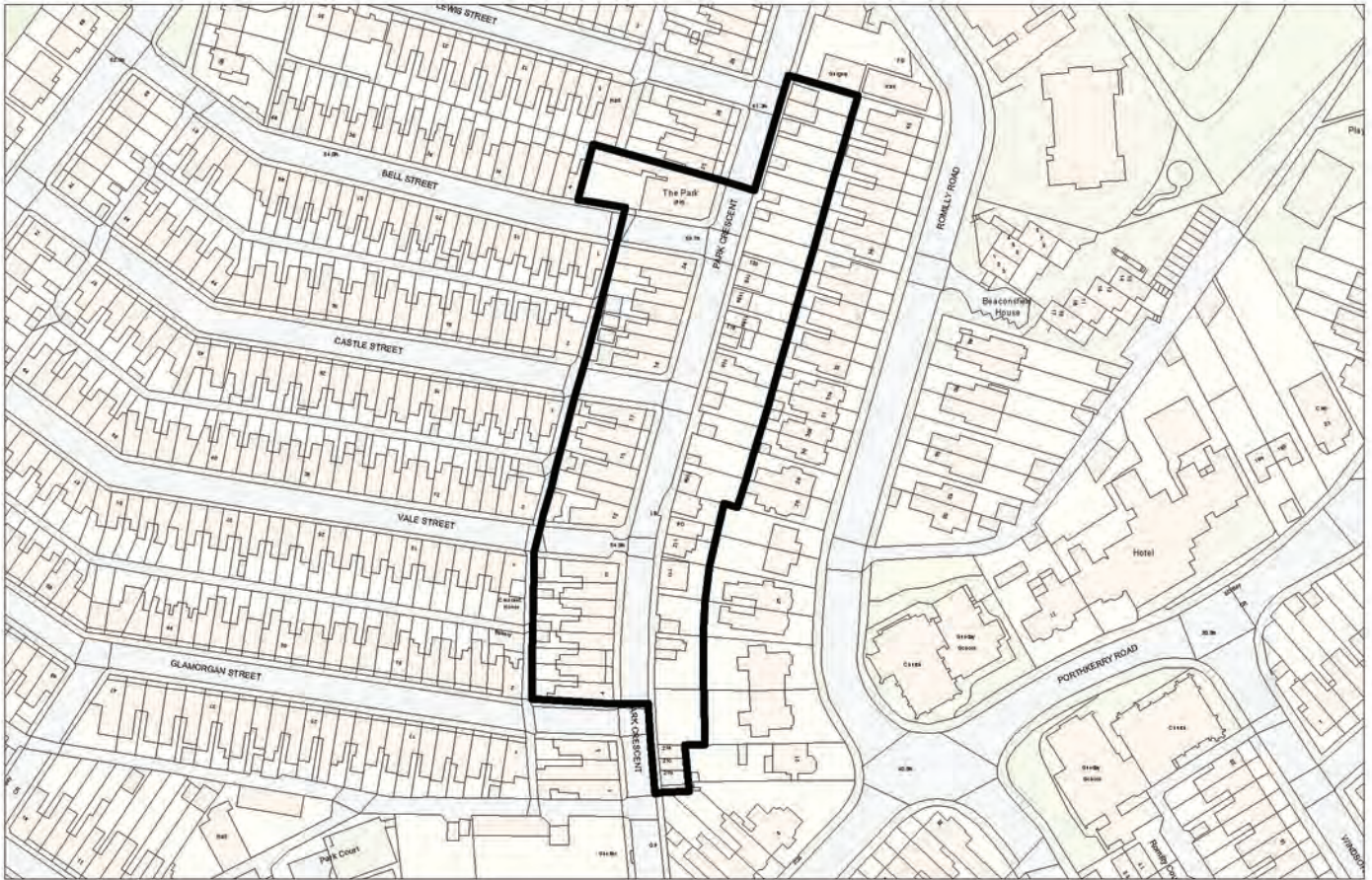
Local Centres



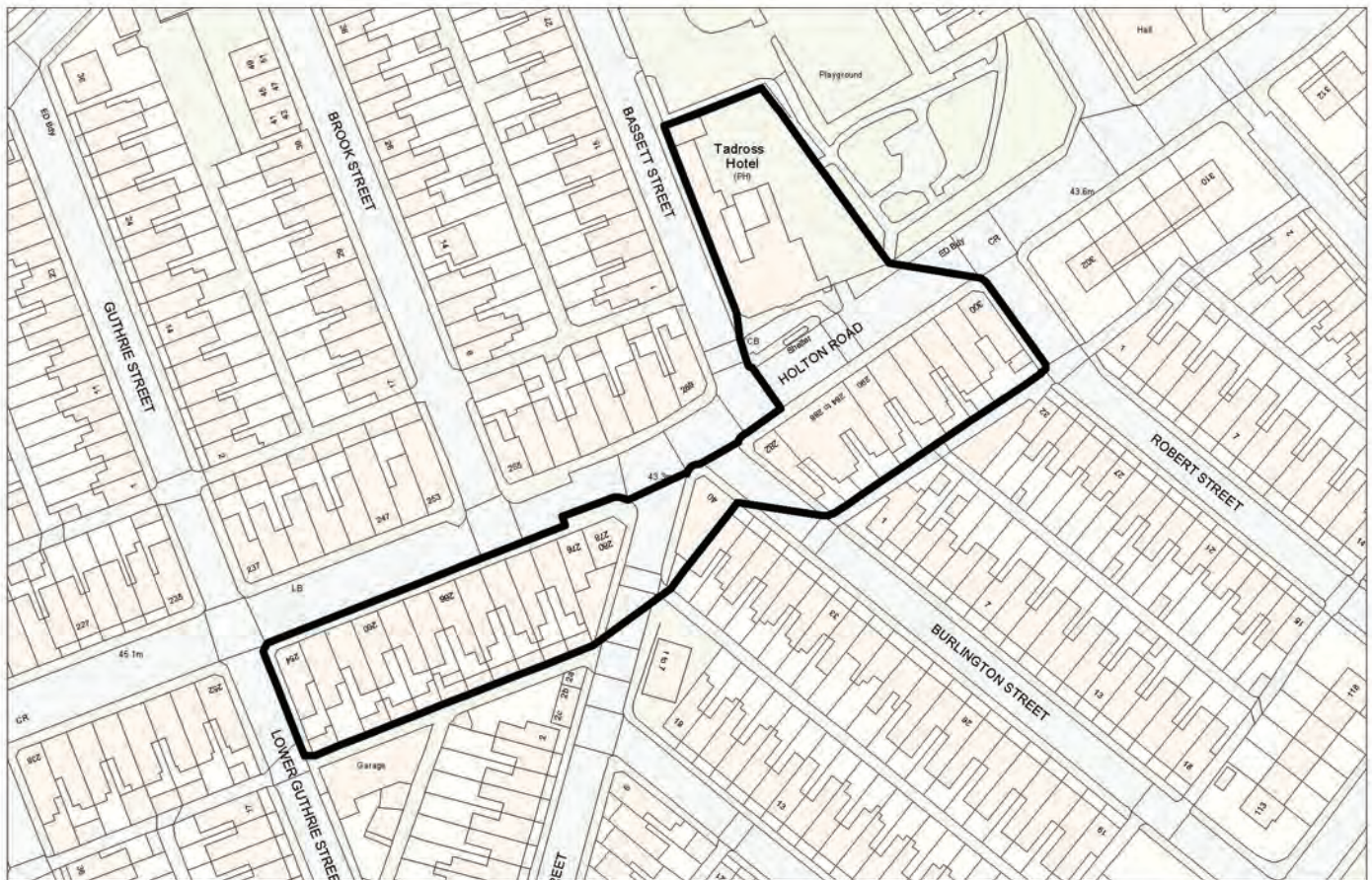
Barry Road, Cadoxton, Barry



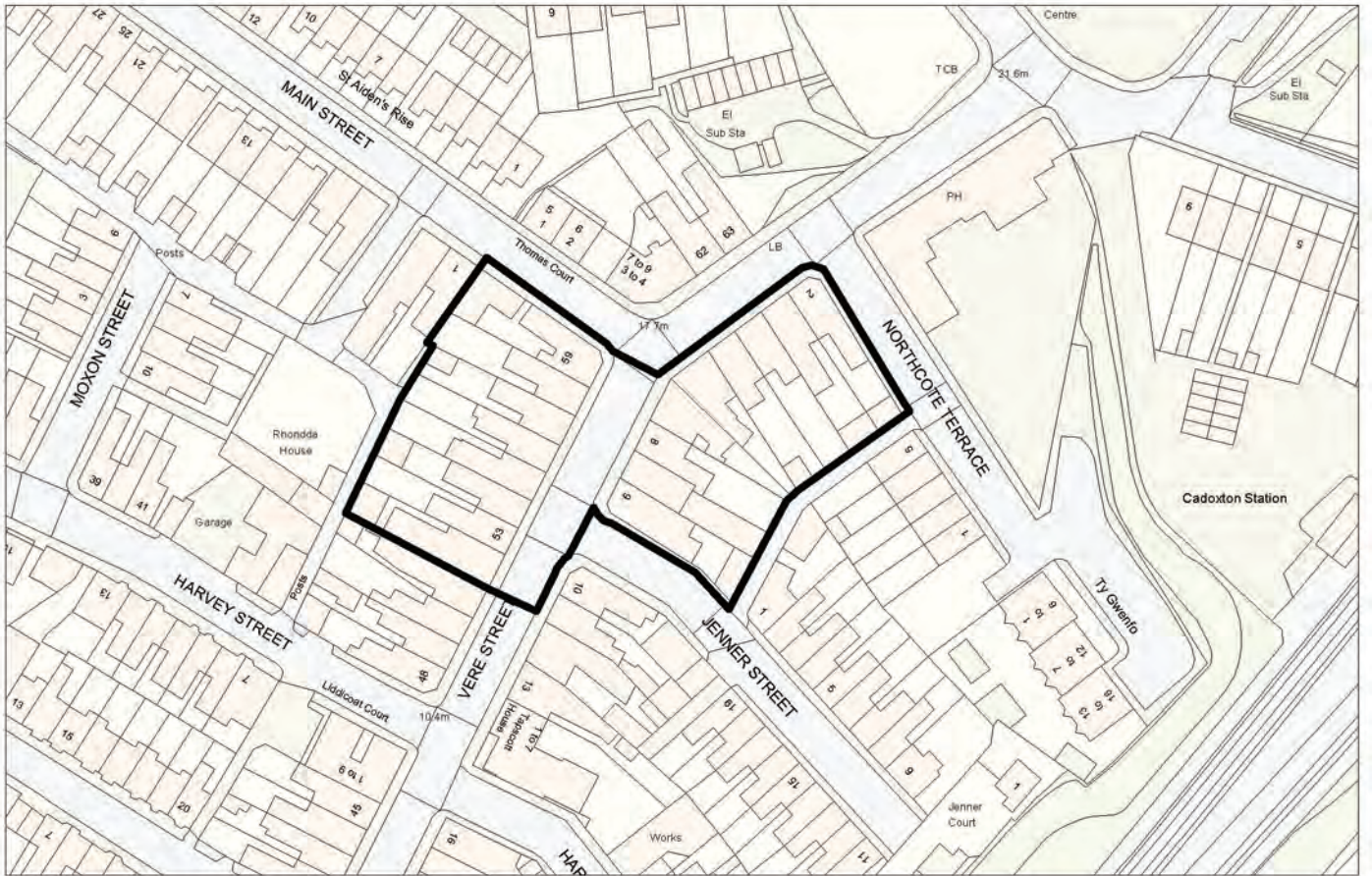
Main Street, Cadoxton, Barry



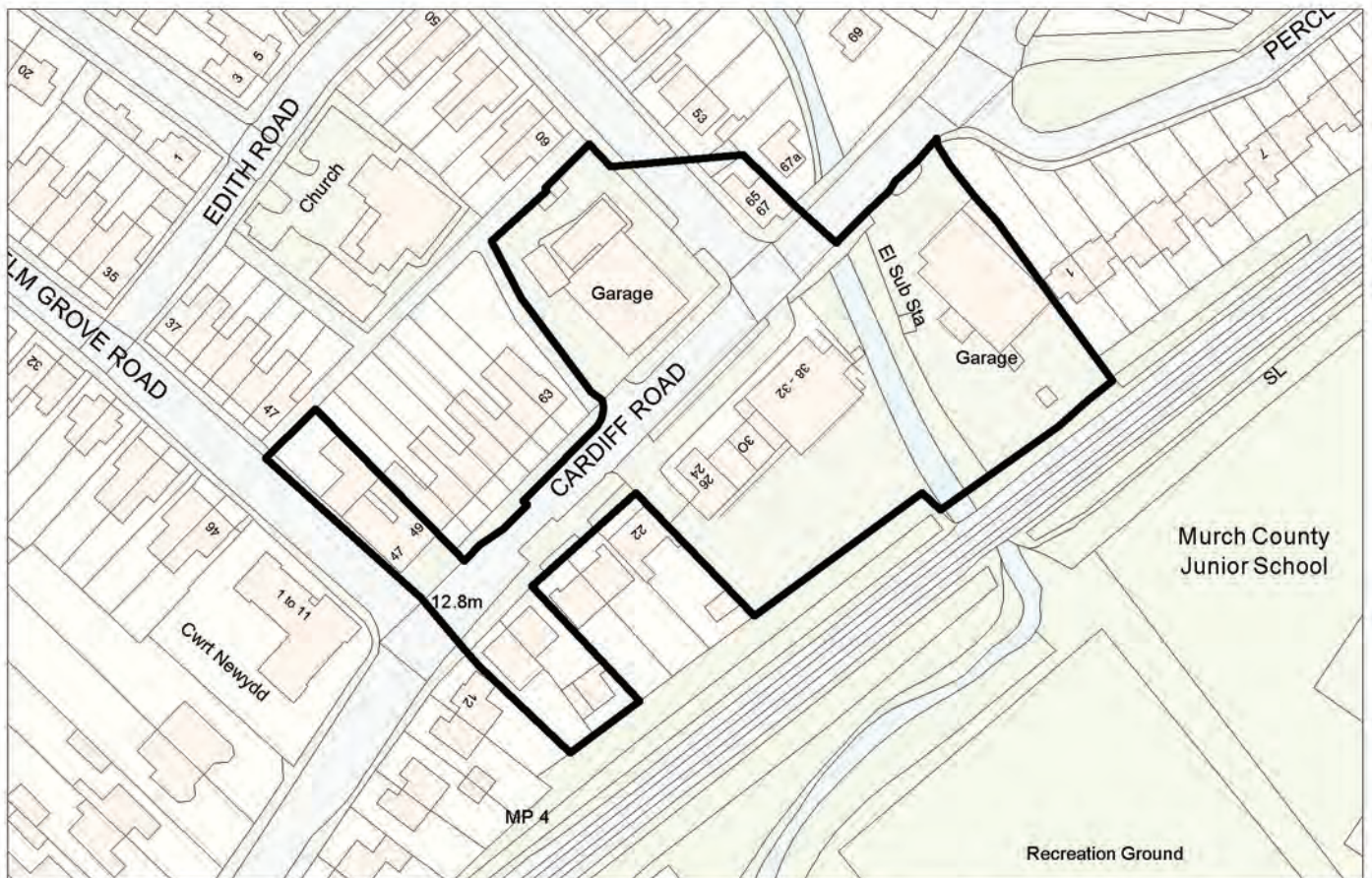
Park Crescent, Barry



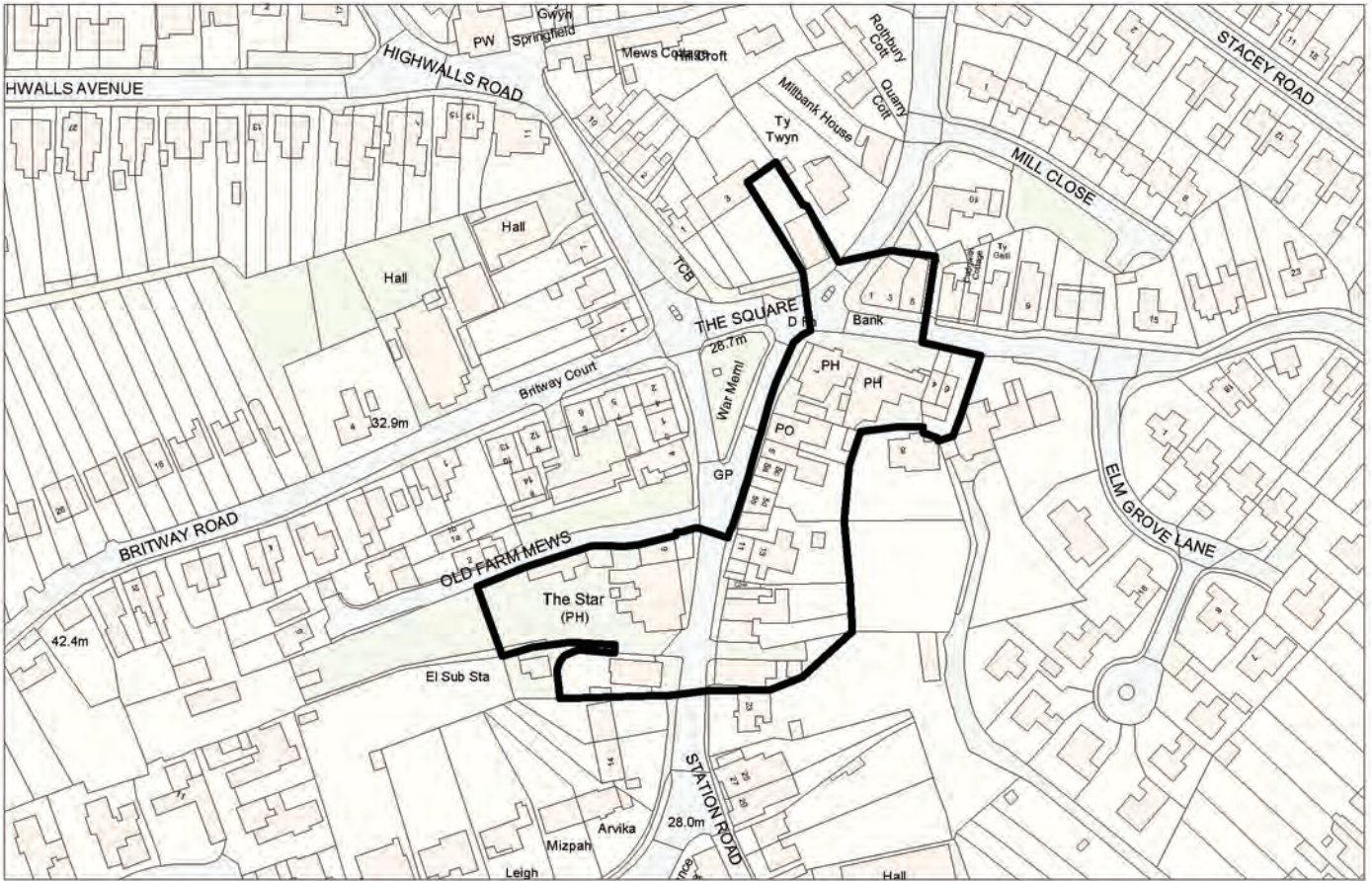
Upper Holton Road, Barry



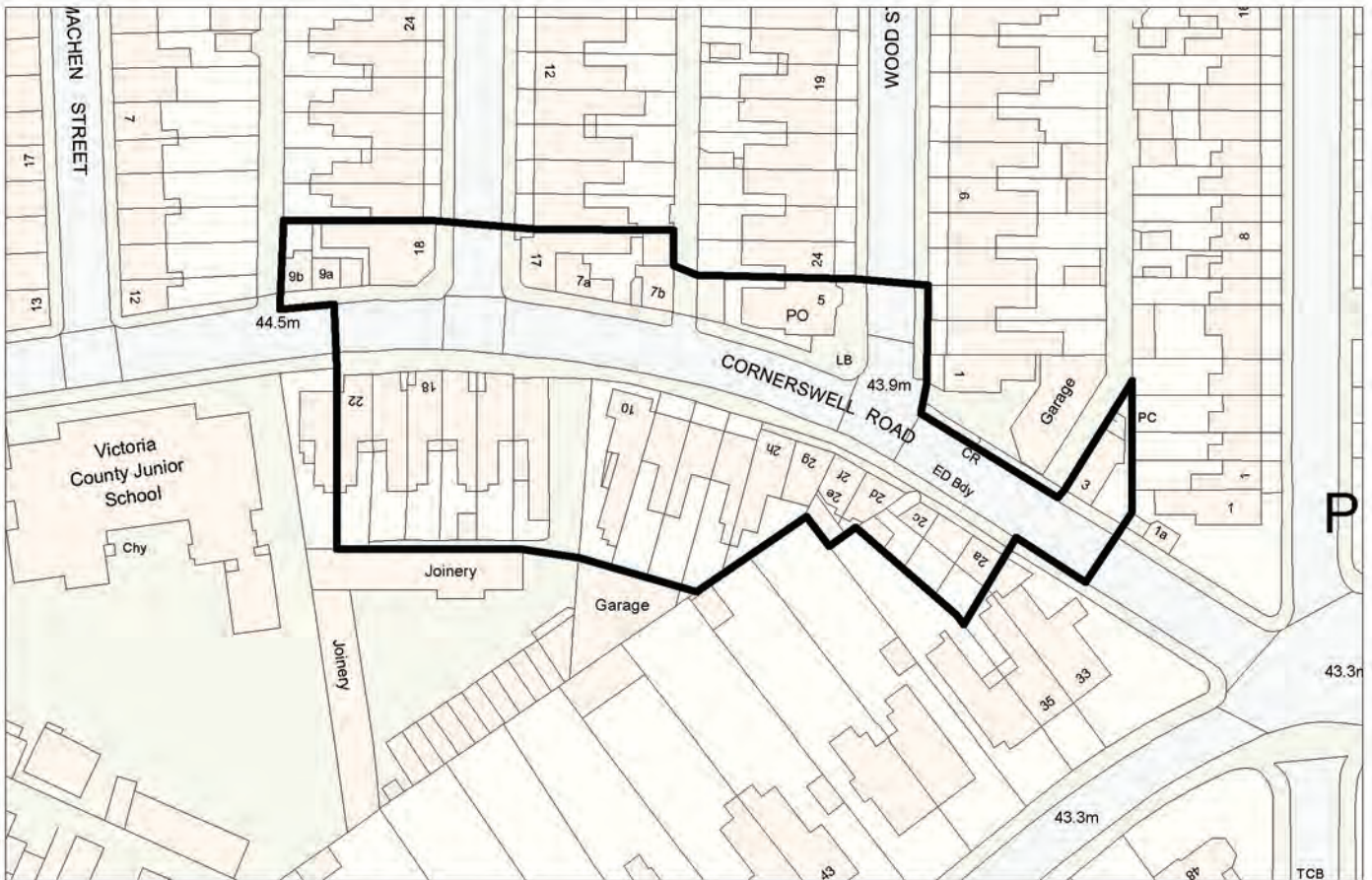
Vere Street, Cadoxton, Barry



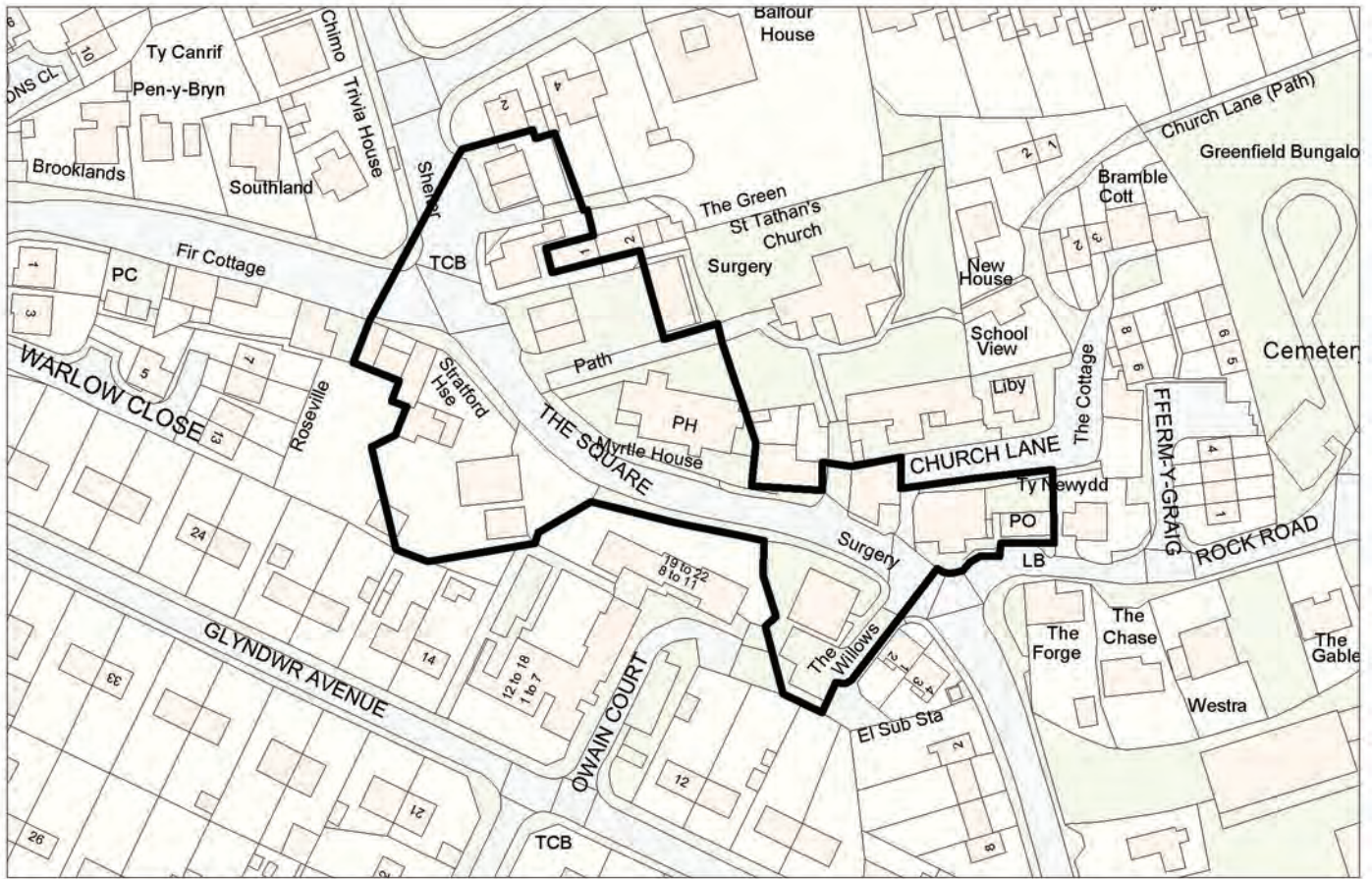
Cardiff Road, Dinas Powys



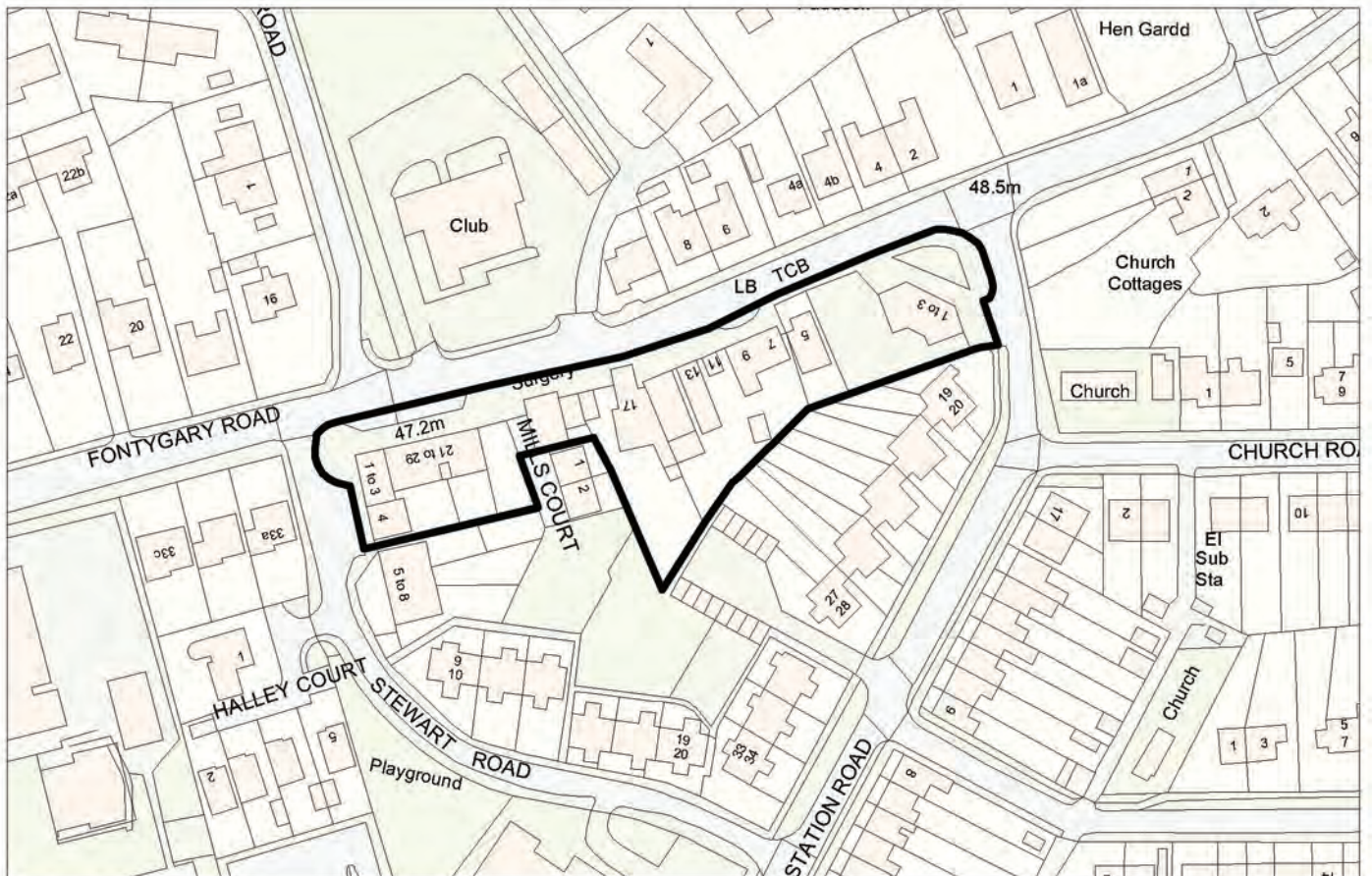
Dinas Powys Village



Cornerswell Road, Penarth

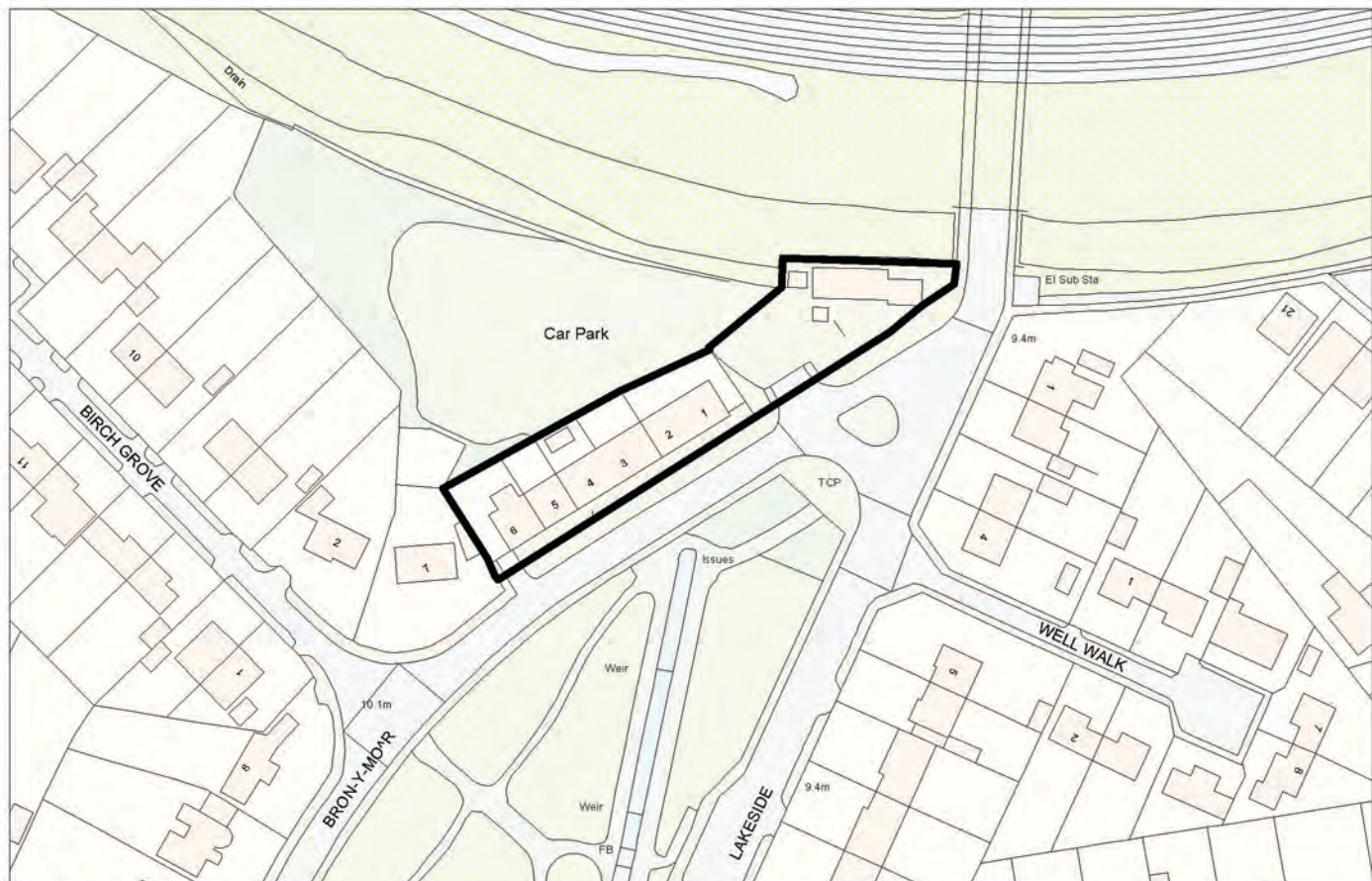


St. Athan

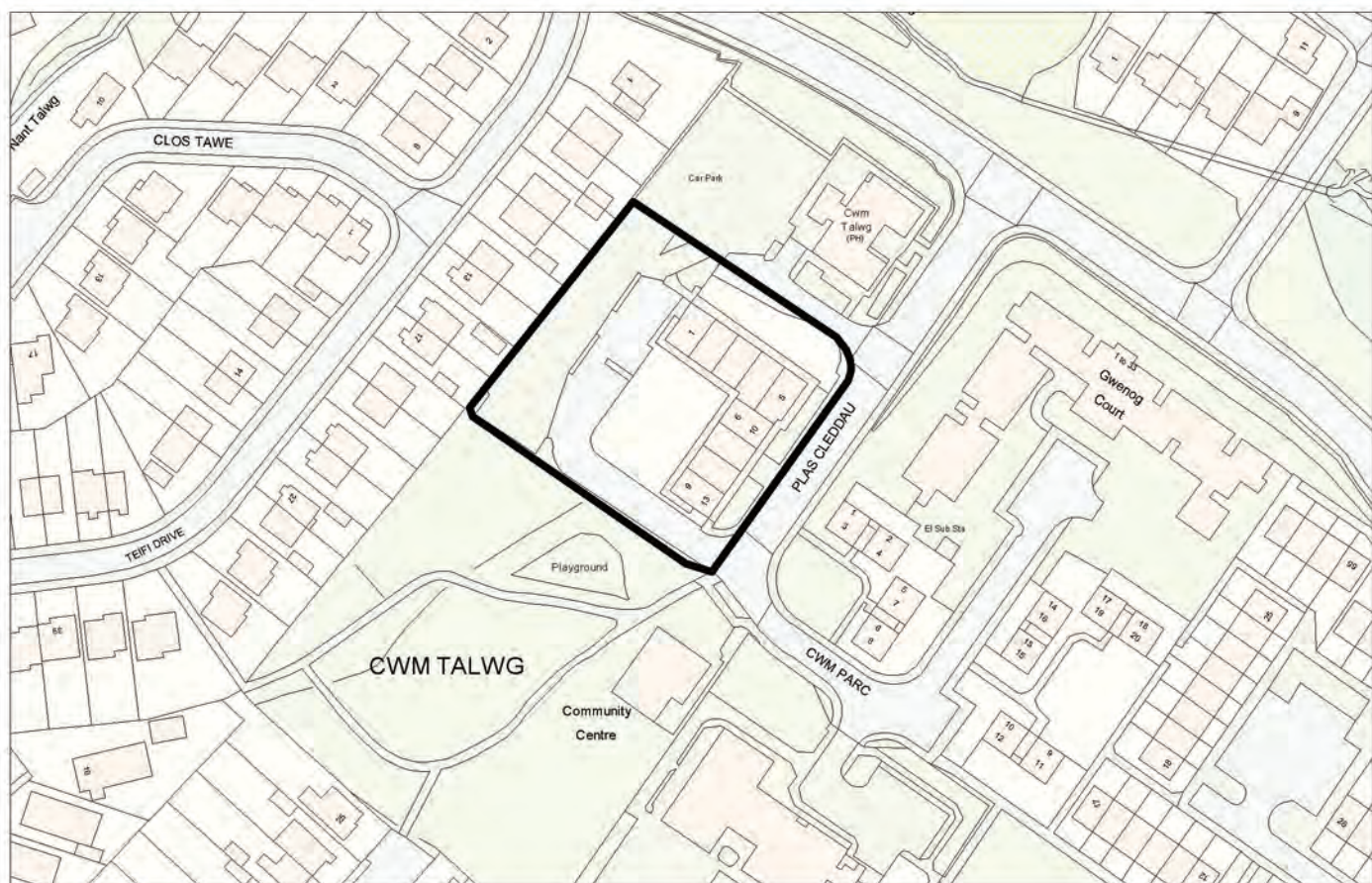


Rhoose

Neighbourhood Centres



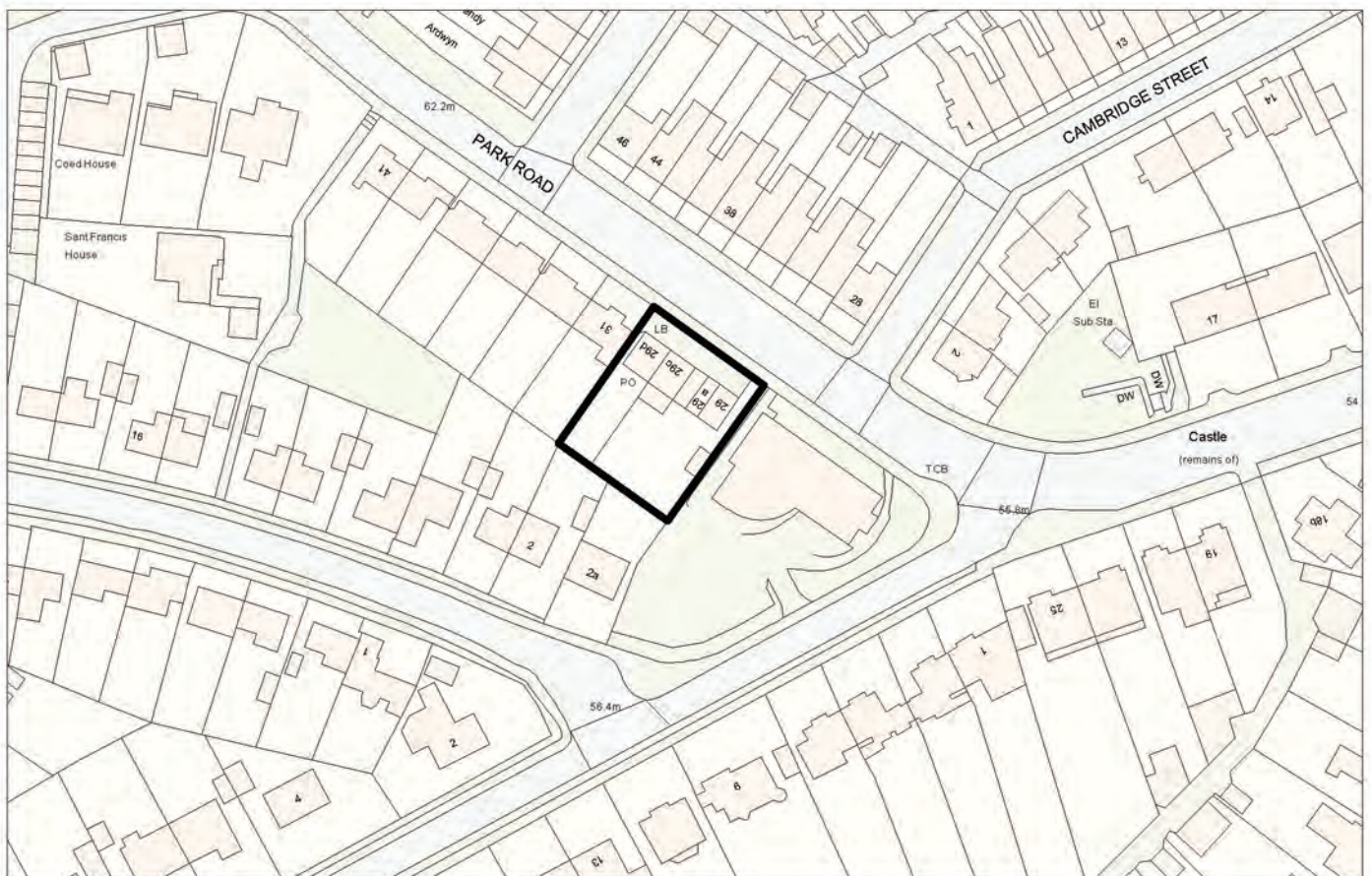
Bron-y-Mor, Barry



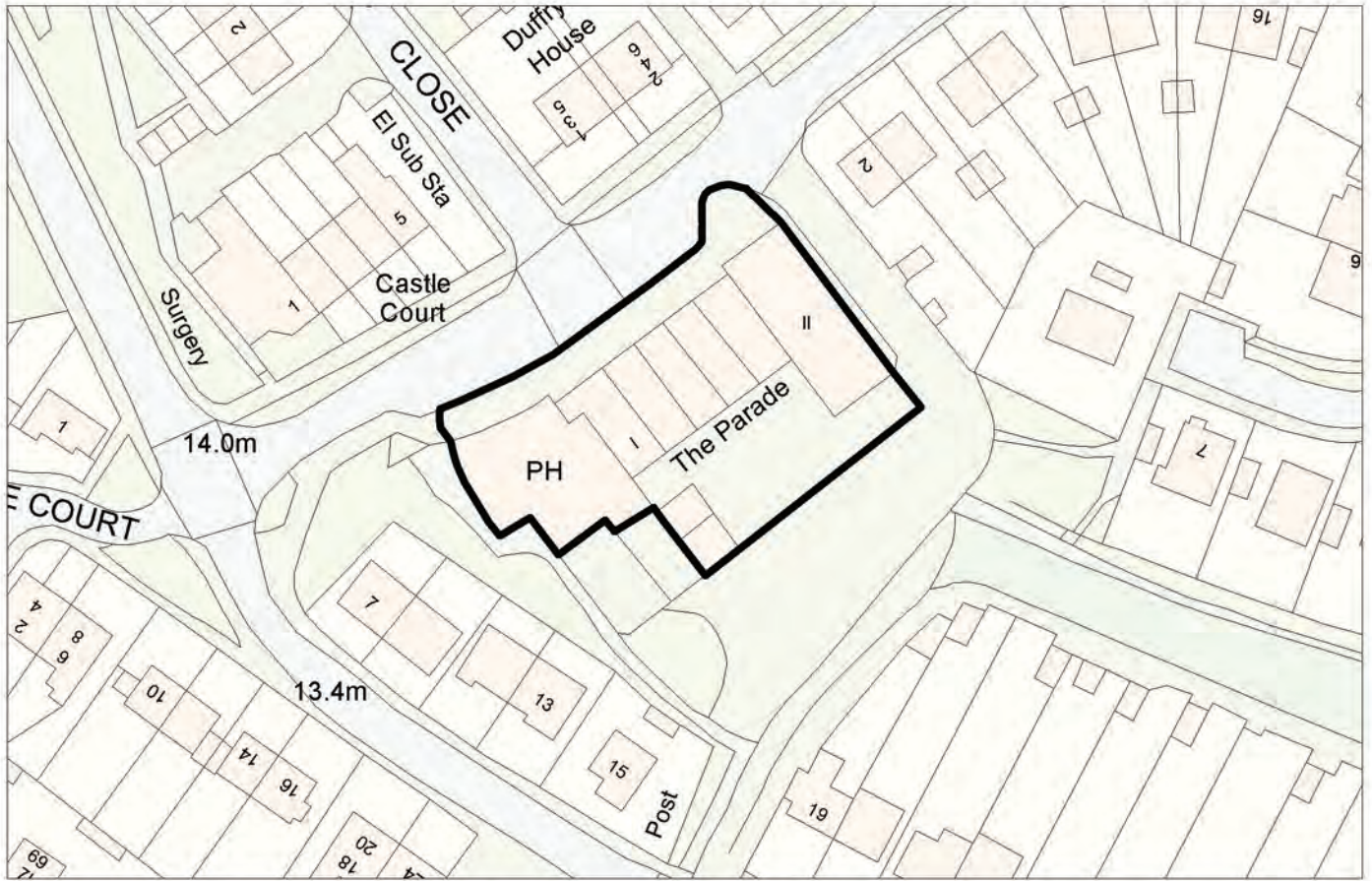
Cwm Talwg Centre, Barry



Gibbonsdown Centre, Barry



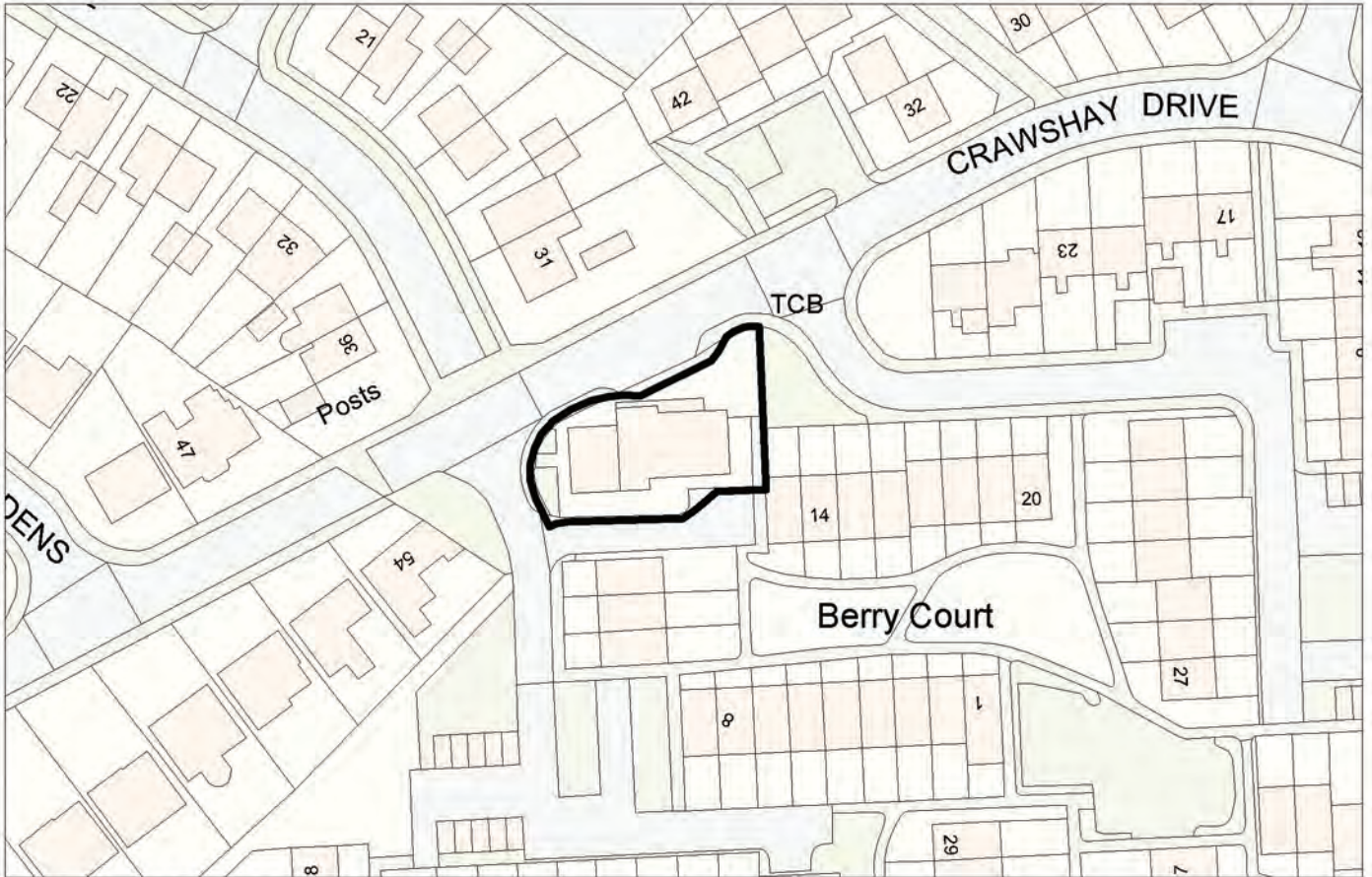
Park Road, Barry



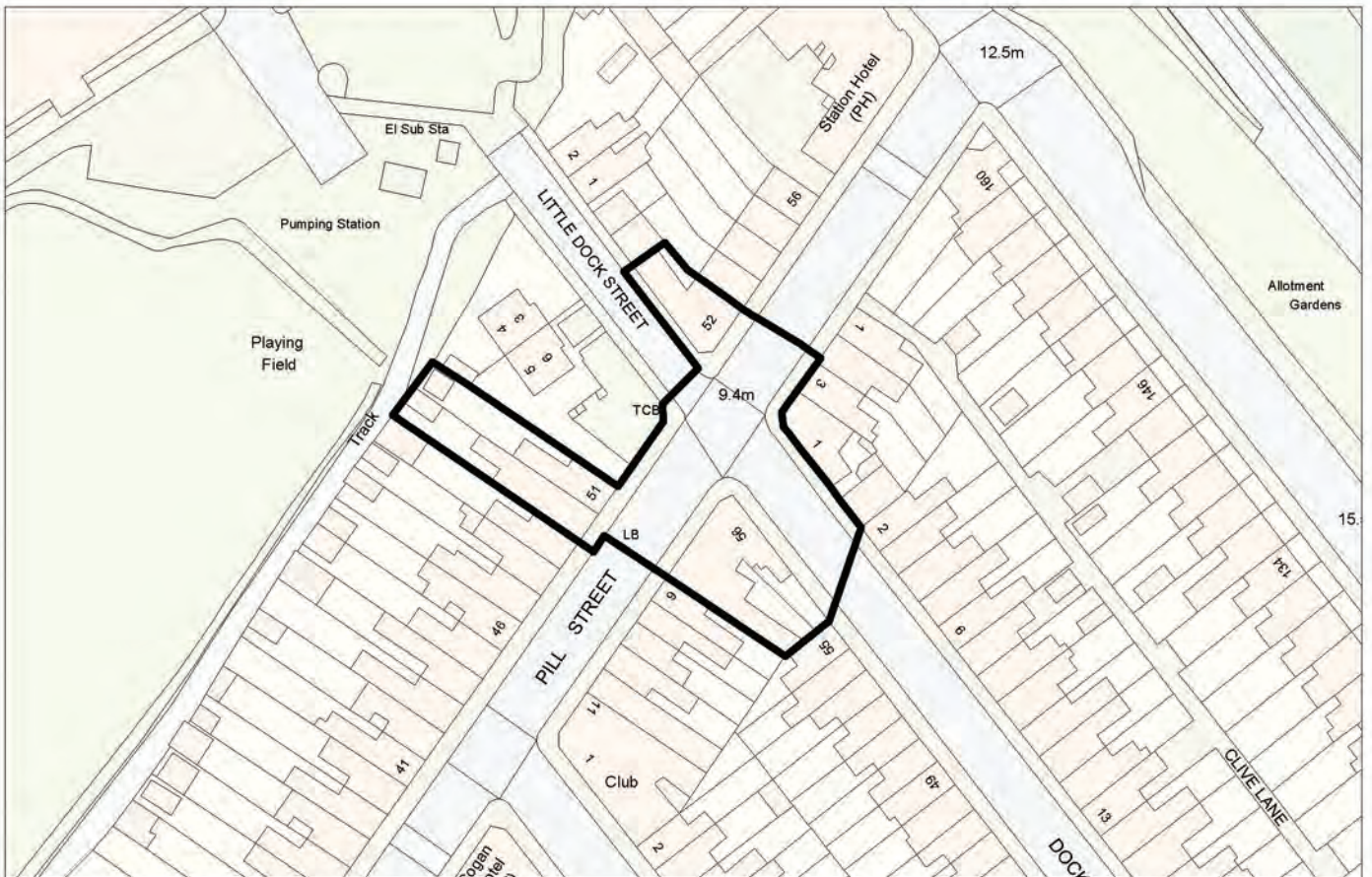
Castle Court / The Parade, Dinas Powys



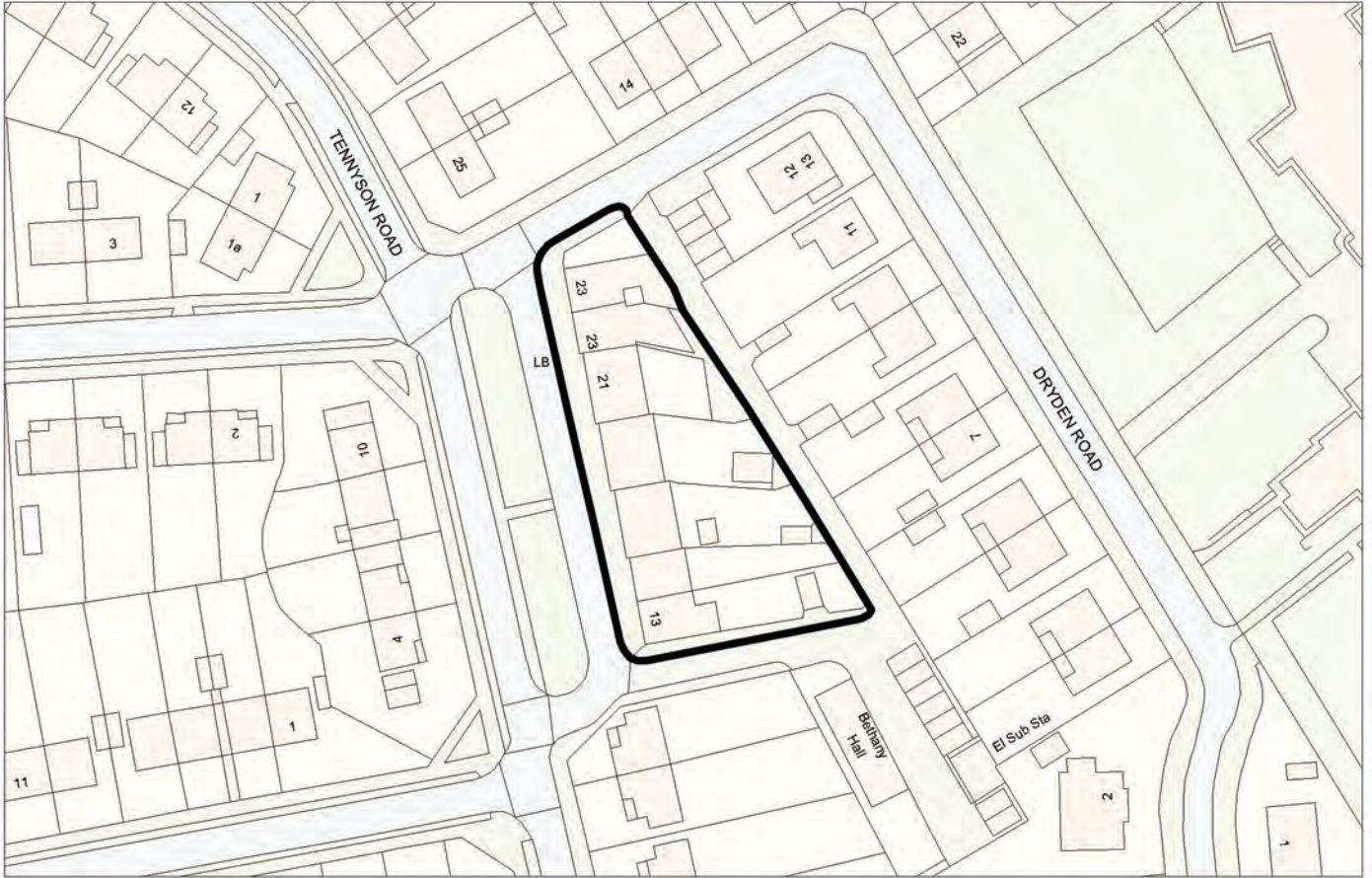
Fontygary, Rhoose



Crawshay Drive, Llantwit Major



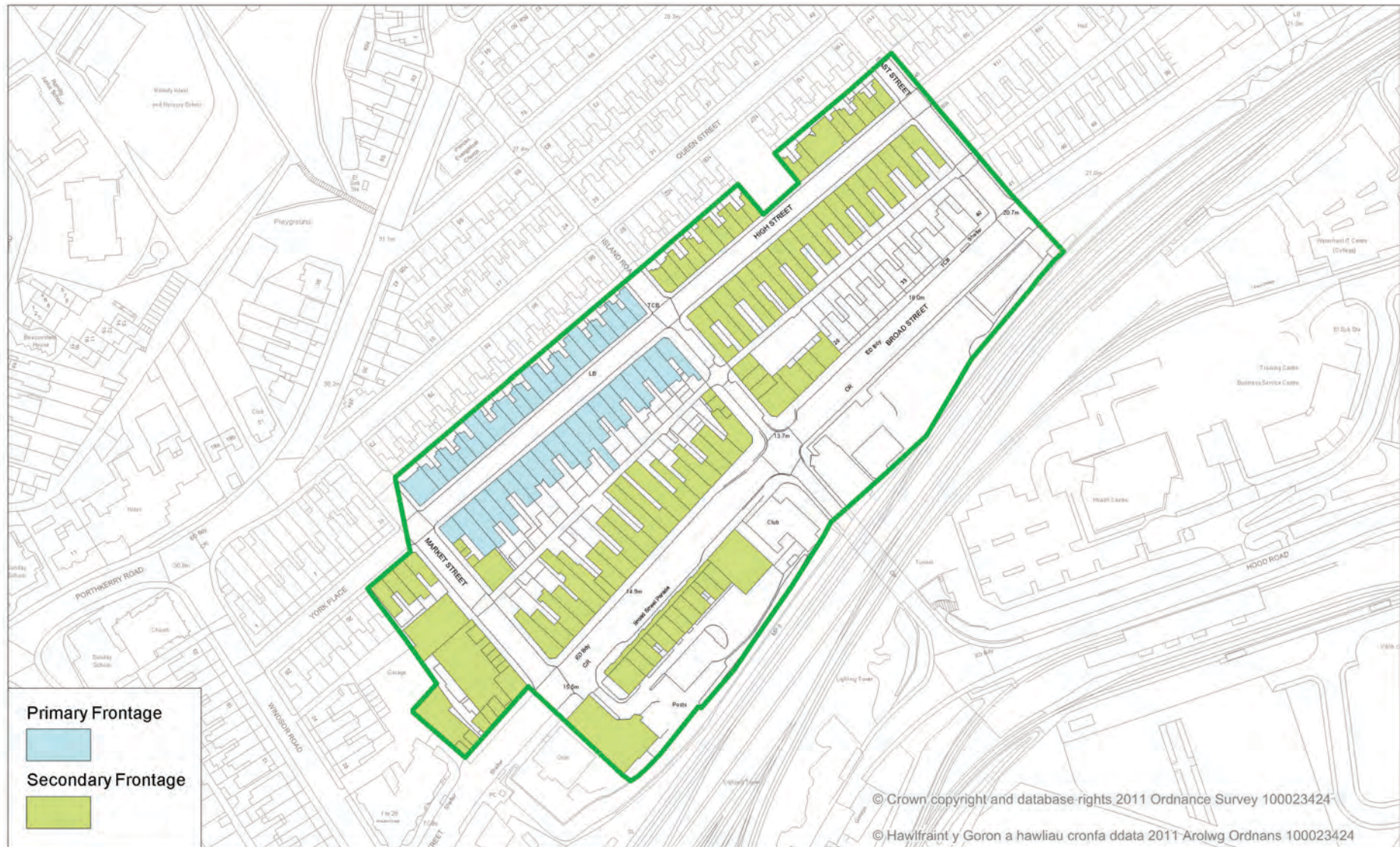
Pill Street, Penarth



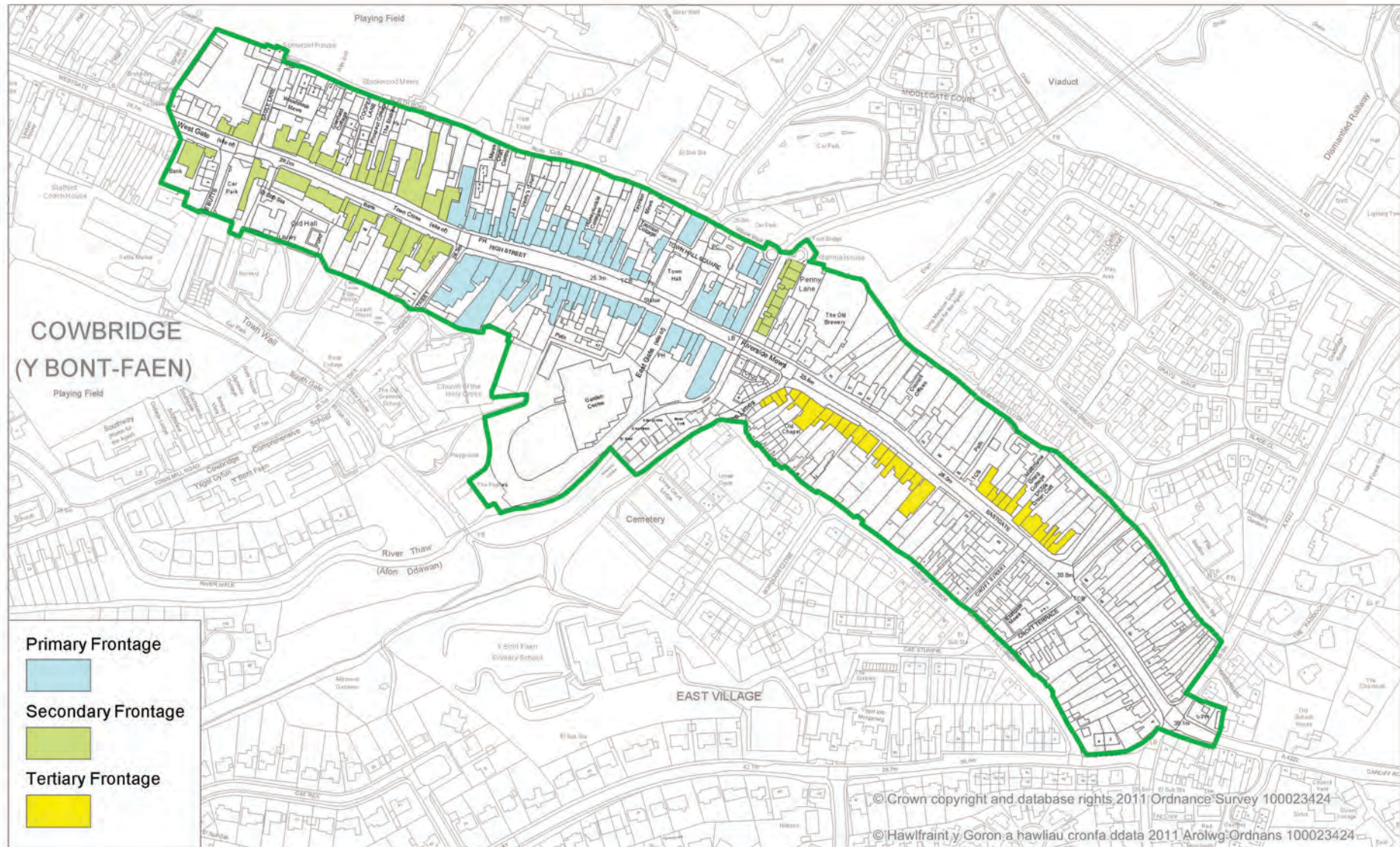
Tennyson Road, Penarth

Appendix 8 - Primary, Secondary and Tertiary Shop Frontages

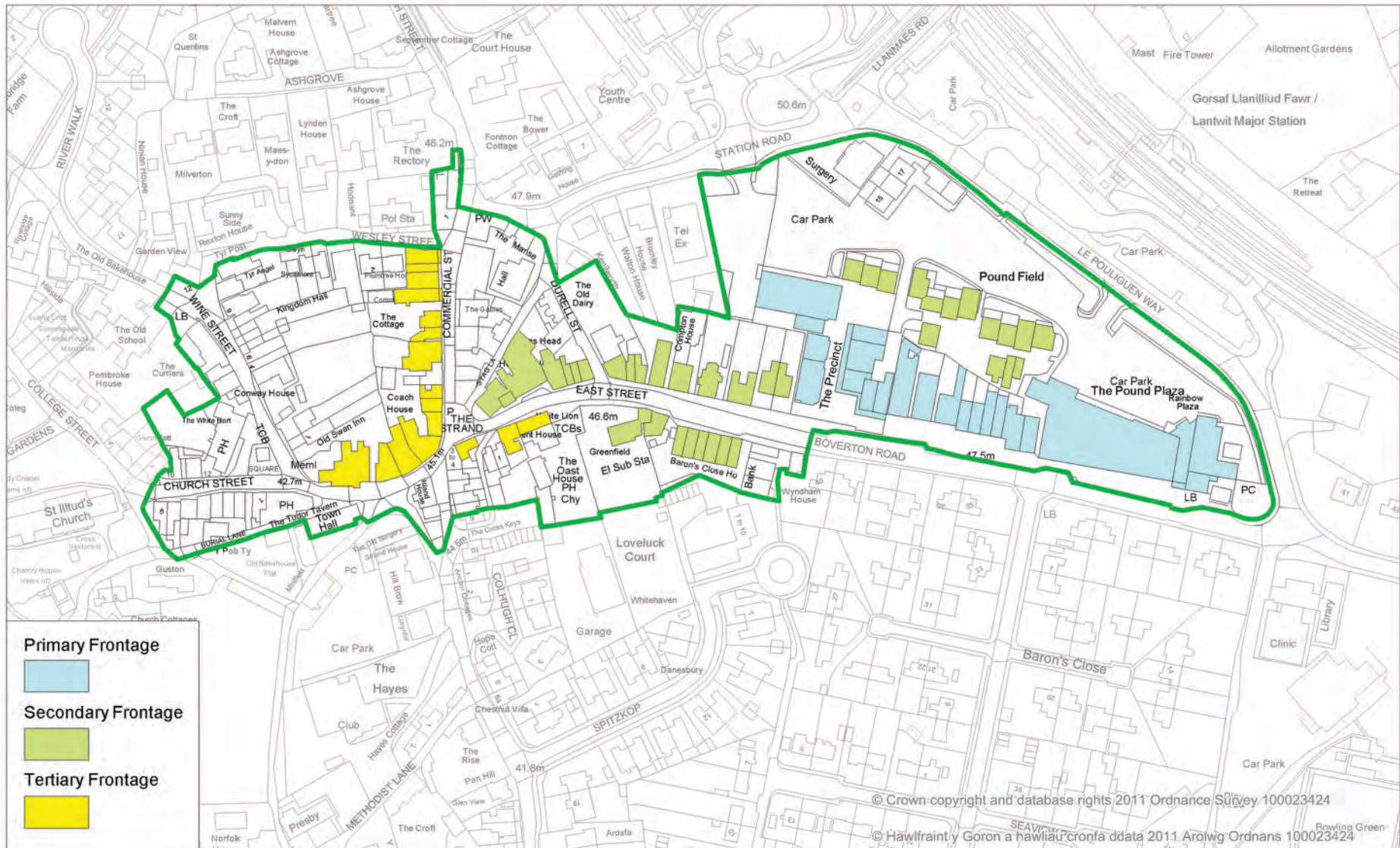
Barry High Street / Broad Street District Retail Boundary and Frontage Designations



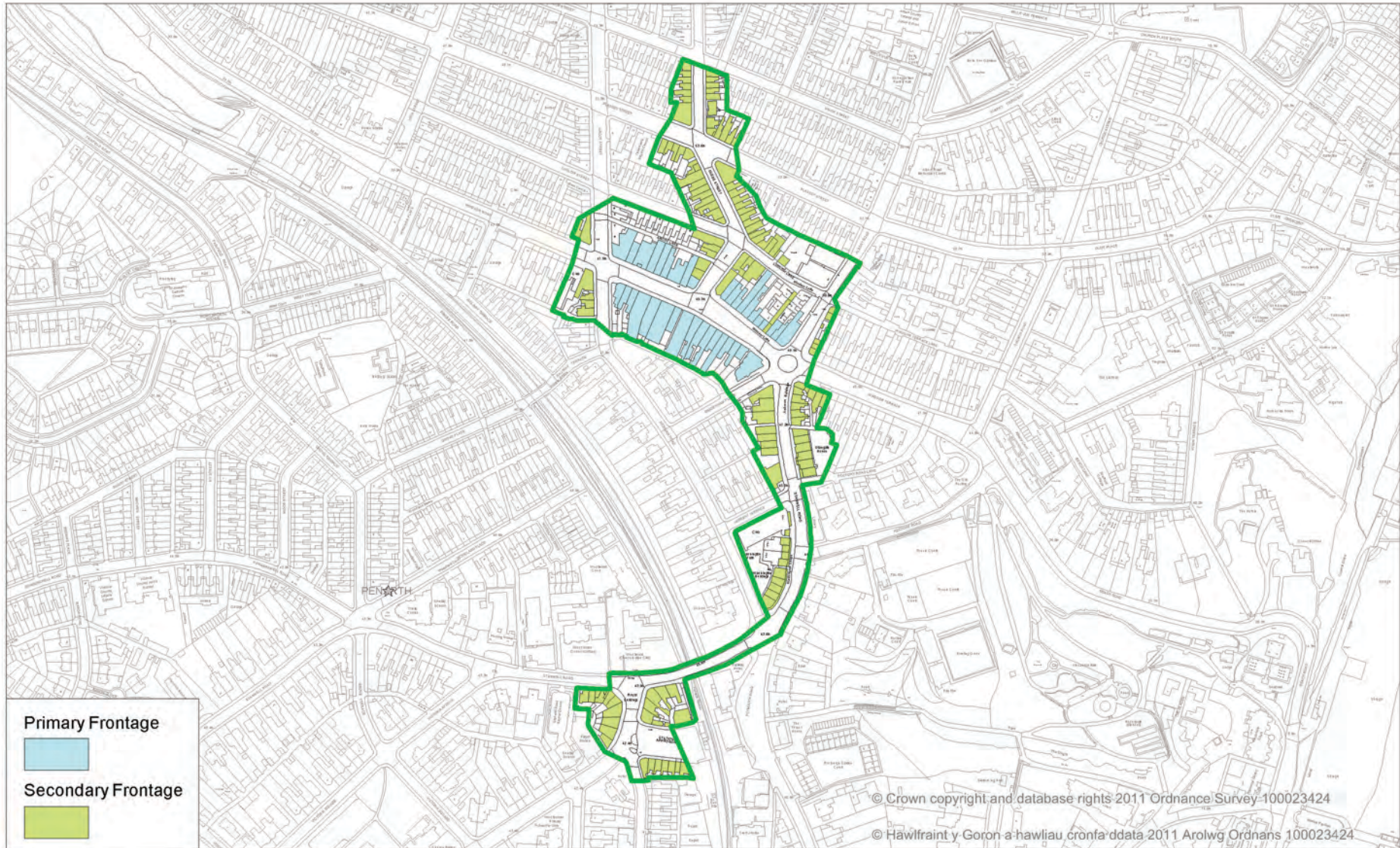
Cowbridge District Retail Boundary and Frontage Designations



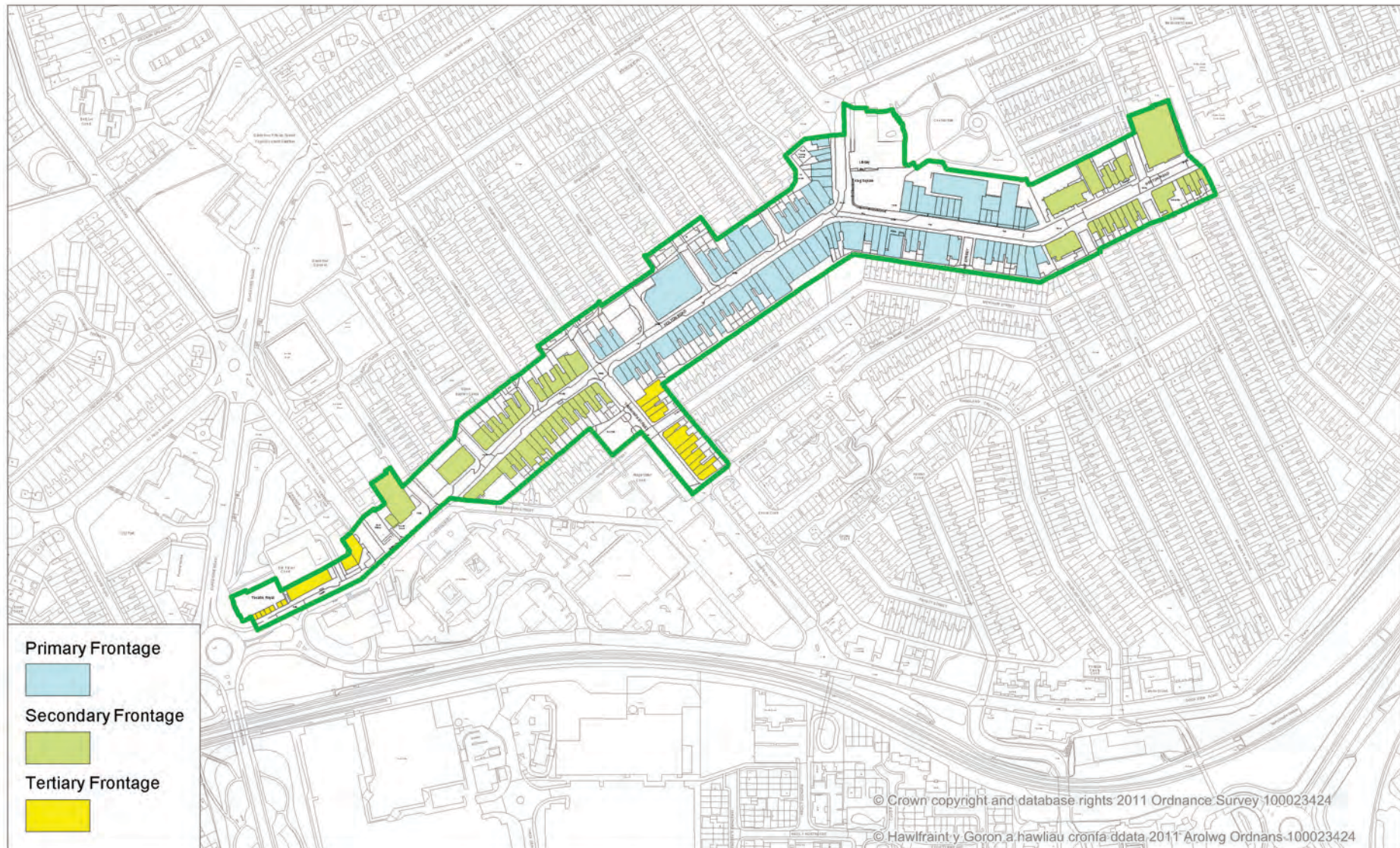
Llantwit Major District Retail Boundary and Frontage Designations



Penarth District Retail Boundary and Frontage Designations



Barry Holton Road District Retail Boundary and Frontage Designations



Appendix 9- Supporting Documents

National

- **Community Infrastructure Levy Regulations (2010)**
<http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>
- **Economic Renewal: A New Direction (2010)**
<http://new.wales.gov.uk/topics/businessandconomy/economicrenewal/programmepapers/anewdirection/;jsessionid=yPH2T1XRLJn6GLB71h4LVP9Qy0wvnYSggHKz3HhnQY2s4RpdhcDb!-386975180?lang=en>
- **Environmental Strategy for Wales (2006)**
<http://wales.gov.uk/topics/environmentcountryside/epq/envstratforwales/?lang=en>
- **Housing Act (2004)**
<http://www.legislation.gov.uk/ukpga/2004/34/contents>
- **Minerals Planning Policy Wales (MPPW)**
<http://wales.gov.uk/topics/planning/policy/minerals/?lang=en>
- **One Wales: Connecting the Nation- Wales Transport Strategy**
<http://wales.gov.uk/topics/transport/publications/transportstrategy/?lang=en>
- **Planning Policy Wales (2011)**
<http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>
- **Rural Development Plan Wales (2007-2013)**
<http://wales.gov.uk/topics/environmentcountryside/farmingandcountryside/ruraldevelopment/?lang=en>
- **Technical Advice Note 5- Nature Conservation and Planning (2009)**
<http://wales.gov.uk/topics/planning/policy/tans/tan5/?lang=en>
- **The Office of National Statistics Unemployment Briefing (2010)**
<http://www.assemblywales.org/10-003.pdf>
- **The Planning and Compulsory Purchase Act (2004)**
<http://www.legislation.gov.uk/ukpga/2004/5/contents>
- **The Welsh Index of Multiple Deprivation (2008)**
<http://wales.gov.uk/topics/statistics/theme/wimd/?lang=en>
- **Town and Country Planning Local Development Plan Regulations Wales (2005)**
<http://www.legislation.gov.uk/wsi/2005/2839/contents/made>
- **Wales Spatial Plan (2008 Update)**
<http://wales.gov.uk/location/strategy/spatial/?lang=en>
- **Zero Waste, One Wales (June 2010)**
http://wales.gov.uk/topics/environmentcountryside/epq/waste_recycling/publication/towardszero/?lang=en

Regional

- **Development of Criteria for Special Landscape Area Designation for South East Wales Local Authorities (2007)**
<http://www.ccw.gov.uk>
- **Regional Technical Statement (SWRAWP)**
<http://www.swrawp-wales.org.uk/Html/publications.html>
- **Regional Transport Plan (2010)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_transport_plan.aspx
- **Regional Waste Plan (RWP)**
http://www.sewaleswasteplan.org/assets_oct_07/01RWP.pdf

Local (Includes Background Papers)

Background Papers

- **Affordable Housing Background Paper (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Affordable Housing Viability Study (2010)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Barry Landscape Sensitivity and Capacity Study (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Burial Land Study (2008)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx
- **Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation (2008)**
http://www.valeofglamorgan.gov.uk/living/housing/public_sector/housing_strategy/strategies_and_plans.aspx
- **Coastal Study (2008)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx
- **Deposit LDP Initial Consultation Report (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Designation of Landscape Character Areas (2008)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx
- **Designation of Special Landscape Areas Review Against Historic Landscapes Evaluations Update (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>

- **Employment Land Study (2007)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx
- **Findings of the Candidate Site Assessment Process (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Green Wedge Background Paper (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Gypsy and Traveller Site Assessment Background Paper (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Habitat Regulations Assessment - Appropriate Assessment Screening Report (2007)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Habitat Regulations Assessment - Screening Review (2009)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Habitat Regulations Assessment - Appropriate Assessment Report (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Housing Supply Background Paper (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **LDP Sustainability Appraisal Report (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Local and Neighbourhood Retail Centres Review Background Paper (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Minerals Background Paper (2010)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Open Space Background Paper (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Plan Preparation and the Assessment of Flood Risk Background Paper (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Population and Housing Projections Background Paper (2007)**
http://www.valeofglamorgan.gov.uk/files/Living/Planning/Policy/LDP/Population_Housing_Projections.pdf
- **Population and Housing Projections Background Paper (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Renewable Energy Study (2007)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx

- **Retail Planning Study (2008)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx
- **Retail Planning Study (2009)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx
- **Spatial Options Background Paper (2007)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx
- **Special Landscape Areas – Integration with Adjoining Local Authorities (2008)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Sustainable Settlements Appraisal (2007)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx
- **Sustainable Settlements Appraisal Review (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Town and District Retail Centre Appraisal (2009)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan/dps_isa.aspx
- **Waste Planning Background Paper (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>

Other Local Supporting Documents

- **Barry Waterfront Development Principles (Vale of Glamorgan Council July 2009)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/development_briefs.aspx
- **Cardiff and Vale of Glamorgan Survey and Assessment of Gypsy and Traveller Accommodation (2008)**
http://www.valeofglamorgan.gov.uk/living/housing/public_sector/housing_strategy/strategies_and_plans.aspx
- **Draft Shoreline Management Plan (SMP) (2010)**
http://www.valeofglamorgan.gov.uk/our_council/council/minutes,_agendas__reports/reports/cabinet/2010/10-11-17/shoreline_management_plan_2.aspx
- **Identification of SINC's and Priority Habitats (2010)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **Joint Housing Land Availability Study (2009)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/housing_land_supply.aspx

- **Local Housing Market Assessment (2010)**
http://www.valeofglamorgan.gov.uk/living/housing/public_sector/housing_strategy/strategies_and_plans.aspx
- **Planning and Working Together: The VoG Community Strategy 2011-2021**
http://www.valeofglamorgan.gov.uk/living/local_service_board/community_strategy_2011-21.aspx
- **Rural Affordable Housing Needs Survey Report (2010)**
http://www.valeofglamorgan.gov.uk/living/housing/public_sector/housing_strategy/strategies_and_plans.aspx
- **Sustainability Appraisal Final Report (2011)**
<http://www.valeofglamorgan.gov.uk/ldp>
- **The Affordable Housing Delivery Statement (2009)**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/supplementary_guidance.aspx
- **Vale of Glamorgan Community Strategy (2011-2021)**
http://www.valeofglamorgan.gov.uk/living/local_service_board/community_strategy_2011-21.aspx
- **Vale of Glamorgan Council Local Development Plan Delivery Agreement**
http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/local_development_plan.aspx
- **Vale of Glamorgan Housing Strategy**
http://www.valeofglamorgan.gov.uk/living/housing/public_sector/housing_strategy.aspx
- **Vale of Glamorgan Tourism Strategy (2011-2015)**
http://www.valeofglamorgan.gov.uk/enjoying/visit_the_vale/information/vale_tourism_strategy.aspx

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