

## **The Vale of Glamorgan Council**

### **Cabinet Meeting: 3rd December, 2018**

#### **Cabinet Member for Regeneration and Planning**

### **Vale of Glamorgan Local Development Plan 2011-2026: Public Consultation on Draft Supplementary Planning Guidance on Renewable Energy, Tourism and Leisure Development and Parking Standards**

#### **Purpose of the Report**

1. Following the adoption of the Vale of Glamorgan Local Development Plan 2011 - 2026 (LDP) on 28th June 2017, the Council has prepared draft Supplementary Planning Guidance (SPG) to support some of the key topics / policies within the LDP. In particular in relation to:
  - Renewable Energy (Appendix 1)
  - Tourism and Leisure Development (Appendix 2)
  - Parking Standards (Appendix 3)
2. The draft SPGs are attached at Appendices 1- 3. The purpose of this report is to seek Cabinet approval of the draft SPGs for public consultation prior to their formal adoption.

#### **Recommendations**

1. That Cabinet approve the draft SPGs attached to this report, with delegated powers for the Head of Regeneration and Planning, in consultation with the Cabinet Member for Regeneration and Planning, to make typographical or other minor changes as necessary prior to publication, for public consultation purposes.
2. That all Members, including Planning Committee Members, be invited to attend a Member briefing session to advise them of the forthcoming consultation and the content of the draft SPGs.
3. That a further report is presented to Cabinet following the public consultation to present the findings of the public consultation exercise and consider any changes to the draft SPGs prior to the formal adoption of the SPGs for development management purposes.

## Reasons for the Recommendations

1. To enable public consultation on the draft SPGs in accordance with the Council's protocol for the production of SPGs and to afford the SPGs additional weight as a material consideration in determining planning applications and appeals.
2. To advise all Members of the draft SPGs and forthcoming public consultation exercise.
3. To advise members of the responses to the public consultation exercise and to seek member's approval for the formal adoption of the SPGs as a material consideration in development management decisions.

## Background

3. A Cabinet report of the 18th December 2017 outlined the need to update and/or prepare new SPGs following the adoption of the LDP in June 2017, the updating and preparation of new SPGs being an integral part of the newly adopted LDP's annual monitoring framework. The initial report sought Cabinet approval to undertake a public consultation on the first tranche of updated/new SPGs which related to Residential and Householder Development; Conversion and Renovation of Rural Buildings; Biodiversity and Development and Minerals Safeguarding Areas and these SPG were subsequently adopted as material considerations in the determination of planning applications (Minute No C292 refers).
4. A further batch of draft SPGs in relation to Public Art in New Development; Travel Plans and Trees Woodland, Hedgerows and Development were reported to Cabinet on the 30th April 2018 for public consultation and were again adopted by the Council for development management purposes on 30th July 2018 (Minute No C386 refers). All of the above documents are available on the Council's web pages.
5. To further comply with the LDP Monitoring Framework, officers have now prepared a third tranche of draft SPGs for public consultation on the following topics and these are attached at Appendices 1- 3:

**Appendix 1** - Renewable Energy draft SPG (new)

**Appendix 2** - Tourism and Leisure Development draft SPG (new)

**Appendix 3** - Parking Standards draft SPG (updated)

6. The Renewable Energy and Tourism and Leisure Development are new SPGs which will supplement the existing suite of SPGs used by the Council for development management purposes and the Parking Standards SPG updates existing SPG in line with the updated LDP.
7. Policies of the adopted development plan have special status under Section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that the determination of planning application proposals must be in accordance with the Adopted LDP unless material considerations indicate otherwise. Planning Policy Wales (paragraph 2.3.4) advises that SPGs may be a material consideration provided it is consistent with LDP policies and has been subject to public consultation.
8. In accordance with the Council recommendations for the Adoption of the LDP (Council Minute No. 85, 28th June 2017), existing SPGs that make reference to superseded UDP policies will continue to be used as material considerations in the determination of planning applications until they are replaced or otherwise withdrawn.

9. Once adopted, the draft SPGs contained within appendices 1 -3 will supplement the existing SPGs used for development management purposes.
10. Further SPGs on Design in the Landscape and the Cardiff Airport Masterplan and Gateway Development Zone will be prepared in the coming months and will be the subject of a separate report to Cabinet in due course.

### **Relevant Issues and Options**

11. Whilst existing SPGs contain useful general practice guidance and have been carried forward for use as material considerations in planning decisions, it is important that all SPGs are updated to reflect the policies of the adopted LDP to ensure the guidance is up to date and effective. The draft SPGs also take account of any relevant national and local policy and legislation changes including for example, the Environment (Wales) Act 2016, the Wellbeing of Future Generations (Wales) Act 2015, and Planning Policy Wales Edition 9 (November 2016) and any newly drafted Vale of Glamorgan policy guidance where relevant.
12. The attached draft SPGs have therefore been prepared to reflect the changes detailed above and to ensure that the suite of policy documents used in the determination of planning applications is effective and fit for purpose. The following sections provide a summary of the draft SPGs.

#### **Renewable Energy SPG**

13. This is a new SPG which has been prepared to provide advice and to assist and guide applicants in designing proposals for renewable energy development and to help officers and members make informed decisions on applications relating to developments. The draft SPG seeks to ensure that the benefits of renewable energy development are balanced against economic, social and amenity impacts on communities as well as the environmental impacts which include biodiversity and preserving the visual landscape. The SPG looks in detail at 3 key renewable energy sources namely wind energy; solar energy and biomass.

#### **Tourism and Leisure Development SPG**

14. This is a new SPG which has been prepared to provide information on how proposals for new tourism and leisure facilities will be assessed against the LDP policy framework. The draft SPG recognises the importance of sustainable rural tourism and leisure and the economic and social benefits that can be derived from appropriate low key activities and facilities. The draft SPG includes guidance on the types of tourism that might be appropriate within the rural Vale of Glamorgan and the Glamorgan Heritage Coast and seeks to encourage appropriate tourism and leisure developments which encourage rural diversification and promote the sustainable use of the countryside and the Glamorgan Heritage Coast.

#### **Parking Guidelines SPG**

15. The draft SPG updates the existing SPG which was adopted by the Council on the 11th May 2015 (Minute No C2769 refers). Car parking provision is a major influence on the choice of means of transport and the pattern of development and national guidance requires local authorities to ensure that new developments provide lower levels of parking than have generally been achieved in the past. The standards set out in the SPG reflect Welsh Government guidance on reducing the reliance on the private car, improving accessibility and the use of sustainable modes of transport as set out in Planning Policy Wales and Technical Advice Note 18: Transport. The revised draft SPG has been amended primarily to reflect the changes brought about

by the adoption of the LDP, to clarify the application of the County Surveyors Society (CSS) parking standards as they apply in the Vale of Glamorgan having learnt from their practical application since 2015, and to introduce new standards for electric vehicle charging points within new major developments.

### **Planning Policy Wales**

16. In preparing the draft SPGs, officers are aware that the Welsh Government is currently working on a major revision to Planning Policy Wales which has been restructured into policy themes around the goals set out in the Well-Being of Future Generations (Wales) Act 2015. While at this time it is not anticipated that the revision will have any significant impact upon the Council's SPGs, minor amendments may be required to clarify and/or update the SPGs when the revision to PPW has been published.

### **Member and Public Consultation Proposals**

17. In accordance with the Council's corporate public consultation procedures the draft SPG attached at appendix 1 -3 will undergo a six week public consultation period (from Friday 4th January to Friday 15th February) . All comments received and any proposed amendments resulting from the consultation will be reported back to members for their consideration prior to formally adopting the SPGs.
18. In undertaking the public consultation, it is proposed that the draft SPGs will be hosted on the Council's web page for the designated six week consultation period and that hard copies of each of the documents will be available at the Council's Dock Office, Barry for inspection by the public during normal office hours.
19. In addition to the above, officers have compiled a list of interested parties and statutory consultees that will be contacted directly and made aware of the public consultation exercise. This includes adjoining local authorities, planning agents, town and community councils, and other specific consultees considered relevant to each specific draft SPGs. The list of interested parties and statutory consultees is attached at Appendix 4 to the report.
20. Prior to the public consultation, all Members will be invited to attend a Member briefing session where officers will outline the content of the new draft SPGs.

### **Resource Implications (Financial and Employment)**

21. The preparation of the draft SPG and proposed public consultation exercise will be undertaken by Council officers within existing departmental budgets.
22. The adoption of the draft SPGs is not anticipated to result in additional expenditure and will assist the Council in the consideration of development proposals in planning applications.

### **Sustainability and Climate Change Implications**

23. The draft SPG have been prepared in accordance with the Welsh Government's objectives in relation to sustainability and climate change for example in respect of the Well-being of Future Generations (Wales) Act 2015.

### **Legal Implications (to Include Human Rights Implications)**

24. Following the public consultation on the draft SPGs a further report will be presented to Cabinet regarding the results of public consultation. On adoption the finalised SPGs will replace the existing SPGs set out above and the documents will be used

as a material consideration in the determination of planning applications and planning appeals.

25. In preparing the draft SPG the Council has considered the requirements of the Well Being of Future Generations (Wales) Act 2015 and the 7 wellbeing goals.
26. There are no human rights implications from the report.

### **Crime and Disorder Implications**

27. There are no direct crime and disorder implications arising from this report. Crime and disorder implications can however be considered in the planning system at the development management stage when assessing the design and layout of proposals.

### **Equal Opportunities Implications (to include Welsh Language issues)**

28. The preparation of the draft SPGs has been undertaken with regard to the Council's equal opportunities and Welsh language policies. The public consultation exercise will be undertaken with regard to the requirements of these policies and consultation materials will be made available bilingually. Once finalised all documents will be available in Welsh and English.

### **Corporate/Service Objectives**

29. The preparation of the revised / new SPGs as detailed within this report forms an integral part of the implementation of the LDP and its policies and proposals. The draft SPG subject of this report form the third tranche of such documents to be updated in line with the LDP monitoring framework. Further SPGs will be reported in due course in accordance with LDP proposals.
30. The LDP is a key policy and implementation document for the Council set out in the Corporate Plan under Well-being Outcome 2, Objective 4. In addition, the preparation and revision of SPGs is included in the Regeneration and Planning Team Plan 2017/18 (reference ER07 RP A066).

### **Policy Framework and Budget**

31. This is a matter for Executive decision by Cabinet. The cost of public consultation will be met from existing departmental budgets.

### **Consultation (including Ward Member Consultation)**

32. No specific ward member consultation has been undertaken as the application of the draft SPGs affects the whole of the Vale of Glamorgan. All Members will be invited to a briefing session prior to the public consultation exercise.

### **Relevant Scrutiny Committee**

33. Environment and Regeneration

### **Background Papers**

Parking Standards Supplementary Planning Guidance (2015)  
Vale of Glamorgan Adopted Local Development Plan 2011- 2026

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## **Responsible Officer:**

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# Renewable Energy Draft Supplementary Planning Guidance

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## 1. Introduction

- 1.1. The Welsh Government has committed to undertaking a whole system transition to low carbon energy to revolutionise the way Wales will meet and manage its energy needs. As such the adopted development plan has a number of enabling policies to meet the Welsh Government's aim through the promotion of renewable energy.
- 1.2. Renewable energy is defined as energy from a source which is either unlimited or which can be renewed without harming the environment. This also includes low carbon energy which is energy derived from non-renewable sources but the design of the system produces far less carbon emissions than contemporary methods.
- 1.3. Some renewable energy development can be undertaken without the need for permission from the Council such as certain types of Micro-generation. Permitted development rights remove the need to obtain planning permission for a range of micro-generation technologies for both domestic and commercial properties as long as they meet certain criteria set out within the General Permitted Development Order. However, if permission is required for the development, applicants must submit either a householder or full application depending on the size and nature of the development.
- 1.4. When submitting a planning application for renewable energy projects applicants need to be aware of the process, design and quality of the proposed development to help identify landscapes which are best suited to accommodate renewable technologies while maintaining the other aspirations of the development plan such as conserving and enhancing natural heritage.
- 1.5. This guidance relates to planning applications for renewable forms of energy up to 10MW. For developments over this threshold different consenting regimes apply outside of the Council's scope, depending on the type of renewable technology. Renewable technologies between 10-50MW the Welsh Government are the deciding authority under the Development of National Significance (DNS) consenting regime. Whereas developments which would produce over 50MW are decided upon by central government through the Nationally Significant Infrastructure Projects (NSIPs) consent regime.

## **2. Status of the Supplementary Planning Guidance**

- 2.1. This draft guidance was approved for public consultation on the XXXX. The Council will take account of comments received during the consultation exercise before finalising the document for publication. Once adopted, this guidance will be a material consideration in relevant planning decisions and appeals.
  
- 2.2. Planning Policy Wales (PPW) advises that SPG may be taken into account as a material consideration where it has been prepared in consultation with the general public and interested parties and it has been the subject of a Council resolution.

### **3. Purpose of the Supplementary Planning Guidance**

- 3.1. This Supplementary Planning Guidance (SPG) has been produced to support and add detail to the Vale of Glamorgan Local Development Plan (LDP) 2011-2026. It is intended to provide clear and precise guidance to assist homeowners, land owners, developers and other interested parties involved in the planning process on how to fully consider renewable energy in development proposals.
- 3.2. This SPG represents a material consideration in the determination of planning applications and appeals and will be used to assist officers and Council members in determining planning applications. For applicants seeking to obtain permission for development relating to renewable energy it is important to take this guidance into account when designing the proposal to increase the likelihood of obtaining planning permission.
- 3.3. The purpose of this document is to provide advice to assist and guide applicants in designing their proposals for renewable development and help case officers and members make informed decisions on applications relating to renewable energy. Furthermore, the guidance seeks to ensure the benefits of renewable energy development are balanced against economic, social and amenity impacts on communities as well as the environmental impacts which include biodiversity and preserving the visual landscape.
- 3.4. Furthermore the SPG builds upon LDP policies and identifies areas within the Vale of Glamorgan which have a higher potential to accommodate renewable energy development. This is based on assessments of the potential for renewable and low carbon energy generation using Welsh Governments practice guidance “Planning for Renewable and Low Carbon Energy – A Toolkit for Planners” (2015). The SPG includes the updated maps which are the result of the Renewable Energy Assessment (REA) undertaken in 2018 which updates the findings from the 2016 REA in support of the LDP to account for factual changes in the source data. This will ensure renewable energy developments are promoted through the planning system as the updated maps will aid developers in locating the most suitable locations within the Vale of Glamorgan for renewable technologies.
- 3.5. The SPG looks in detail at the 3 main renewable energy sources within the Vale of Glamorgan and undertakes a broad level study identifying areas which have the potential to support future development for renewable and low carbon energy production for:
  - Wind Energy
  - Solar Energy
  - Biomass

## 4. Legislative and Policy Context

### 4.1. Relevant Legislation

- 4.1.1. The **Planning (Wales) Act 2015** - seeks to deliver a planning system which is fair, resilient, enables development and helps create sustainable places.
- 4.1.2. The **Well-Being of Future Generations (Wales) Act 2015** - seeks to improve the social, economic, environmental and cultural well-being of Wales. The Act contains seven well-being goals which local authorities as well as other public bodies must seek to achieve in order to improve well-being both now and in the future. It means that for the first time, public bodies listed in the Act must do what they do in a sustainable way and make sure that when making their decisions they take into account the impact they could have on people living their lives in Wales in the future.
- 4.1.3. The **Climate Change and Sustainable Energy Act (2006)** makes provisions for the reduction of greenhouse gases, the alleviation of fuel poverty, the promotion of micro generation and the use of heat produced from renewable sources. The Act seeks to enhance the UK's contribution to combating climate change through the promotion of renewable energy sources which generate >50kW of electricity or produce >45kW thermal energy.
- 4.1.4. The need to reduce greenhouse gases is further emphasised in Wales through the **Environment (Wales) Act (2016)**. The Act seeks to position Wales as a low carbon, green economy which is ready to adapt to climate change. Part 2 of the Act gives Welsh Government powers to place statutory emission reduction targets in relation to Climate Change; the Act includes an 80% reduction target for emissions by 2050. Renewable Energy generation will play a key role within Wales in achieving this target and ensuring the progress of decarbonisation.
- 4.1.5. The **Planning and Energy Act (2008)** enables Local Planning Authorities (LPAs) to set requirements for energy use and efficiency in their LDPs. This includes local policies which impose requirements relating to the proportion of energy used in development that is obtained from renewable sources or low carbon energy sources within the locality of the development. Furthermore, it allows LPAs to set policies for developments to comply with energy efficiency standards which exceed the energy requirements of building regulations.
- 4.1.6. The primary legislation relating to renewable energy is contained within the **Energy Act (2016)** and the previous enactments of the legislation which are still in force. The Act makes provision for the development, regulation and encouragement of renewable energy sources in the UK. The most recent version of the Act gained royal assent in 2016 and transferred consent powers for onshore wind farms to LPAs.

- 4.1.7. The **EU Renewable Energy Directive (2009)** sets out the legally binding target of achieving 15% of overall energy demand from renewable sources by 2020.

## 4.2. National Policy

- 4.2.1. The **Renewable Energy Strategy (2009)** sets out how the UK will increase the use of renewable electricity, heat and transport to meet the 15% EU target and address the challenges of climate change and the national security of energy supply.
- 4.2.2. Wales has also produced a **Climate Change Strategy for Wales (2010)** to aid in the reduction of greenhouse gas emissions. The strategy includes a specific action “*to ensure that land use and spatial planning promote sustainable development and enable a move towards a low carbon economy which takes account of future climate impacts*”; one of the key areas which underpin these actions is energy generation.
- 4.2.3. **Planning Policy Wales (PPW) Edition 9 (2016)** sets out the land use planning policies of the Welsh Government. Chapter 4 of PPW Planning for Sustainability states as part of Welsh Government’s aim to promote sustainability through the planning system, “*tackling climate change is a fundamental part of delivering sustainable development*”. In reference to the need for renewable energies PPW states:

*“Planning to minimise the cause of climate change means taking decisive action to move towards a low carbon economy by proactively reducing the demand for energy, facilitating the delivery of new and more sustainable forms of energy provision at all scales and minimising the emissions of greenhouse gases to the atmosphere.”*

- 4.2.4. PPW Chapter 12 Infrastructure and Services expands further on the need to promote renewable and low carbon energy but notes, “*the delivery mechanisms for most of our energy aspirations are outside the control of the planning system [in Wales]*”, and the key area of responsibility for the Welsh planning system “*is onshore development less than 50MW*”. For the purposes of planning the following scales are outlined in PPW in relation to renewable energy developments:

**Table 1: Renewable and Low Carbon Energy Scales for Planning (Source: PPW)**

| Scale of Development | Threshold (electricity and heat)  |
|----------------------|---|
| Strategic            | Over 25MW for onshore wind and over 50MW for all other technologies                       |
| Local Authority-wide | Between 5MW and 25MW for onshore wind and between 5MW and 50MW for all other technologies |
| Sub-Local Authority  | Between 50kW and 5MW  |
| Micro                | Below 50kW  |

4.2.5. PPW states the planning system should be used to optimise renewable energy generation, optimise low carbon energy generation, facilitate combined heat and power systems (and combined cooling, heat and power) where feasible and recognise that the benefits of renewable energy are part of the overall commitment to tackle climate change by reducing greenhouse gas emissions as well as increasing energy security. However, these objectives need to be viewed alongside obligations to protect designated areas, species and habitats as well as the historic environment; ensuring mitigation measures are used to offset potential detrimental effects on local communities whilst ensuring the potential impact on economic viability is given full consideration and; encourage the optimisation of renewable and low carbon energy in new development to facilitate the move towards zero carbon buildings.

4.2.6. In regards to development management considerations, PPW states that in the determination of applications relating to renewable energy and low carbon energy development, local planning authorities should take account of:

- The contribution a proposal will play in meeting identified national, UK and European targets and potential for renewable energy, including the contribution to cutting greenhouse gas emissions;
- The wider environmental, social and economic benefits and opportunities from renewable and low carbon energy development;
- The impact on the natural heritage, the Coast and the Historic Environment;
- The need to minimise impacts on local communities to safeguard quality of life for existing and future generations;
- Ways to avoid, mitigate or compensate identified adverse impacts;
- The impacts of climate change on the location, design, build and operation of renewable and low carbon energy development. In doing so consider whether measures to adapt to climate change impacts give rise to additional impacts;
- Grid connection issues where renewable (electricity) energy developments are proposed; and
- The capacity of and effects on the transportation network relating to the construction and operation of the proposal.

4.2.7. **Technical Advice Note 8 (TAN 8) – Planning for Renewable Energy (2005)** emphasises Welsh Government’s commitment to developing renewable and low carbon energies. TAN 8 states the “*design, infrastructure and site layout are key to achieving energy efficient development by optimising passive solar gain in domestic and non-domestic buildings. The main aspects to consider are the orientation of the buildings and the overall site layout, to avoid overshadowing and exposed locations and to optimise sunlight penetration*”.

4.2.8. In terms of development management TAN 8 stresses the importance of the consideration of renewable energy sources, energy efficiency and conservation measures at the outset of any new development. It further notes the need for:

*“Preliminary enquiries and pre-application discussions are also crucial to the success of integrating these elements into any proposed schemes. Local planning authorities should be acquainted with, and have an understanding of the various forms of renewable energy technology currently available and should have access to experts when necessary. It is helpful to be able to discuss options for the inclusion of a range of renewable energy technologies into developments and to direct developers to the variety of sources of advice available to facilitate renewable energy and energy efficiency measures. Developers and local planning authorities should endeavour to enter into discussions with local communities at the earliest possible opportunity when formulating proposals.”*

### 4.3. Local Planning Policy

- 4.3.1. The adopted Vale of Glamorgan Local Development Plan (LDP) sets out the strategic objectives and land management policies for the authority. Strategic **Objective 2** of the LDP seeks to ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effect of climate change. To contribute towards meeting the national renewable energy targets and the strategic objective, the LDP includes monitoring targets to meet 21.19% of projected electricity demand and 1.48% of projected heat demand in the Vale of Glamorgan through renewable sources by the end of the plan period in 2026.
- 4.3.2. **Policy MG30 – Local Search Areas for Solar Energy** identifies 6 broad areas within the Vale of Glamorgan where solar energy generation schemes of up to 50MW will be permitted where there are no unacceptable impacts upon amenity, heritage assets or the environment. The identified areas should only be used as an indication of potential solar resources as the mapping exercise was only based upon the land elevation, orientation and existing key constraints to development. Therefore, further refinement will be needed in relation to the identified areas for detailed development proposals.
- 4.3.3. **Policy MD2 - Design of New Development** sets out the key principles developers should consider to create attractive, safe and accessible environments. Criterion 12 of the Policy states development proposals should *“mitigate the causes of climate change by minimising carbon and other greenhouse gas emissions associated with their design, construction, use and eventual demolition, and include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change.”* Through implementing this policy the Council hope to encourage energy conservation and generation from renewable sources to ensure the planning system can make a positive contribution towards reducing the impact of new development on climate change.
- 4.3.4. **Policy MD7 - Environmental Protection** seeks to ensure new development proposals do not lead to unacceptable levels of pollution. The Council will consult with professional bodies such as Natural Resources Wales and the

Health and Safety Executive to determine whether a development proposal would lead to unacceptable pollution or exacerbate an existing issue which would lead to planning permission not being granted. To ensure development proposals reduce any impact of pollution the Council encourages developers to assess pollution impacts at the earliest stages of development process. Low carbon producing technologies such as biomass proposals would need to consider the impacts of pollution that could be caused by these types of developments

4.3.5. **Policy MD19 – Low Carbon and Renewable Energy Generation** sets out the criteria enabling low carbon and renewable energy development to be permitted. These types of development will be permitted where it can be demonstrated there is no unacceptable impact on the interests of:

- Best and most versatile agricultural land;
- Aviation safeguarding;
- Electrical, radio or other communication systems;
- Landscape importance;
- Natural and cultural heritage;
- Nature conservation;
- Residential amenity; and
- Soil conservation.

4.3.6. However, the cumulative impacts of renewable energy schemes will also be an important consideration.

#### 4.4. Supplementary Planning Guidance

4.4.1. The Council has produced a number of Supplementary Planning Guidance (SPG) in support of the LDP. The following SPGs may be relevant to new development proposals relating to renewable energy:

- Residential and Householder Development
- Biodiversity and Development
- Design in the Landscape
- Parking Standards SPG

4.4.2. The Council has produced Conservation Area Management Plans (CAAMPs) for the 39 Conservation Areas in the Vale of Glamorgan. These identify the special attributes and features within these areas that contribute towards their character. The CAAMPs would be particularly relevant to micro generation developments within conservation areas.

## 5. Household and Small Scale Renewable Energy Developments

- 5.1.1. The Welsh Government acknowledges the scientific evidence which demonstrates climate change is being brought about by human activity. Therefore, it is imperative the planning system is able to promote low carbon and renewable technologies to help cut emissions and encourage the transition to zero carbon in Wales. The Environment (Wales) Act (2016) places a duty on Welsh Ministers to ensure that the net Welsh emissions are lower than 80% than the baseline by 2050. The planning system plays an important role in achieving that target which includes permitted development rights which permit most small scale renewable energy schemes without planning permission. Although the use of renewable energy developments should be promoted, other less direct forms of development can help achieve zero carbon. This can include using electric vehicles (EVs); however, this would require the installation of electric charging points. The Council's Parking Standards SPG contains further information regarding the use of electric charging points in new development proposals and should be consulted when considering proposals for commercial and residential development schemes.
- 5.1.2. Planning Policy Wales defines micro generation schemes as proposals generating electricity or heat below 50kW. In 2012 the Town and Country Planning (General Permitted Development) Order 1995 was amended in Wales, which resulted in many forms of domestic and non-domestic small scale (micro-generation) development benefiting from permitted development rights, meaning they do not usually require planning permission. However, this is subject to specific criteria outlined in Schedule 2 of the Town and Country Planning (General Permitted Development) Order (Wales) 2012 amendment.
- 5.1.3. Householders and small scale developers should be aware of the current types of renewable energy developments which are available to them which can help reduce energy bills and in some cases feed in to the national grid which can be subject to feed in tariffs (FITs) which are payments to ordinary energy users for the renewable electricity they generate. The following pictures show different kinds of renewable and low energy developments which are currently available:



**Example 1: Solar PV Panels**



**Example 2: Solar Roof Tiles**



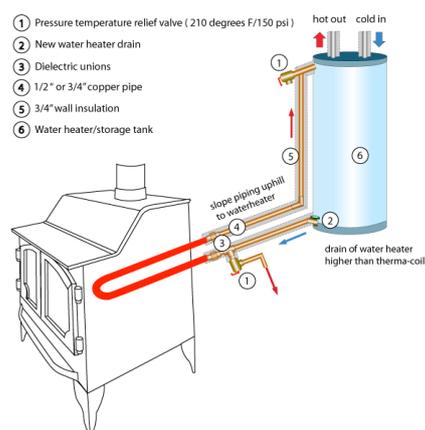
**Example 3: Solar Thermal Panels**



**Example 4: Wall Mounted Turbine**



**Example 5: Medium Scale Turbine (22m)**



**Example 6: Wood Burning Stove & Thermal Coil**



**Example 7: Wood Chip Boiler**

5.1.4. To inform householders, local communities and businesses of the permitted development rights, the Welsh Government published clear and concise guidance known as “Generating Your Own Energy: A Planning Guide for Householders, Communities and Businesses”<sup>1</sup>.

<sup>1</sup> <http://gov.wales/topics/planning/policy/guidanceandleaflets/generaterenewable/?lang=en>

## Solar Energy Developments

5.1.5. Solar panels that are not ‘permitted development’ and which, therefore, require planning permission, should be sited as sensitively as possible on the host building. There are more likely to be concerns with highly prominent proposals on listed buildings, in conservation areas and on other historically notable buildings (including County Treasures and Positive Buildings in conservation areas), however, an appraisal of a site’s context and the visual impact of the panels should be undertaken in every case. When submitting applications relating to solar panels, developers should consider:

- Integrating solar panels into development proposals at the outset, rather than relying upon future occupiers to retrofit them to a building e.g. the use of photovoltaic roof tiles in new housing schemes at the point of construction.
- The positioning of solar panels on less visible roof slopes;
- Installing solar panels flush with the roof plane and situated away from the eaves, verges and ridge of the roof;
- The use of photovoltaic roof tiles in place of solar panels to minimise the visual impact of the development, particularly in ‘sensitive’ locations.

## Wind Energy Developments

5.1.5. Domestic wind turbines also benefit from permitted development rights. However where proposals do not meet the criteria, planning permission must be sought. Most wind turbines have a contemporary / functional appearance and there are more likely to be concerns with highly prominent proposals on listed buildings, in conservation areas and on other historically notable buildings (including County Treasures and Positive Buildings in conservation areas), however, an appraisal of a site’s context and the visual impact of the turbine should be undertaken in every case. Developers should consider the balance between the visual impact of the turbine and its performance. When submitting an application for domestic turbines the following should be considered:

- Wind Turbines should be positioned to minimise their visual impact e.g. away from public roads and footpaths;
- Noise pollution generated as a by-product of wind turbines should be minimised to safeguard the amenity of neighbouring properties. This can be achieved through sensitive siting of proposals away from neighbouring boundaries.
- Topple distances of turbines need to be considered when deciding where to place them in relation to sensitive development such as residential premises. To ensure the safety of adjacent sensitive uses, proposed wind turbines should be positioned at a minimum horizontal distance equal to the tip height of

the turbine plus 10% of its overall height measured from ground level to tip height away from sensitive development<sup>2</sup>.

- Shadow flicker is where sunlight or other light sources pass through the blades of a wind turbine while it is moving causing the shadow of the blades cast by the light to flicker. This can have a detrimental impact upon residential amenity and turbines placed within close proximity to residential premises will be resisted where it is likely to cause an unacceptable impact from shadow flicker.

## Biomass Developments

5.1.6. Biomass heating can be used at the micro generation level, and this includes a variety of different approaches such as standalone stoves or boilers which are fuelled by burning organic material like wood fuel. For example, a wood burning stove can be used to heat all or part of a dwelling's water system. Where the proposed development for biomass technologies would require external works such as flues or outbuildings to house larger biomass generators, only the flues required for biomass heating have permitted development rights subject to the specific criteria found within Schedule 2 of the Town and Country Planning (General Permitted Development) Order (Wales) 2012 amendment. Internal works which include installing a wood burning stove within a listed building are likely to require permission and it is advised further information is sought from the Council's Planning Department before any works proceed.

5.1.7. Biomass heating developments at the small and medium scale generally provide heat for an individual or group of buildings and are normally located within a garage or other appropriate outbuilding to offer a base level of heating throughout the year. Homeowners considering applying for permission for biomass heaters should consider the following:

- Biomass heaters and their storage buildings should be positioned to minimise visual impact;
- Noise pollution generated by biomass boilers should be minimised to safeguard neighbouring properties' amenity through the use of noise attenuation measures such as sound absorbent cladding to outbuildings / garages or siting the generator away from sensitive development (e.g. residential uses). Where it is considered noise pollution is likely to be an issue, a noise impact assessment<sup>3</sup> will be required to evidence whether the noise produced would be acceptable;
- Air quality should be maintained through the incorporation of proprietary pollution control systems;

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<sup>2</sup> Based upon Principle of Good Practice produced by the Energy Networks Association - [https://www.spenergynetworks.co.uk/userfiles/file/Energy\\_Networks\\_Association\\_Separation\\_Wind\\_Turbines\\_Overhead.pdf](https://www.spenergynetworks.co.uk/userfiles/file/Energy_Networks_Association_Separation_Wind_Turbines_Overhead.pdf)

<sup>3</sup> TAN 11 - Noise (1997) contains guidance for undertaking a noise impact assessment under Annex A - <https://gov.wales/topics/planning/policy/tans/tan11/?lang=en>

- Ensure sufficient storage space for fuel to minimise the impact of regular fuel deliveries.

## 5.2. Micro Generation and the Historic Environment

- 5.2.1. To aid in Welsh Government's commitment to reduce CO<sub>2</sub> emissions and greenhouse gases owners of historic buildings can consider installing micro-generation systems in or near a historic building, a conservation area, a historic park or garden, an ancient monument or on an archaeological site. However, due to the importance of the historic environment to the cultural heritage and identity of the Vale of Glamorgan, proposals would need to be considered carefully, with particular thought given to protecting the fabric or character of the building or landscape and its setting. Through the careful consideration of the design and siting of micro-generation systems owners of historic buildings can help improve sustainability while also preserving the historic environment.

### Siting

- 5.2.2. When deciding on where to site micro-generation systems, applicants should firstly look for appropriate locations situated away from the main historic asset of the site. For example it is highly unlikely equipment proposed to the principal elevation of a listed building or on a dominant roof line would be approved. In relation to the installation of solar panels it is considered preferable to locate this equipment as free standing units in a less prominent position or in the second instance on outbuildings such as garages.

**Figure 1: Free Standing Solar Panels Sited Away From an Historic Building (Source: Cadw)**



- 5.2.3. In some cases it will not be feasible to locate development away from the historic asset however; less prominent aspects of the building would be more appropriate such as hidden roof valleys or rear extensions. Positioning the development in screened locations can also help to lessen the potential visual impact of the proposal.

**Figure 2: Solar Thermal Collectors Located within Hidden Roof Valley (Source: Cadw)**



- 5.2.4. The setting of an historic asset is also a key consideration in terms of the location of a proposal. Applicants should seek to ensure all free standing equipment is integrated into the landscape or screened from view to maintain the setting of the historic asset. However, integration in relation to free standing wind turbines can be difficult to achieve, therefore, turbines should be sited against a landscape rather than open sky and have the lowest height feasible to reduce its impact on the historic setting. Where this is unlikely to mitigate the potential harm of development in sensitive locations applicants should consider other renewable technologies which are likely to have less of an impact.

## Design

- 5.2.5. As the technology has developed there are likely to be a better variety of different design options available to applicants which need to be considered in relation to the possible impact on the character of the historic asset. For example darker matte finishes should be sought where possible which help to minimise a proposal's prominence in relation to the historic building. Furthermore, the design and colour of visible ancillary equipment can be crucial to ensuring the proposal respects the historic environment such as pipes, frames, stands, poles or the housing of equipment. These should reflect the design of existing features such as guttering, chimney stacks or outbuildings where appropriate to ensure they do not detract from the character of the historic environment. The applicant should seek to reflect a building's scale and architectural form in proposals to ensure the development fits in with the overall character of the property.

**Figure 3: Sensitive Housing of Biomass Boiler in Respect of Listed Building (Source: Cadw)**



### Cumulative Visual Impact

- 5.2.6. In the majority of cases historic buildings are capable of accommodating a degree of change; however, multiple installations are likely to inappropriately affect the historic environment due to a cumulative visual impact which would detract from the character that led to its designation. Furthermore, this is not restricted to developments relating to an individual building but also applies to buildings within a group such as within a Conservation Area. Therefore, the cumulative impact of proposals on the visual amenity of the historic environment must be considered.

## **6. Types of Large Scale Renewable Energy Developments in the Vale of Glamorgan**

- 6.1.1. Large scale renewable energy developments are defined in national policy as ranging from 50kW to 10MW. Those developments which generate more than 10MW are considered under different consent regimes. However, Welsh Government is currently changing legislation to allow authorities to permit renewable energy developments up to 50MW.
- 6.1.2. To aid developers seeking to invest in large scale renewable energy developments in the Vale of Glamorgan, the Council undertook a factual update in 2018 to our Renewable Energy Assessment (REA). The REA is based upon the Welsh Government's "Practice Guidance – Planning for Renewable and Low Carbon Energy – A Toolkit for Planners" (2015) and consists of an assessment of the potential for low carbon energy generation within the authority. The update includes recent changes to mapping data relating to flooding and agricultural land classification produced by Natural Resources Wales (NRW) and Welsh Government. However, any future proposals would require more in-depth site assessments (see section 7).
- 6.1.3. The updated maps identify possible areas which have the potential to achieve a high yield of energy based upon the update to the high level studies undertaken by the Council. In regards to development management, the evidence produced by the toolkit will allow officers assessing applications for new development sites to understand the opportunities for alternative energy sources such as CHP schemes and can help officers understand why developers have chosen a particular location to develop a renewable or low carbon energy scheme. However, it is advised that further more detailed assessments will need to be carried out to support any future application coming forward in the Vale of Glamorgan. The maps produced by the updated REA (2018) can be viewed at Appendix 3 through to 6.
- 6.1.4. Within the Vale of Glamorgan area there are 3 forms of renewable energy which are considered to be the most prevalent: wind energy; solar energy; and biomass energy developments.

### **6.2. Onshore Wind Energy Development**

- 6.2.1. Onshore wind energy generation is an established and proven technology with many examples currently used across the world. The UK has one of the largest wind energy resources in Europe, with Wales holding significant opportunities due to its environment. The Vale of Glamorgan shares these characteristics which have created potential areas that could support wind energy production.
- 6.2.2. Wind energy uses Turbines to generate energy from the wind by using the currents of air to move a rotor connected to an electrical generator. Most

turbines are designed using a horizontal axis three-blade rotor system mounted on a steel mast. However; there are various other design options which can be used. Generally the smaller scale turbines can be installed with a free standing mast or mounted to a building. These types of turbines are commonly used to supply specific buildings or developments with electricity and are deployed as individual machines. Larger scale turbines can also be deployed as single machines but are more commonly used in groups which form wind farm developments. Wind farms are more likely to be situated within remote areas and directly supply power to the national grid.

- 6.2.3. In relation to the scale of wind turbines there are no rigid categories, however, the majority of on-shore wind turbines fall within four size bands: Micro, Small, Medium, and Large. The different sizes of turbines each produce different ranges of power; Table 3 demonstrates the typical power ranges for each scale of turbine. These ranges are not definitive but allow for a better understanding of the amount of power different turbines can generate.

**Table 2: Typical Scales of Individual Wind Turbine Technologies**

| Scale                 | Typical Turbine Range | Typical Turbine Height (to blade tip) | Potential No. of Homes Supplied |
|-----------------------|-----------------------|---------------------------------------|---------------------------------|
| Micro (<2.5kW)        | 2.5kW                 | 11m                                   | 0.7                             |
| Small (1.5 – 50kW)    | 20kW                  | 20m                                   | 6                               |
| Medium (50kW – 750kW) | 500kW                 | 65                                    | 205                             |
| Large (>750kW)        | 2.5MW                 | Up to 135m                            | 1536                            |

- 6.2.4. Large scale wind turbines also require additional infrastructure which is essential for the running of the turbine and should be included as part of any planning application. This can include the following:

- Access roads to the site and on-site tracks (large enough to accommodate HGVs for construction)
- A temporary construction compound and lay down area for major components.
- A concrete foundation pad for each turbine.
- An area of hard standing next to each turbine to act as a base for cranes during turbine erection, which is generally removed after construction.
- Underground cables connecting the turbines (buried in trenches).
- One or more anemometer mast to monitor wind direction and speed.
- A control building (to ensure the turbines are operating correctly) and a substation (which are often located in the same building).

- 6.2.5. Appendix 4 details the 3 areas within the Vale of Glamorgan which have the greatest potential to support large scale wind energy development based upon applying a series of constraints which restrict wind energy developments as outlined in Welsh Government guidance known as “Practice Guidance – Planning for Renewable and Low Carbon Energy – A Toolkit for Planners”

(2015). The identified areas also have the highest generation capacity likely to be available in the Vale of Glamorgan area.

- 6.2.6. The Vale of Glamorgan has various aircraft related sites within the authority boundary. The safeguarded areas (Aviation Safeguarding Zones) are shown on the LDP Constraints Map. It is likely larger turbines located within the Civil Aviation Authority (CAA) aerodrome safeguarding area would not be permitted, therefore it is advised larger turbines are positioned outside of these safeguarding areas to ensure compliance with CAA guidelines contained within CAA Policy and Guidelines on Wind Turbines (CAP 764).

Figure 4: Example of a Medium Sized Turbine in the Vale of Glamorgan



### 6.3. Solar Energy Development

- 6.3.1. Solar energy development involves two types of solar energy production. The first involves the use of the sun's energy to provide hot water via solar thermal systems. The second uses the sun's energy to produce electricity through solar photovoltaic systems (PV).

#### Solar Thermal Systems

- 6.3.2. Solar thermal systems use solar collectors which are normally placed on the roof of a building and are used to pre-heat water for domestic use. Although the UK climate is not as hot and sunny as other countries, an effective solar thermal system can supply between 50-60% of heat demand from May to September.

#### Solar PV Systems

- 6.3.3. Solar PV systems come in two forms, building integrated systems or solar arrays. Building Integrated Systems is where the use of solar cells generate electricity for a specific building. These systems are normally roof mounted, however, recent technological advances are seeing the use of solar roof tiles within the UK which can be integrated into new buildings or used alongside existing roofing tiles/slates. This is predominately used to produce electricity for domestic use. Commercial scale solar energy is created using Solar Farms. These consist of freestanding arrays of solar panels mounted on fixed frames or

systems that track the sun and feed the generated electricity into the national grid.

- 6.3.4. For all solar energy development within the UK the best performance of solar energy systems is created when collectors/panels are inclined at an angle of 20 to 45 degrees, facing due south and clear from shade.

### Solar Farms

- 6.3.5. Both forms of Building Integrated Solar Generation (PV and Thermal) are permitted under general permitted development rights where they meet the specific criteria set out within the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2009. However, Solar Farms are not classed as permitted development and would therefore require planning permission.
- 6.3.6. Given the nature of Solar Farms and the common requirement for large parcels of land to support the development it is recommended that developers submit a request for a Screening Opinion to the Council to consider whether an Environmental Impact Assessment (EIA) is required under the EIA Regulations at the initial stages of the proposal.
- 6.3.7. Large commercial and industrial buildings present an opportunity to utilise under used roof space to position large solar arrays in appropriate positions. This approach can minimise the land capacity issues usually faced by typical solar farm developments.
- 6.3.8. Appendix 7 shows the areas within the Vale of Glamorgan which are considered to have the highest potential in terms of generation capacity and the lack of major planning constraints for solar energy developments. This map builds upon the 6 local search areas identified under LDP Policy MG30 - Local Search Areas for Solar Energy based upon the update to agricultural land classification which now differentiates between 3a and 3b agricultural land.



## 6.4. Biomass Developments

- 6.4.1. Biomass is the broad term relating to heat and electricity generation which is derived from materials of biological origin such as plant and animal matter. Biomass heating technology can be stored to provide heat to a variety of buildings of all sizes through the use of individual boilers or using district heating networks (DHNs). More recently Biomass technology has been used to generate electricity and within combined heat and power (CHP) plants due to the low carbon emissions it produces.
- 6.4.2. The main types of Biomass used in the UK are sourced from wood-fuel, energy crops, wood waste, agricultural residues and the biodegradable matter contained within municipal solid waste (MSW). Unlike the previous forms of energy production, Biomass does produce carbon emissions which are released when the energy is generated. However, it is still considered a sustainable fuel due to carbon balancing where the CO<sub>2</sub> released when energy is generated from biomass is balanced by the CO<sub>2</sub> absorbed during the biological matters growth. Where carbon balancing is not effective the CO<sub>2</sub> emissions produced per unit of energy are still much lower than those produced through fossil fuels.
- 6.4.3. Like other forms of energy production biomass comes in a range of different sizes. Table 4 below sets out the typical scales used for biomass energy plants:

**Table 3: Typical Scales of Biomass Energy Plants**

| Scale  | Typical Capacity                         | Description   |
|--------|--|---|
| Small  | <500kW <sub>th</sub>                     | Currently small scale applications below a few hundred kilowatts are virtually all designed as heat plant for domestic and small commercial use. These may comprise of standalone stoves or boilers.  |
| Medium | 500kW <sub>th</sub> – 10MW <sub>th</sub> | This range is used largely for the production of heat, covering a wide range of applications including individual buildings and larger developments serving multiple buildings. The use of biomass CHP for the production of both heat and electricity currently tends to fall in this category, although larger scale plants are also now being encouraged to find ways to utilise any heat that is generated. |
| Large  | >10MW <sub>e</sub>                       | Plants at this scale are used primarily for the production of electricity. Some types of biomass are also used in very large conventional power plants alongside coal – this is known as ‘co-firing’.   |

- 6.4.4. Appendix 5 identifies the land within the Vale of Glamorgan which could be used to produce biological material which could fuel biomass plants subject to the relevant planning permissions and permits being approved. Appendix 6 identifies the areas in the Vale of Glamorgan which would benefit from DNS and CHP schemes which could be fuelled by small to large scale biomass developments.

## **7. Planning Considerations for Large Scale Renewable Energy Developments**

- 7.1.1. There are a variety of issues which need to be assessed when considering the implications of new renewable energy developments. This section seeks to draw out the main factors developers / landowners need to consider when forming their proposals for renewable energy schemes within the Vale of Glamorgan. Many of the considerations are shared across all forms of renewable energy development, however, where specific consideration needs to be given to certain types of development this has been specified below.
- 7.1.2. Appendix 1 outlines the likely requirements needed to support a planning application for large scale renewable energy developments where relevant to the type and scale of the proposal.
- 7.1.3. The most common considerations relating to proposed renewable energy development are listed below; however, each case should be assessed individually upon its own potential constraints and merits. Therefore, the following should be used as a guide and not a definitive list.

### **7.2. Vehicular Access and Wider Transport Network**

- 7.2.1. Vehicular access is essential for all forms of renewable energy development during the construction phase and the ongoing operation of the facility.
- 7.2.2. Large scale turbines and wind farms are generally located within rural / remote areas. Therefore, transport routes need to be planned carefully and considered at the early stages of the process to take account of the potential size of the components needed to construct the turbines and limitations along the minor roads which serve remote areas which could limit the suitability of sites. The amount and type of traffic movements during the construction and operation of a wind turbine / farm will depend on the number and type of turbines proposed and the length of the construction period.
- 7.2.3. Biomass plants need biomass fuels to generate energy and also create subsequent by-products which may need to be transported from the site. These traffic movements to and from the site during the plants operation need to be considered.
- 7.2.4. To minimise the potential impacts a proposed development can have on the transport network, a Traffic Management Plan should be prepared to determine the most appropriate times and routes for construction traffic. The Traffic Management Plan should include measures for vehicle sharing and the avoidance of HGV deliveries during peak periods to minimise vehicle movements on minor roads. In some cases temporary traffic management

systems for site access and reduced speed limits on identified roads might be appropriate mitigation methods that should be considered.

### 7.3. Landscape and Visual Impacts

- 7.3.1. The Vale of Glamorgan benefits from having large areas of high quality landscape, which have been designated within the LDP. These include the Glamorgan Heritage Coast and Special Landscape Areas (SLAs) at a local level and other national designations which must be considered in any application. Therefore, it is essential that appropriate measures are taken in the siting, design and layout of large scale renewable energy developments. A Design and Access Statement (DAS) should be submitted which explains how the landscape and visual considerations have been taken into account in the design of the scheme. The DAS should be informed by a Landscape and Visual Impact Assessment (LVIA) and Cumulative landscape and Visual Impact Assessment (CLVIA). These assessments should employ tools such as photomontages and assess the wider landscape and visual impact of proposed development. A detailed description on what is required for a LVIA can be found in Guidelines for Landscape and Visual Impact Assessment (GLVIA)
- 7.3.2. In regards to the CLVIA, the assessment needs to look beyond the study area identified in the LVIA. Although only effects that occur within the LVIA study area are assessed these assessments need to consider the consequence of other developments located outside of the study area but their identified impact area is within the proposed developments LVIA study area. Therefore the search area for operational, consented and planned developments will always be larger than the study area in which the effects occur. The greater scale of development, such as the height of the turbine, the more extensive the required search area, table 6 shows the required CLVIA search area for turbines of different heights:

**Table 4: CLVIA Search Areas**

|   |            | Typology of Proposed Turbine(s) |       |        |       |            |
|---|------------|---------------------------------|-------|--------|-------|------------|
|   |            | Micro                           | Small | Medium | Large | Very Large |
| Height of Operational, Consented and planned Turbine(s) | Micro      | 2km                             | 2km   | 2km    | 2km   | 2km        |
|   | Small      | 2km                             | 8km   | 8km    | 8km   | 8km        |
|   | Medium     | 2km                             | 8km   | 12km   | 12km  | 12km       |
|   | Large      | 2km                             | 8km   | 12km   | 17km  | 17km       |
|   | Very Large | 2km                             | 8km   | 12km   | 17km  | 23km       |

*The search area extends from the proposed turbine(s).*

- 7.3.3. Large scale wind turbines are tall structures which can have a significant impact on the surrounding landscape because they are likely to be visually prominent. Appendix 8 details the different information required for the different sized turbines.

- 7.3.4. It should be noted that the impacts not only relate to the renewable energy equipment alone but the various ancillary infrastructure related to the development such as new or widened access roads.
- 7.3.5. Due to their potential size solar farm developments can have a significant impact upon sensitive landscape areas particularly where there is a proliferation of solar farm developments concentrated in one area which can lead to a cumulative impact. A proposal's potential impact upon sensitive landscapes will be a key consideration in determining the need for an EIA. Therefore, proposals should avoid development in sensitive locations wherever possible.
- 7.3.6. One of the potential effects of the cumulative impact of Solar Farms on the landscape is the creeping urbanisation of the countryside as the regular pattern of PV panels and the associated infrastructure needed to support development covers large areas of land and do not reflect the typical characteristics of a rural area.
- 7.3.7. Large biomass schemes are industrial in character and can result in landscape and visual impacts to the surrounding area if they are not considered fully. The siting and design of these plants is therefore very important in minimising these potential adverse impacts. These types of biomass plants should be situated in an area which reflects their industrial character and does not interfere with existing landmarks such as existing industrial sites. To help a proposed biomass plant integrate with its surroundings, developers should use materials and colours which reflect the surrounding landscape of the development to ensure the proposal respects its setting.
- 7.3.8. Possible mitigation methods for potential adverse impacts upon landscape and visual amenity can include the incorporation of existing landscape features within the development or using new planting to help screen the development reducing its visibility within the landscape. However, new planting will need to avoid potential shading of the proposed PV panels. Furthermore, screen planting can change the sense of enclosure within the landscape; therefore, careful planning at the design stage is necessary to ensure new planting reflects the existing characteristics of the landscape.
- 7.3.9. With regards to the potential cumulative impact renewable energy developments can have on an area Appendix 3 identifies all the known renewable energy and low carbon schemes which either have planning permission or are operational at the time of publication (December 2018) in the Vale of Glamorgan to help inform CLIVAs. Please contact the Council's Planning Department for more detailed information if required.

#### **7.4. Noise Pollution**

- 7.4.1. Operating wind turbines have two sources of noise; mechanical noise created from the generator / gearbox and aerodynamic noise created by the rotor blades

moving through the air. Modern designs have attempted to reduce the mechanical noise to mirror the level of aerodynamic noise produced which is considered to be more acceptable. However, an increase in noise levels at nearby residences would still likely occur, therefore, careful consideration to the siting and layout of proposals is important to ensure that increases in noise levels are kept to acceptable levels. The most effective way to mitigate noise pollution is to ensure that it is located away from noise sensitive development such as housing. Where this is not possible the operational noise levels must fall below the established limit set out under ETSU-R-97 (The Assessment and Rating of Noise from Wind Farms (1997) Energy Technology Support Unit). This should be demonstrated by the submission of a noise impact assessment to support a planning application for wind turbine development. Where noise limits have been identified these will be included within the planning conditions for a proposal to ensure development is kept within reasonable sound levels during operation.

7.4.2. Where it is considered a proposed wind turbine is within close proximity to residential development the general rule of siting a wind turbine 500m away from the nearest residential property should be applied unless supporting documentation such as a noise impact assessment can evidence the proposal would have less of an impact. TAN 8 Planning for Renewable Energy contains further guidance relating to noise impact assessments for wind turbine developments.

7.4.3. Biomass plants can also create substantial noise pollution which is caused by the combustion process and additional traffic noise generated by HGV deliveries. An appropriate site layout is imperative to reducing the potential noise pollution caused by a proposed plant. For example, locating loud equipment away from existing sensitive uses near the proposed site will help to minimise noise pollution to existing neighbouring occupiers and uses. Furthermore, when constructing a Biomass plant, noise attenuation features should be used in the walls and roof of the plant to reduce the potential noise 'break-out'. Where appropriate, planning conditions will be used to further limit the impacts created from noise pollution through restricting the operational hours of the plant to reasonable working hours in the day.

## **7.5. Ecological Impacts**

7.5.1. Wind energy schemes have specific ecological impacts which can result in the loss of habitat and the disturbance and fragmentation of plant and animal species. However, the operation of the wind turbine can also have ecological impacts such as the disturbance of habitats and aerial animal species such as birds colliding with the turbine blades. Further guidance relating to the impact

developments can have upon biodiversity can be found within the Council's Biodiversity and Development SPG<sup>4</sup>.

- 7.5.2. In regards to mitigating the impact caused by site infrastructure, buffer protection zones should be used for identified sensitive habitats and species on the application site to allow infrastructure to be situated away from sensitive areas. Furthermore, species specific measures can also be taken to minimise the potential ecological impacts. In relation to the turbine blades colliding with animals such as birds and bats, the micro-siting of turbines within a development site away from identified areas of high flight activity will minimise the potential for collisions.
- 7.5.3. The ecological impacts of all proposed renewable energy developments will be a key determining factor when considering the need for an EIA. Developments should be located away from identified sites of ecological importance. Both the construction and the operation of the development can cause adverse effects on the ecology of an area. However, there are a variety of mitigation methods which can be appropriate to reduce the impact upon these sensitive areas. Within the construction phase of development this can include:
- Retaining existing habitat features
  - Avoid construction during breeding seasons of relevant species
  - Translocation of sensitive species if appropriate
- 7.5.4. Possible mitigation methods during the operation of development include:
- Increasing separation of solar panels
  - Including wildlife highways
  - Avoid excessive security lighting.
- 7.5.5. Additionally, based upon the scale of developments, developers should seek to enhance biodiversity where appropriate. Opportunities for enhancement should be identified through the preparation of a Habitat Management Plan.
- 7.5.6.** Solar farms can present an opportunity to enhance habitats, for example, the inclusion of hedgerows to the boundaries of developments creates nesting and foraging areas and a means for wildlife to move between habitats. Where there are existing hedgerows developers should seek to minimise any loss of habitat by using existing entrances to the site and refraining from removing hedgerows where possible. Furthermore, developers are encouraged to consider strengthening existing hedges through planting gaps using suitable species appropriate to the locality. Proposals should also include buffer strips between the solar panels and the boundaries of the site. Buffer strips should aim to be 7 to 10 metres wide to ensure the best benefit to biodiversity on a site. These

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<sup>4</sup> Biodiversity and Development SPG (2018) - <http://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/Biodiversity-and-Development-SPG-2018.pdf>

buffer strips are wild sections of land which are usually left uncut for 2 to 3 years to allow the habitat to develop. Post development, effective management of the site is vital to ensure the success of biodiversity enhancements.

**Figure 5: Example of Hedgerows to Site Boundaries (Source: BRE)**



7.5.7. The development of a Biomass plant can also result in potential adverse impact upon ecology within the proposed area through the loss of habitat, disturbance and fragmentation of species caused by the construction and operation of the plant. Furthermore, due to the noise, airborne and waterborne emissions caused by the operation of the plant can also disturb local habitats and species and will need to be considered as part of the application process.

7.5.8. Most of the impacts caused by the construction and operation of the plant can be appropriately mitigated through implementing the following methods over the development:

- Locating plant and ancillary buildings away from sensitive habitats
- Exclusion fencing and translocation programmes
- Covering excavation works
- Providing escape ramps for wildlife
- Use of speed limits on site
- Undertaking clearance work outside of breeding season (March-August)
- Protecting watercourses and maintaining hydrological regimes

## 7.6. Drainage

- 7.6.1. Renewable energy schemes and their associated works have the potential to impact upon watercourses, bodies of water and groundwater as a result of the construction process. To understand how the development will impact upon these areas applications should be supported by an Environmental Management Plan prior to the construction of the development to mitigate any potential risk caused by the proposal.
- 7.6.2. In general, developments need to minimise the potential flood risk and surface water run-off through:
- Minimising the area of impermeable surfaces.
  - Reinstating vegetation where possible.
  - Providing storage and attenuation ponds in line with sustainable drainage techniques (SuDs).
  - Using appropriate culverts and drains to maintain existing hydrological regimes.
- 7.6.3. Most biomass plants will require a water supply for steam production and condensing to generate power. The responsibility for the control of water quality and water abstraction is with the Natural Resources Wales (NRW). Therefore, the developer will need to consult with NRW to discuss what permits are required at the earliest opportunity. Development cannot begin until an Environmental Management Plan has been submitted and agreed to ensure any potential risk to ground water and surface water is mitigated.

## 7.7. Historic Environment

- 7.7.1. All renewable energy developments have the potential to impact upon cultural heritage and / or archaeological features. However, it is more likely large scale schemes would have an impact upon these features due to the size of the development site. Where necessary, trial trenching and an archaeological watching brief should be undertaken prior to and during the construction phase of proposed schemes. PPW notes that where nationally important archaeological remains and their settings are likely to be impacted, there should be a presumption in favour of their preservation in situ. Where the remains are of lesser importance the LPA needs to weigh the relative importance of the archaeological features against the need for the proposed development.
- 7.7.2. In relation to sensitive historic environments such as conservation areas, listed buildings and locally designated historic buildings (known as County Treasures) proposed schemes which are above the micro scale are unlikely to be permitted within or in close proximity to these designations due to the impact such development can have on the historic setting of these areas. Applicants should seek to locate development away from these designations and their settings to ensure the historic fabric is preserved in the Vale of Glamorgan.

## 7.8. Agricultural Land

7.8.1. Based on the nature of Solar Farms it is likely they will be located on agricultural land, this can also be true of wind energy developments and anaerobic digestion biomass facilities. However, these forms of development can be considered as farm diversification schemes<sup>5</sup> which allow for more flexibility in terms of planning considerations. However, in other instances PPW protects the best and most versatile (BMV) agricultural land (grades 1, 2 and 3a) and states BMV land *“should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations.”*

7.8.2. To help mitigate against potential adverse effects these types of schemes can have on BMV land, steps should be taken at the construction phase to enhance the reversibility of the development and should be evidenced within a planning application. Possible considerations are the:

- Use of removable mats as access tracks
- Use of ground screws to secure PV panels
- Avoidance of soil compaction and contamination

7.8.3. Due to the nature of solar farm developments and wind turbines, the agricultural land can still offer some benefit through the use of low intensity grazing. This provides a low cost means of managing grassland and enables the land to remain agriculturally productive. Where low intensity grazing is an option, a professional ecologist should be consulted to ensure an effective grazing regime for the site that would be best suited to the area’s characteristics and the biodiversity objectives for the development.

**Figure 6: Example of Low Intensity Grazing (Source: BRE)**



<sup>5</sup> See TAN 6 Planning for Sustainable Rural Communities (2010) - <https://gov.wales/topics/planning/policy/tans/tan6/?lang=en>

## **7.9. Aviation and Telecommunications Constraints**

7.9.1. In regards to wind turbines, they can pose a significant danger to air traffic safety as they represent a collision risk for low flying aircraft and they can interfere with air traffic control radar and aircraft landing instruments. The Civil Aviation Authority (CAA), the Ministry of Defence (MoD), and National Air Traffic Services (NATS) should be consulted on wind energy schemes at the earliest stages of the planning process.

7.9.2. The Vale of Glamorgan has various aircraft related sites within the authority boundary. The LDPs Constraints Map details the safeguarded areas (Aviation Safeguarding Zones) within the Vale of Glamorgan where the Civil Aviation Authority (CAA) should be consulted for structures which exceed 45m within these zones. The LDP Constraints Map can be viewed using the following link:

<http://myvale.valeofglamorgan.gov.uk/LDP2017Constraints.html>

7.9.3. In particular the presence of Cardiff International Airport and the St Athan MoD effect the acceptability of turbine development above the micro scale which exceeds the permitted development criteria of 15m for wall mounted turbines and 11.1m for free standing turbines. It is likely larger turbines located within the Civil Aviation Authority (CAA) aerodrome safeguarding area would not be permitted, therefore it is advised larger turbines are positioned outside of these safeguarding areas to ensure compliance with CAA guidelines contained within CAA Policy and Guidelines on Wind Turbines (CAP 764). In any case, it is advised developers should consult with the CAA and aerodrome operators when proposing turbines above permitted development rights to ensure aerodrome operators are aware of possible obstructions to flight paths and radar ranges. The Council has undertaken a high level assessment of potential wind resource areas likely to be appropriate for future development for wind turbines, the spatial results of this assessment can be found under Appendix 4 which accounts for the CAA safeguarding areas.

7.9.4. In regards to telecommunications, wind turbines can interfere with the transmission signals by blocking, deflecting or scattering signals. Where a telecommunication link crosses a wind farm development site, Ofcom should be consulted to advise the developer on the appropriate fixed link operator. Furthermore, developers should contact interested bodies directly; this includes local utility companies and emergency services where applicable.

## **7.10. Shadow Flicker**

7.10.1. Shadow flicker is caused when the sun passes behind the rotor blades of a wind turbine which casts a shadow that flicks on and off as the blades rotate. These

incidents can cause serious disturbances for affected neighbouring residents in properties within close proximity of the proposed development and even result in harmful impacts upon sufferers of photo-sensitive epilepsy. These potential impacts can be mitigated through the micro-siting of turbines as far away from sensitive residential development as possible. Furthermore, the use of vegetation to screen the shadow flicker can also minimise the potential impact. If the shadow flicker impact is severe this may result in the refusal of a planning application.

## **7.11. Wind Speed**

7.11.1. This is an important factor for considering the suitability of a proposed location for wind turbines. Turbines operate between a range of wind speeds defined as:

- Cut-in – This is the speed at which a turbine begins to generate power. Below this speed the turbine will remain stationary.
- Rated – This is the speed at which the turbine produces its rated power generation i.e. 750kW
- Cut-out – This is the maximum speed the turbine can operate safely. Above this speed the turbine will stop moving and remain stationary until the wind speed returns to a safe range.

7.11.2. Based on the cut-in and cut-out ranges the typical turbine in the UK will be operational for approximately 70-85% of the time. To ensure a potential site for wind turbines is suitable a wind profile of the area should be taken to monitor the small variations in annual average wind speed, as power produced from wind is equal to the cube of the wind speed. For example, an area with an average wind speed of 8m/s would produce approximately twice as much power of an identical machine located in an area with an average wind speed of 6m/s. Wind speed profiles should take place during the feasibility stage of the development process to establish average wind speeds and to inform the modelling of turbine positioning to optimise energy yields. Common practice for wind speed monitoring for large scale turbines involves the erection of a meteorological mast at the site which must be equal in height to the hub of the proposed turbines.

## **7.12. Land Capacity**

7.12.1. One of the main constraints relating to the development of Solar Farms is the availability of suitable land. To maximise the solar radiation gained from the land, a site needs to be facing due south as the UK receives the highest amount of solar irradiation in the southern and western areas of the country. In regards to the Vale of Glamorgan it is geographically well-placed to receive a significant amount of solar radiation making it a good opportunity area for solar development; Appendix 7 identifies the best areas for potential solar energy to aid future development of this resource. Furthermore, to produce a viable amount of energy from solar schemes 2.5 to 3ha of land is required on average

to produce 1MW of energy. Additionally, a sites proximity to a suitable national grid connection will also need to be considered when identifying a suitable land.

### **7.13. Glint / Glare of Solar Arrays**

- 7.13.1. Although PV panels are designed to be dark in colour and use a non-reflective coating to maximise the potential solar radiation absorption, direct intense sunlight, bright skies and the metal supporting frames of panels can result in the reflection of sunlight. This can create a glint or glare affect which can cause safety concerns as it becomes a distraction to viewers and it also emphasises the potential impact the development will have on the surrounding landscape. Therefore, developers should submit glint and glare assessments to support planning applications for Solar Farms in the Vale of Glamorgan to ensure the safety of development and reduce its impact on the landscape.

## 8. Further Information and Contacts

- 8.1. Further advice on all aspects of this guidance can be sought from the Council's Planning Department. Prior to formal submission of a planning application, the Council encourages applicants to utilise the Council's pre-application service which can save unnecessary work, costs and delays caused by negotiations. Further information on the Council's pre-application advice service can be found on the Council's website: [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)

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## 9. Further Guidance and Information

- Agricultural Good Practice Guidance for Solar Farms. July 2014. BRE. Available at:  
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## 10. Appendices

### 10.1. Appendix 1: Planning Application Requirements for Renewable Energy Proposals

- 10.1.1. In general renewable energy proposals which are above the micro scale (more than 50kW) should be supported by the following evidence where relevant alongside the submission of a planning application and relevant plans:
- **Design and Access Statement** - This should be included where the proposal would be classed as major development (i.e. where the development carried out on a site having an area of 1 hectare or more). This document assesses the design of the proposal and evaluates its context. The scope of the document should be proportional to the scale of development.
  - **Scale and Capacity Information** - The size of development and the potential energy return once installed.
  - **Landscape Visual Impact Assessment** - Assesses the proposal in terms of its surrounding landscape and visual impact. The assessment should identify the sensitivity of the area to the proposed change. It should also differentiate between the likely impact the proposal would have on the local and wider landscape character. The assessment should clearly assess the physical effects of the proposal on the landscape separately from the visual impact. Regarding the visual impact, the assessment can be done through various methodologies such as Zones of Theoretical Visibility (ZTV) or accurate photo-montages from a comprehensive range of viewpoints. Included within the assessment should be details relating to any proposed or existing mitigation to identified visual impacts e.g. screening through the use of existing vegetation or new fencing / planting.
  - **Historic Environment Assessment (where relevant)** - Where the development would have a direct impact on the historic environment, scheduled ancient monuments, listed buildings, conservation areas, buildings of local significance (county treasures) and archaeological sites of interest, an assessment of the potential impacts and any appropriate mitigation methods would be required.
  - **Ecological Study** - An ecological survey which identifies any species or habitats present on the site / area affected by the proposal. It should also include an assessment of the local and wider impact on the natural environment, habitats and species and any proposed mitigation and / or enhancement. The Council's Biodiversity and Development SPG (2018) contains further details in relation to what is required from an Ecological Study and the possible methods of mitigation.
  - **Traffic Assessment and Infrastructure Considerations** - This assessment should consider the impacts on public rights of way and the local / strategic road networks. It should also include any requirements for new or upgrading existing infrastructure required to facilitate construction and the ongoing maintenance of the proposal. A traffic management plan may also be required but this will be dependent on the scale of the development.

- **Hydrological Assessment** - This should assess the possible changes to hydrology in the area caused by the proposal and the potential increase in surface water run-off. Depending on the area and the possible impacts a flood consequences assessment might be required.
- **Noise Assessment (where relevant)** - Assesses the noise implications of a proposal.
- **Light Assessment** - An assessment of light implications which could include, glare, shadow flicker, aviation considerations etc.
- **Air quality assessment** - This will be required on proposals which produce emissions such as low carbon technologies e.g. biomass developments. Depending upon the scale of development, the quantity and type of emissions produced a simple or detailed assessment would be required. A Simple Assessment is one relying on already published information and without quantification of impacts, in contrast to a Detailed Assessment that is completed with the aid of a predictive technique, such as a dispersion model. An air quality assessment should demonstrate the likely changes in air quality or exposure to air pollution, as a result of a proposed development.
- **Cumulative Impact** - Is an assessment of the proposal in relation to similar developments in the surrounding area which could detract from the character of an area.

### Environmental Impact Assessments (EIAs)

10.1.2. EIAs are intended to prevent, reduce or offset the detrimental environmental impacts development can create and also allows an opportunity for proposals to enhance positive outcomes the development could have on the environment. The requirement for EIAs comes from the EU directive 2011/92/EU and is included in Welsh law through the Town and Country Planning (Environmental Impact Assessment (Wales)) Regulations 2017<sup>6</sup>. Where a landowner / developer is unsure whether an EIA applies, they should seek a screening opinion from the Local Planning Authority which will assess whether an EIA would be required for the proposed development.

10.1.3. If an EIA is required an Environmental Statement (ES) must be submitted alongside any planning application. At this stage the applicant may wish to apply for a further scoping opinion from the Local Planning Authority which would detail the extent of the ES. Schedule 4 of the EIA Regulations outlines the information which should be included within an ES.

### Habitats Regulations Assessments (HRA)

10.1.4. HRAs are required under the Conservation of Habitats and Species Regulations 2017 which is directed by the Habitats Directive 92/43/EEC. A HRA is used to determine whether a project would likely have significant impacts on the conservation objectives of sites designated for their European importance for

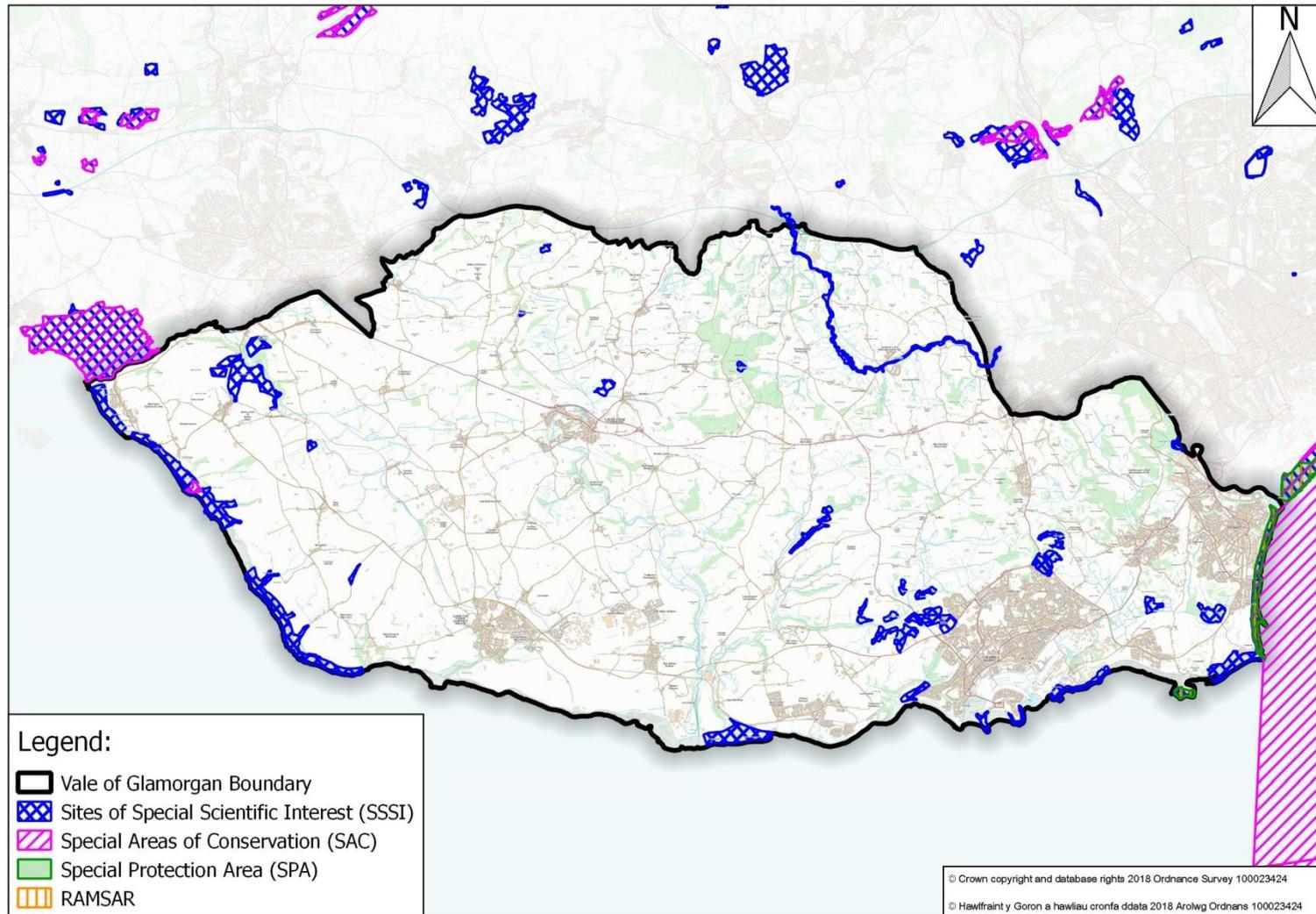
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<sup>6</sup> The regulations can be viewed at <https://www.legislation.gov.uk/wsi/2017/567/contents/made>

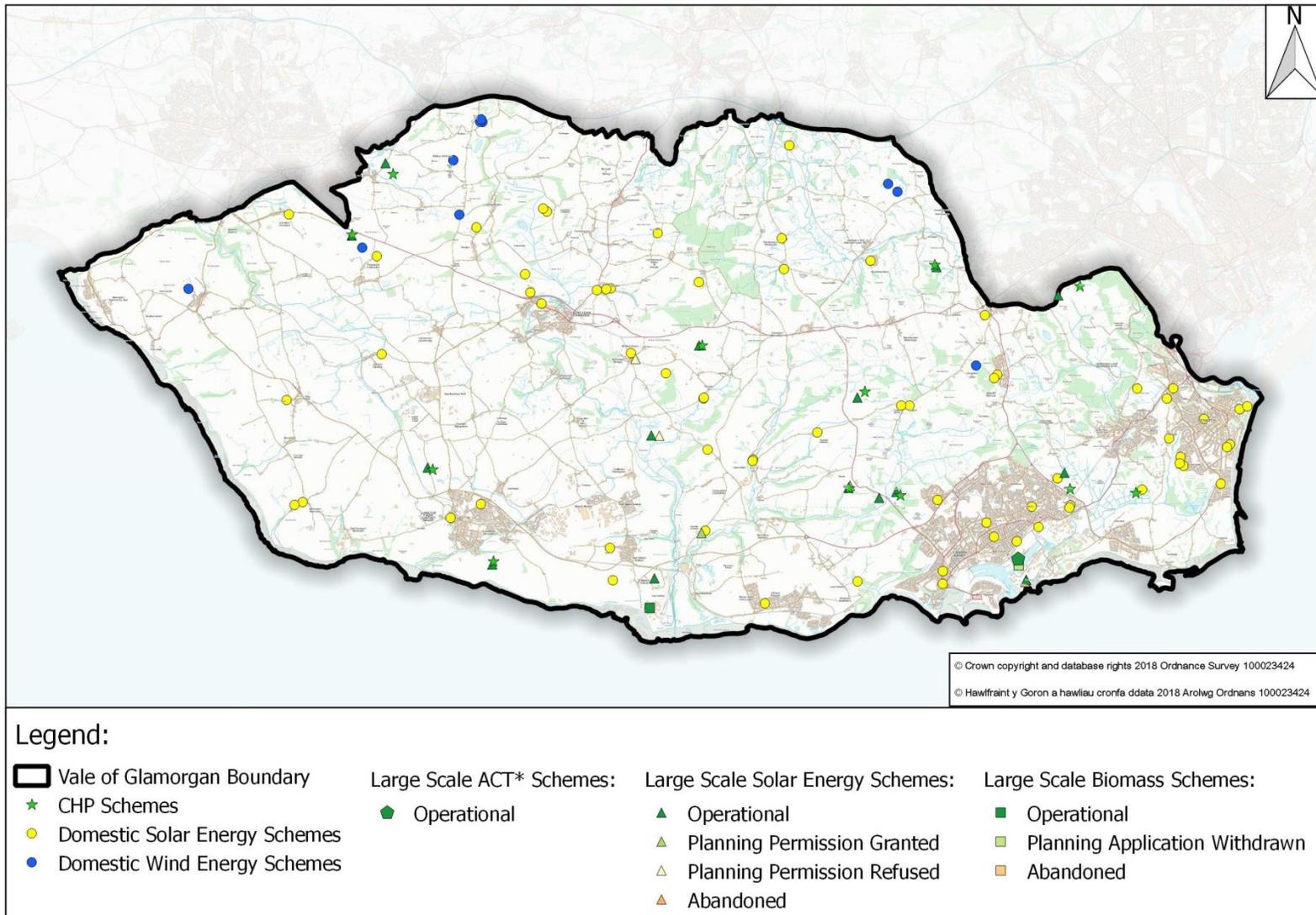
nature conservation, which include Special Protection Areas (SPAs), Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI), Marine Conservation Zones (MCZs) and RAMSAR sites. Any project which has the potential to impact upon these designations will be subject to a HRA; therefore, Appendix 2 details the European sites within or adjoining the Authority which could be affected by a proposed project. Different consents are also likely to apply to those developments which affect these European sites which work outside of the planning system. Natural Resources Wales (NRW) can provide further details regarding the species and marine licences which would likely be needed.

- 10.1.5. Where a HRA is considered to be required, the Local Planning Authority must undertake a screening test known as a Test for Likely Significant Effect (TLSE). If the findings of the test indicate the potential impact would have a detrimental effect this triggers an Appropriate Assessment. This assessment is carried out by the Council, however, the applicant must supply the information required to undertake the evaluation. Any assessment must precede the planning decision and where the outcome of the Appropriate Assessment is unfavourable it is unlikely the development would obtain planning consent. As NRW are the conservation body for Wales they would play an integral role in any HRA and would need to be consulted on all applications which would require one.

### 10.2. Appendix 2 - Map of European Designated Sites

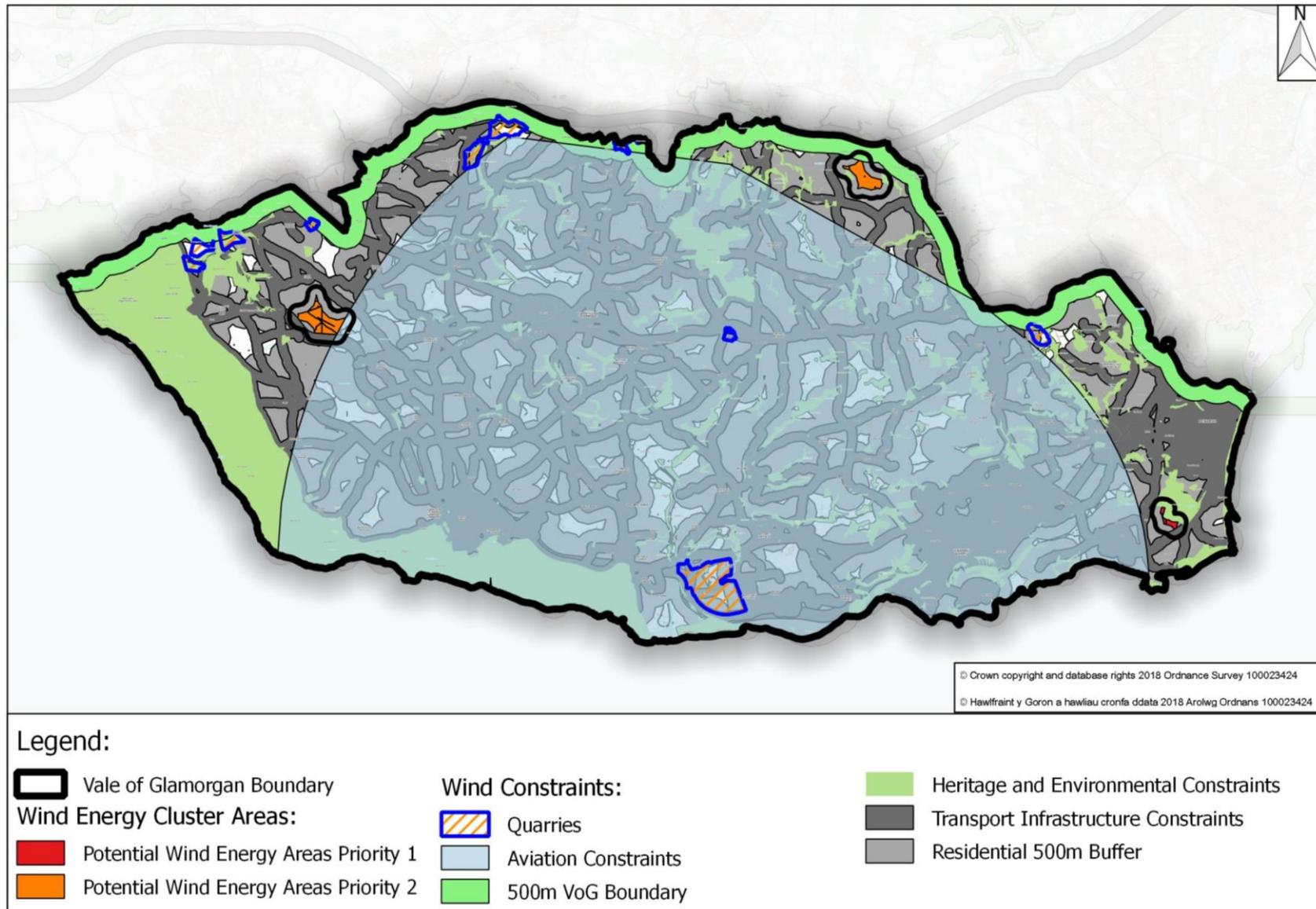


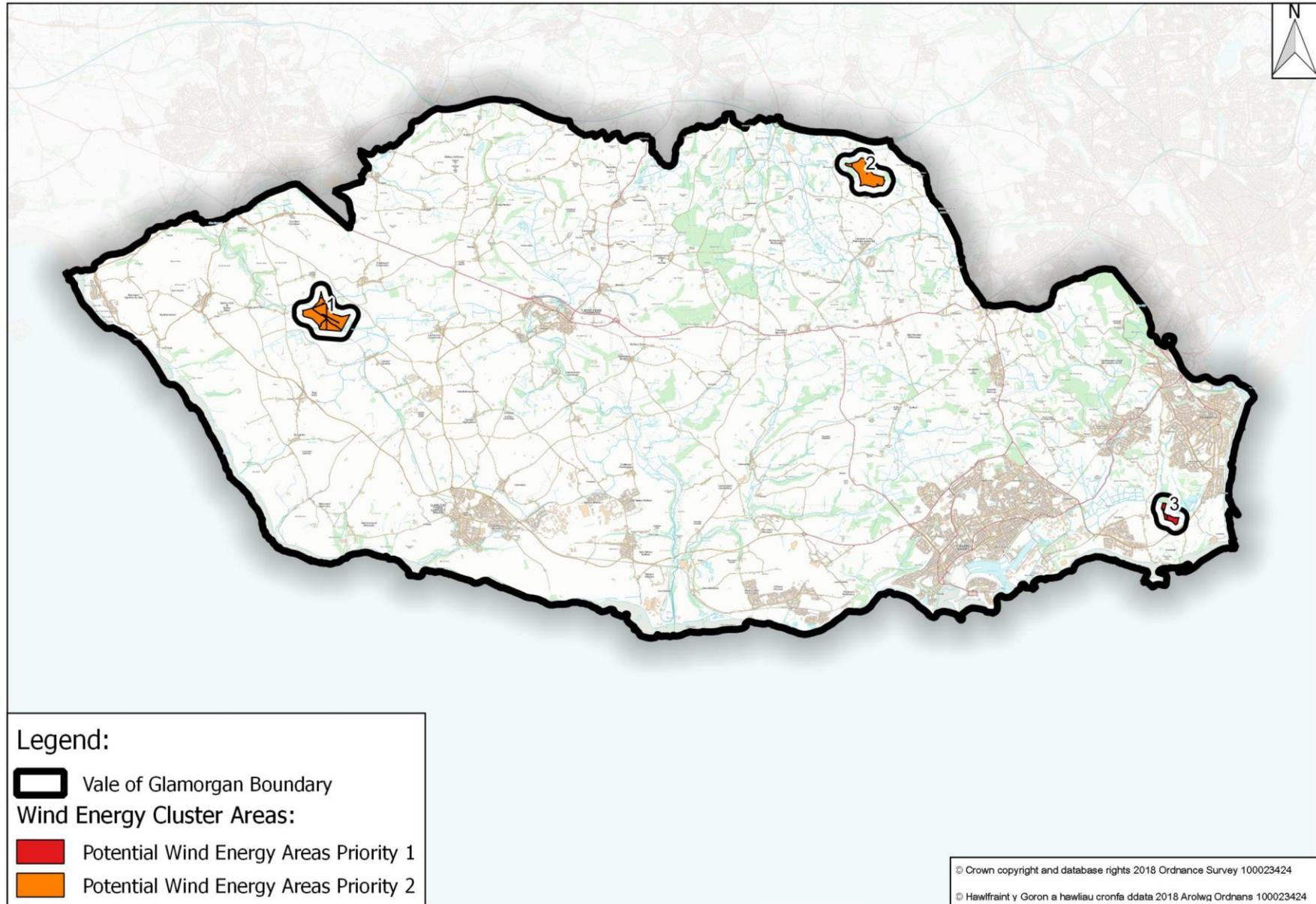
10.3. Appendix 3 - Existing and Proposed Low and Zero Carbon Energy Schemes



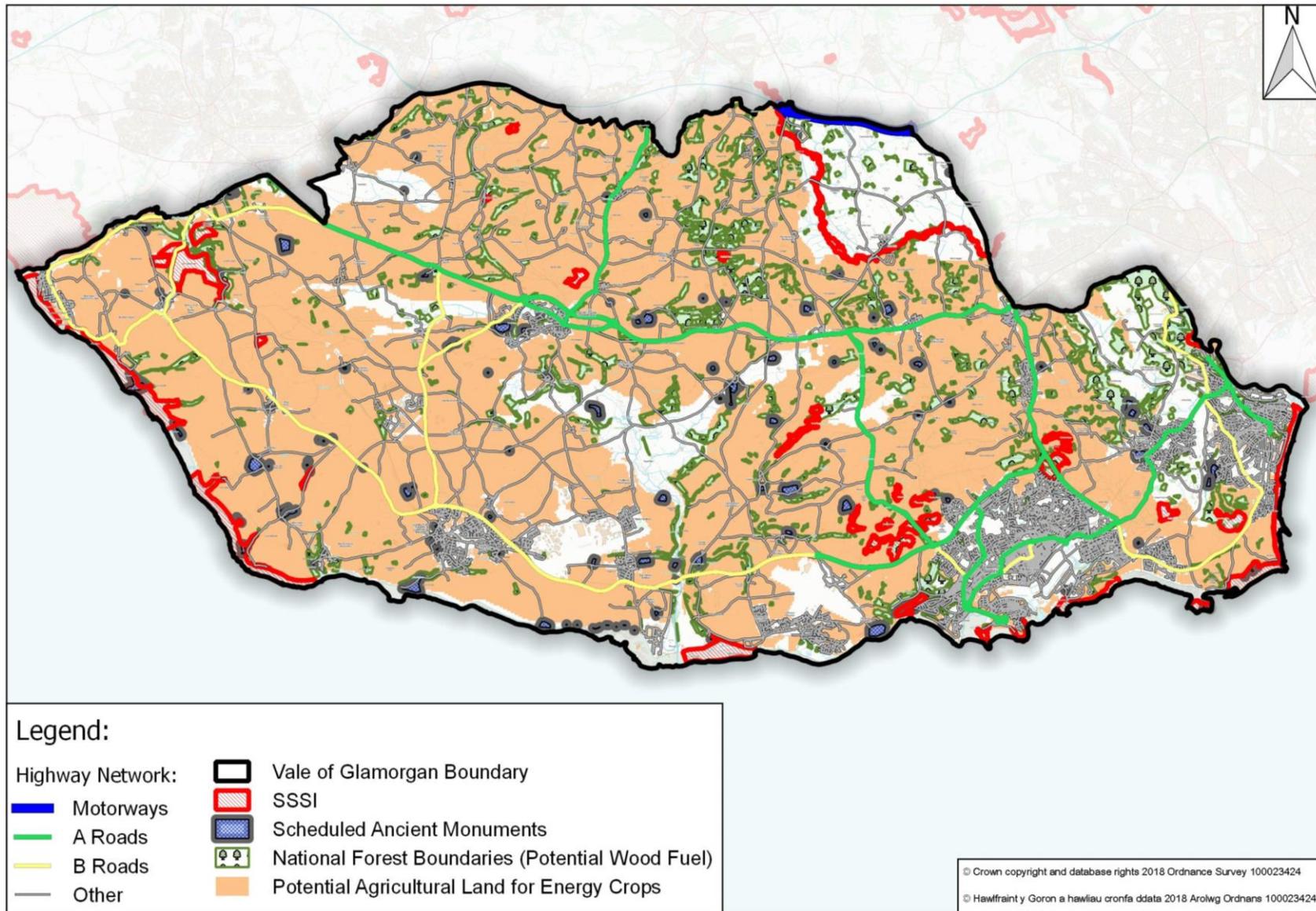
\*ACT - Advanced Conversion Technology

10.4. Appendix 4 - Wind Energy Resource



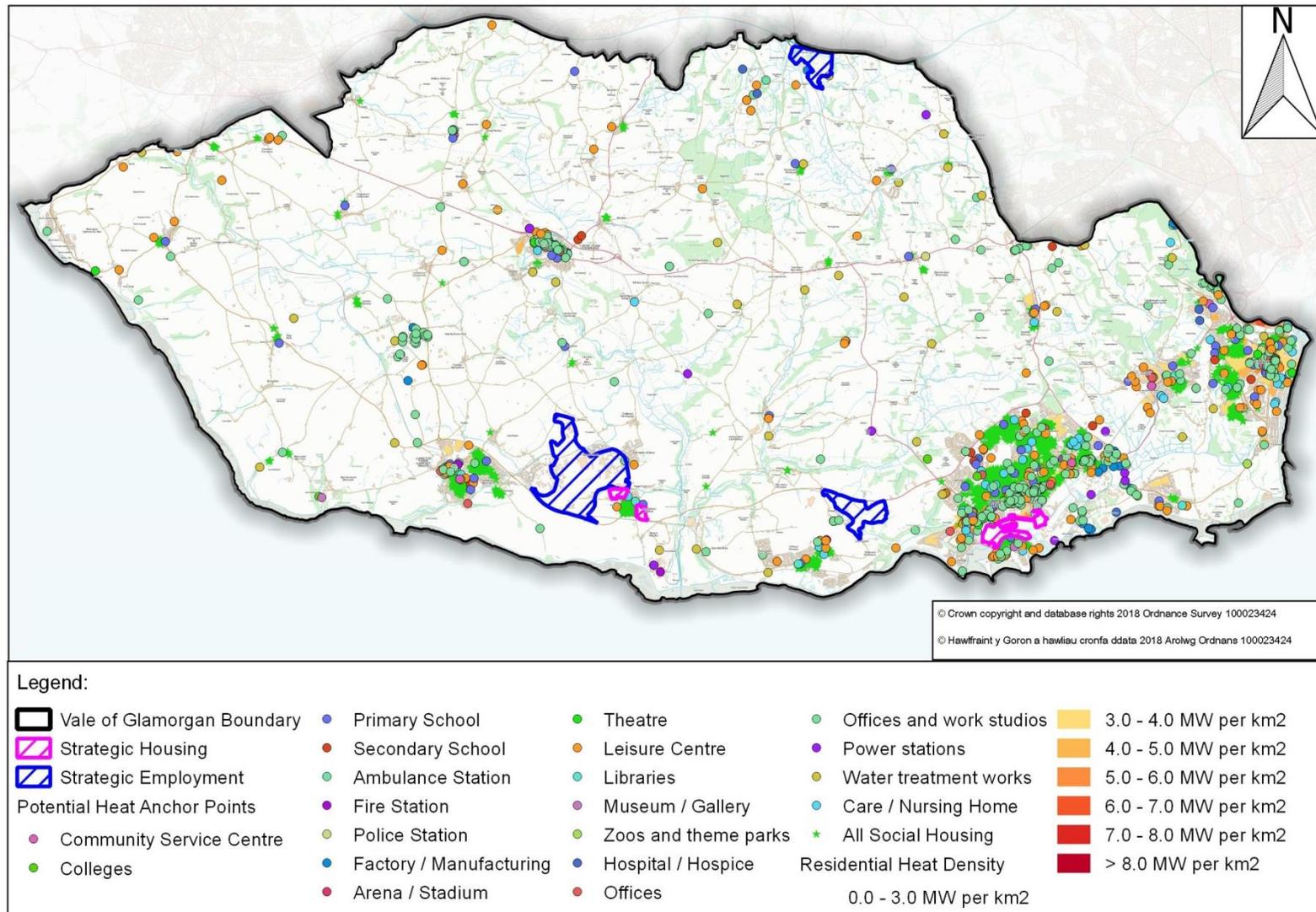


10.5. Appendix 5 - Wood Fuel and Energy Crops Resource for Heat and Power Generation

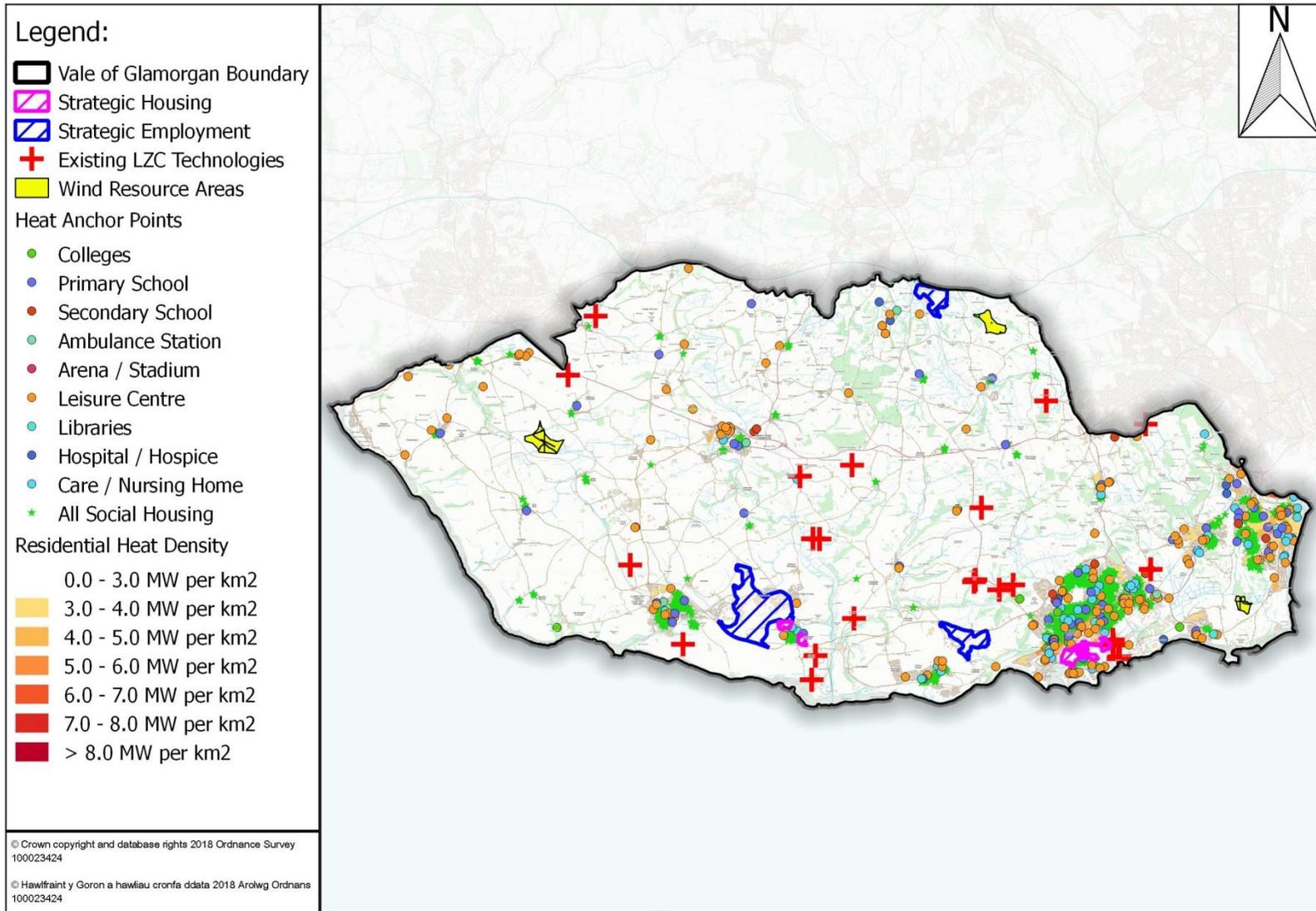


### 10.6. Appendix 6 - Heat Opportunities Mapping

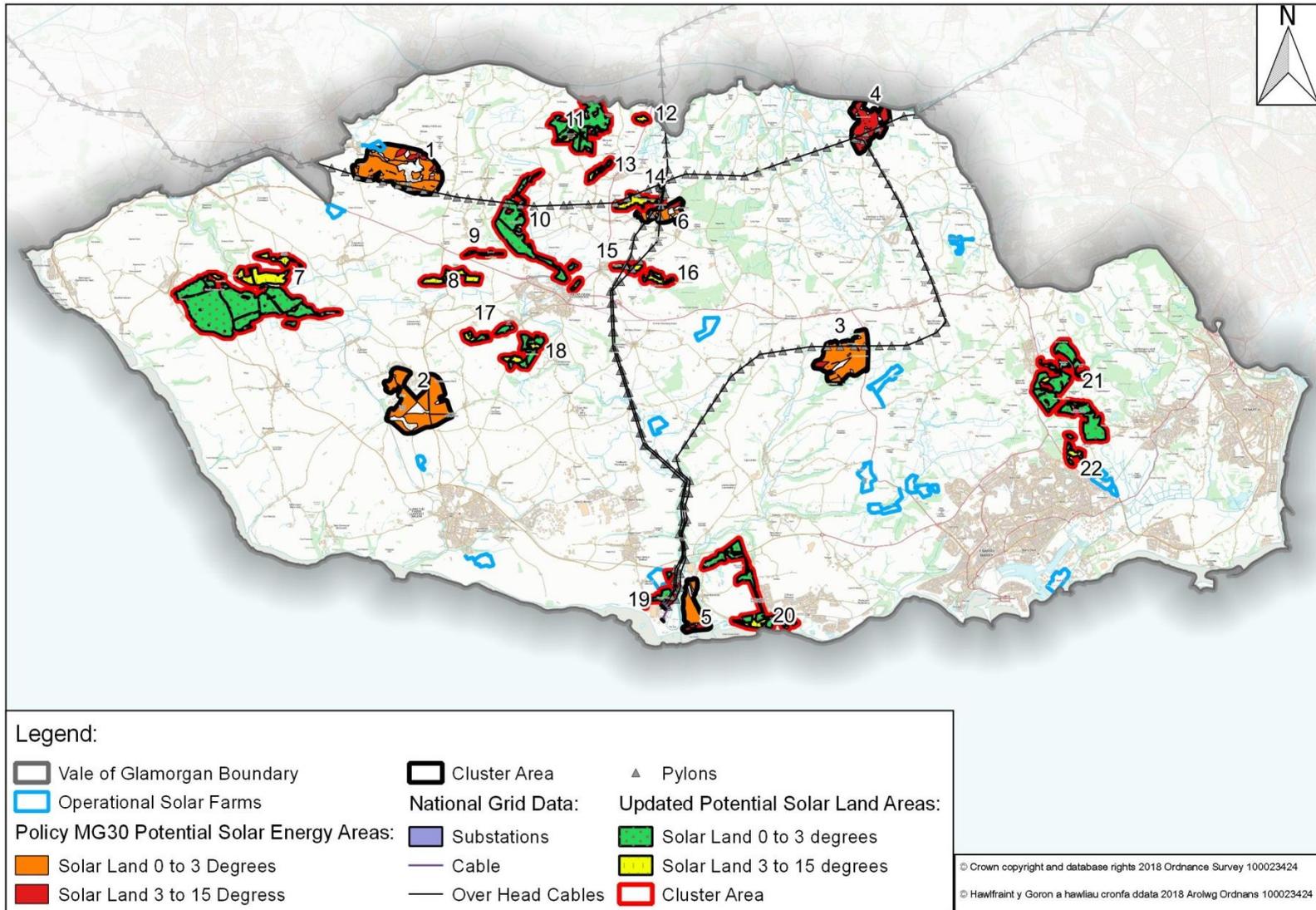
#### Potential Heat Anchor Points Map



**Energy Opportunities Map**



10.7. Appendix 7 - Assessing Solar Photovoltaic (PV) Farm Resource



## 10.8. Appendix 8: Landscape and Visual Information required for Wind Turbines

| Typology                                     | Study Area | ZTV <sup>7</sup> | Visualisations   | Cumulative Assessment  | Residential Study Area <sup>8</sup> | Application of LANDMAP Data   | Seascape Assessment   |
|--|------------|------------------|--|--|-------------------------------------|---|---|
| <b>Micro &lt;20m</b>                         | 2km        | No <sup>9</sup>  | Not required   | Location plan<br>Written assessment  | 10 x the height to the blade tip    | Identification of Aspect Areas within study area.   | Where the ZTV for the study area Extends  |
| <b>Small &lt;20m (1 turbine)</b>             | 5km        | Yes              | 3-5 visualisations. If EIA is required the location and number of visualisations will be agreed in scoping. Wirelines without photomontages may be acceptable. | Location plan. Cumulative ZTV may be required. Cumulative wirelines / photomontages may be required. Written assessment.             | 10 x the height to the blade tip    | All aspect areas affected by the footprint of the development should be considered in detail. Aspect areas outside the site should be considered in line with LANDMAP Guidance Note 3: Using LANDMAP for Landscape and Visual Impact Assessment of Onshore Wind Turbines. (See Part 3: Section C of this guidance). | across coastal areas the Seascape Assessment of Wales (CCW 2009) and any other local seascape assessments should be taken into account. |
| <b>Medium &lt;65m (4 turbines or less)</b>   | 8km        | Yes              | 5-7 visualisations. If EIA is required the location and number of visualisations will be agreed in scoping. Wirelines without photomontages may be acceptable. | Location plan. Cumulative ZTV likely to be required. Cumulative wirelines / photomontages likely to be required. Written assessment. | 10 x the height to the blade tip    | LANDMAP Guidance Note 3: Using LANDMAP for Landscape and Visual Impact Assessment of Onshore Wind Turbines. (See Part 3: Section C of this guidance).   |   |
| <b>Large &lt;135m (5 turbines or less)</b>   | 11km       | Yes              | The location and number of visualisations will be agreed in scoping. Photomontages and wirelines required.   | Location plan. Cumulative ZTV Cumulative wirelines / photomontages required. Full CLVIA.   | 10 x the height to the blade tip    | LANDMAP Guidance Note 3: Using LANDMAP for Landscape and Visual Impact Assessment of Onshore Wind Turbines provides more detailed guidance.   |   |
| <b>Very Large ≥135m (6 turbines or more)</b> | 15km       | Yes              | The location and number of visualisations will be agreed in scoping. Photomontages and wirelines.  | Location plan. Cumulative ZTV. Cumulative wirelines / photomontages. Full CLVIA.   | 10 x the height to the blade tip    |   |   |

<sup>7</sup> Zone of Theoretical Visibility (ZTV) – A computer generated plan which shows the visibility of the turbines in the surrounding landscape.

<sup>8</sup> This is the area which a residential amenity assessment should be undertaken.

<sup>9</sup> A ZTV will be required where a micro scheme is within 10x blade tip height of statutorily designated landscapes.

**VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011-2026**

**TOURISM AND LEISURE  
DEVELOPMENT**

**DRAFT SUPPLEMENTARY  
PLANNING GUIDANCE**

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## **1. Introduction**

- 1.1. Tourism and leisure plays an important role in the Vale of Glamorgan's economy, particularly in the countryside where it contributes significantly to rural diversification. The authority benefits from a vast stretch of coastline (which includes a stretch of the Glamorgan Heritage Coast as well as traditional sea side destinations such as Barry Island and Penarth), large swathes of attractive countryside, country parks, historic market towns such as Cowbridge and numerous picturesque rural villages all of which are important visitor attractions.
- 1.2. While the Vales' proximity to Cardiff provides a substantial local catchment area for day visitors, it also attracts longer stay tourists wishing to explore more widely across South Wales. The Vale of Glamorgan is frequently referred to as "the green lung of South East Wales" and the visitor economy provides important employment opportunities, services and facilities that also benefit the needs of local communities. In 2016, the annual STEAM (Scarborough Tourism Economic Activity Model) survey recorded that tourism in the Vale of Glamorgan attracted almost 4 million visitors, supported almost 3,000 full time equivalent jobs either directly or indirectly and generated in excess of £220 million of revenue to the authority's annual economy (see Appendix 1).
- 1.3. Although new and enhanced tourism and leisure facilities can provide substantial benefits for visitors, residents and the local economy, they can also have negative impacts on local natural and built environments if they are not properly managed or mitigated. For example, when large numbers of people visit one place, a proliferation of tourist facilities and associated paraphernalia such as signage and advertising can have a detrimental visual impact upon the surrounding area. In addition, emissions from visitor's cars can increase air pollution to the detriment of the local community.
- 1.4. In this regard, the planning system has a pivotal role to play in terms of safeguarding and enhancing existing tourism and leisure facilities and managing new developments to ensure that they are delivered sustainably and in appropriate locations. Consequently, the Vale of Glamorgan Adopted Local Development Plan 2011-2026 (LDP) contains a planning policy framework which seeks to encourage new investment in appropriate tourism and leisure facilities and seeks to protect and enhance existing facilities for the benefit of local residents, visitors and the local economy.

## **2. Purpose of the Supplementary Planning Guidance**

- 2.1. This Supplementary Planning Guidance (SPG) has been prepared to support and provide additional detail to the relevant LDP policies. A number of LDP policies favour proposals for new or enhanced tourism and leisure developments as well as the protection of the Vale's natural and built tourism assets which are important visitor attractions. The LDP also recognises that many of the traditional sectors of rural employment such as agriculture and forestry are in decline. Accordingly, the LDP also seeks to maximise opportunities for rural diversification such as low impact, sustainable tourism and leisure uses. For example, Policy SP 11 (Tourism and Leisure) favours tourism and leisure proposals which encourage rural diversification and promote the sustainable use of the countryside and the Glamorgan Heritage Coast (GHC).
- 2.2. This SPG has therefore been prepared to provide clarity to applicants on how such proposals will be assessed against the LDP policy framework. Specifically, it includes guidance on:
- Relevant material planning considerations;
  - Permitted development rights and tourism / leisure related developments;
  - Different types of tourism and leisure developments;
  - Protecting existing tourism and leisure facilities; and
  - Good practice examples of local tourism and leisure developments.
- 2.3. It is not intended to repeat guidance covered sufficiently within legislation and national planning policy. However, the key parts of relevant Acts and national planning policy are referred to in section 4 of the SPG for ease of reference.

### **3. Status of the Guidance**

- 3.1. This guidance was approved by Cabinet as a draft for public consultation on the XXX. The Council will take account of comments received during the six week public consultation exercise before finalising the document for development management purposes.
  
- 3.2. Planning Policy Wales, Edition 9, November 2016 (PPW) advises that SPG may be taken into account as a material consideration where it has been prepared in consultation with the general public and interested parties and is consistent with the development plan. Once adopted, the SPG will be a material consideration in the determination of future planning applications and appeals in the Vale of Glamorgan.

## **4. Legislative and Planning Policy Context**

### **4.1. National Legislation**

- 4.1.1. **The Planning (Wales) Act 2015** - seeks to deliver a planning system which is fair, resilient, enables development and helps create sustainable places. The Act supports the principle of sustainable development and provides opportunities to protect and enhance our most important built and natural environments which provide valuable tourism and recreation opportunities.
- 4.1.2. **Well-Being of Future Generations (Wales) Act 2015** - seeks to improve the social, economic, environmental and cultural well-being of Wales. It contains seven well-being goals which local authorities as well as other public bodies must seek to achieve in order to improve well-being both now and in the future, several of which support this SPG's promotion of low impact sustainable rural tourism and leisure uses.
- 4.1.3. **Environment (Wales) Act 2016** – puts in place a modern statutory process to plan and manage our natural resources in an integrated and sustainable way.
- 4.1.4. **The Marine and Coastal Access Act 2009** – provides a legislative framework for the seas, based on marine spatial planning, that aims to balance conservation, energy and resource needs. It requires all public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area to do so in accordance with the Marine Policy Statement (2011) unless relevant considerations indicate otherwise.
- 4.1.5. **Planning (Listed Buildings and Conservation Areas) Act 1990** – provides a legislative framework for buildings and areas of special architectural or historic interest.
- 4.1.6. **Historic Environment (Wales) Act 2016** – provides a legislative framework for the protection and the sustainable management of the Welsh historic environment.

## **4.2 National Policy Context**

### **Planning Policy Wales, Edition 9 (November 2016) (PPW):**

- 4.2.1 PPW sets out the land-use planning policies of the Welsh Government and is supplemented by a series of Technical Advice Notes (TANs). Chapter 11 on Tourism, Sport and Recreation sets out the Welsh Government’s aim for tourism to grow in a sustainable way and to make an increasing contribution to the economic, social and environmental well-being of Wales (paragraph 11.1.2 of PPW refers).
- 4.2.2 PPW recognises that tourism is vital to economic prosperity and job creation in many parts of Wales. It also states that tourism is a significant and growing source of employment and investment across Wales and that it can be a catalyst for environmental protection, regeneration and improvement in both urban and rural areas. In terms of the latter, paragraph 7.3.1 of PPW states that “small scale enterprises have a vital role in promoting healthy economic activity in rural areas, which can contribute to both local and national competitiveness. New businesses in rural areas are essential to sustain and improve rural communities.”
- 4.2.3 In respect of the planning system, PPW states that sustainable tourism should be encouraged in ways which enable it to contribute to economic development, conservation, rural diversification, urban regeneration and social inclusion, recognising the needs of visitors and local communities.
- 4.2.4 In both urban and rural areas, tourism related development is considered to be an essential element in providing for a healthy, diverse, local and national economy. Moreover, it can contribute to the provision and maintenance of facilities for local communities. However, PPW clarifies that such development should be sympathetic in nature and scale to the local environment (for example in undeveloped coastal areas) and to the needs of the visitors and the local community (paragraph 11.1.7 of PPW refers).
- 4.2.5 National guidance is clear that development plans should encourage the diversification of farm enterprises and other parts of the rural economy for appropriate tourism and leisure uses, subject to adequate safeguards for the character and appearance of the countryside, particularly its landscape, biodiversity and local amenity value (paragraph 11.2.7 of PPW refers).

**Technical Advice Note 6 – Planning for Sustainable Rural Communities (2010) (TAN 6):**

- 4.2.6 TAN 6 provides guidance on how the planning system can help support sustainable and vibrant rural communities. Paragraph 2.2.2 states that “new development can help to generate wealth to support local services, ensuring that communities are sustainable in the long term.” In addition, the TAN emphasises the importance of creating strong rural economies to support sustainable and vibrant rural communities.
- 4.2.7 It provides advice on matters including sustainable rural communities and economies, rural affordable housing, rural enterprise dwellings, one planet developments, sustainable rural services and sustainable agriculture. The TAN defines rural enterprises as comprising of businesses directly related to agriculture and forestry, land management activities and tourism and leisure enterprises.

**Technical Advice Note 13 - Tourism (1997) (TAN13):**

- 4.2.8 TAN 13 provides guidance on tourism related issues in planning including matters relating to hotel development, holiday and touring caravans and seasonal and holiday occupancy conditions. As with PPW, the TAN recognises the contribution that tourism makes to the Welsh economy through employment and the benefits that tourism can bring to local economies and communities, particularly in rural areas.

**Technical Advice Note 14 – Coastal Planning (1998) (TAN 14)**

- 4.2.9 TAN 14 provides guidance on key issues relating to planning for the coastal zone and recreational development along the coast, including the type of proposals for development, nature and landscape conservation, recreation and coastal specific considerations.

**Technical Advice Note 23 - Economic Development (2014) (TAN 23)**

- 4.2.10 TAN 23 provides guidance on the role of land use planning in economic development. In terms of tourism and leisure, it recognises that the re-use and adaptation of existing rural buildings has an important role to play in meeting the needs of rural areas for a range of uses including tourism and leisure.

### **Technical Advice Note 24 – The Historic Environment (2017) (TAN 24)**

4.2.11 TAN 24 provides detailed guidance on how different aspects of the historic environment such as listed buildings, scheduled monuments, conservation areas and historic landscapes etc. should be considered by owners, developers and public bodies in the planning process. This is particularly important as the Vale of Glamorgan has a significant number of historic assets which could be affected by proposals for new tourism and leisure development.

### **Draft Welsh National Marine Plan (WNMP)**

4.2.12 The Draft WNMP sets out the Welsh Government's policy for the sustainable development of the Welsh marine planning area for both inshore and offshore regions. It seeks to ensure the sustainable management of marine natural resources and supports "blue growth" by setting out how and where new proposals should be developed.

## **4.3 Local Policy Context**

### **The Vale of Glamorgan Adopted Local Development Plan (LDP) (2011-2026):**

4.3.1 The LDP was formally adopted by the Council on 28<sup>th</sup> June 2017 and constitutes the development plan for the area. The LDP provides the local planning policy framework for assessing planning applications for new development / uses and contains a number of relevant objectives associated with new rural tourism and leisure proposals. These are set out below:

4.3.2 **Objective 1** seeks "to sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all." The supporting text emphasises the need for new development to be of an appropriate scale to its location, support the local economy and sustain and wherever possible improve local services and facilities. The provision of new and enhanced tourism and leisure proposals can be enjoyed by both visitors and local communities alike as well as providing important local employment opportunities.

4.3.3 **Objective 2** aims "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." New tourism and

leisure developments should therefore be accessible by a variety of sustainable means of travel and incorporate sustainable design and building solutions.

4.3.4 **Objective 4** refers to the protection and enhancement of the area’s historic, built and natural environment. The Vale of Glamorgan benefits from a significant number of these environmental assets which are highly valued by local residents and visitors alike.

4.3.5 **Objective 8** seeks to “foster the development of a diverse and sustainable local economy that meets the needs of the Vale of Glamorgan and that of the South East Wales region.” In both urban and rural areas, tourism and leisure related development is an essential element in providing for a healthy, diverse, local and national economy. The LDP recognises this and favours proposals for new and improved sustainable tourism and leisure facilities in appropriate locations.

4.3.6 **Objective 9** aims “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”. This objective is supported by a suite of LDP policies that seek to protect and enhance the range and choice of existing tourism and leisure facilities in the Vale of Glamorgan.

4.3.7 In order to support the LDP vision and objectives, there are a number of strategic policies, managing growth policies and managing development policies which are relevant to new tourism and leisure development. However, it should be noted that other LDP policies may apply depending on the nature of the proposal and each application will be dealt with on its own merits. The relevant LDP policies are summarised below:

- **Policy SP1 – Delivering the Strategy** – This policy sets out the framework for delivering the LDP strategy and criterion 7 refers specifically to promoting opportunities for sustainable tourism and recreation. A number of the other criteria e.g. 6 and 8 are also relevant.
- **Policy SP10 – Built and Natural Environment** – This policy recognises the importance of preserving and enhancing the built and natural environment which provides valuable recreation and tourism opportunities for visitors and local residents alike.
- **Policy SP11 – Tourism and Leisure** – This policy favours proposals which promote the Vale of Glamorgan as a tourist and leisure

destination as well as those which protect and enhance existing facilities. In particular, it favours proposals which support rural diversification and the rural economy, protect existing tourism assets and promote the sustainable use of the countryside and the GHC.

- **Policy MG17 – Special Landscape Areas (SLAs)** – This policy identifies 6 SLAs which are considered to be important for their geological, visual, historic or cultural significance. In such areas, careful consideration must be given to the design elements of the proposal such as siting, orientation, layout and landscaping to ensure that the special qualities and characteristics of the SLA are protected.
- **Policy MG 27 – Glamorgan Heritage Coast (GHC)** – This policy recognises the special natural environmental qualities of the GHC and restricts the types of development that will be permitted. However, the supporting text recognises that it is an important visitor attraction and supports proposals for low impact tourism and informal recreation.
- **Policy MG 29 – Tourism and Leisure Facilities** – This policy favours the provision of all year round tourism and leisure facilities. It also refers to several tourism related allocations in Barry and the Rural Vale which seek to enhance the existing tourism offer in these areas and create more local employment opportunities.
- **Policy MD1 – Location of New Development** – This policy sets out the framework for future development to take place on unallocated sites within the Vale of Glamorgan. Criterion 3 encourages the provision of new tourism and leisure development where appropriate.
- **Policy MD2 – Design of New Development** - This policy sets out the key principles for new development in terms of design to create high quality, healthy, sustainable and locally distinct places. Criterion 1 is of particular relevance and states that proposals should positively contribute to the context and character of the surrounding natural and built environment and protect existing features of townscape and landscape interest.
- **Policy MD8 – Historic Environment** - This policy states that development proposals must protect the qualities of the historic environment such as conservation areas, listed and locally listed buildings, designated landscapes and historic parks and gardens. The supporting text to the policy states that proposals which enhance and increase the public enjoyment of these historic environments will be

encouraged provided that the facilities do not conflict with their conservation.

- **Policy MD 11 – Conversion and Renovation of Rural Buildings –** This policy acknowledges that with changes in farming practices, many rural buildings are no longer needed or unsuitable for modern needs. Accordingly, it favours the retention and conversion of these redundant buildings to new uses including tourism and leisure facilities which make a positive contribution to the rural economy.
- **Policy MD13 – Tourism and Leisure –** This policy favours the provision of new or enhanced well-designed tourism and leisure facilities in appropriate locations. Accordingly, it favours proposals which form part of a rural enterprise or farm diversification scheme as well as sustainable low impact tourism and leisure proposals in the countryside. It also seeks to prevent the loss of existing tourism and leisure facilities.
- **Policy MD17 – Rural Enterprise –** This policy recognises that many of the traditional sectors of rural employment are in decline. It seeks to encourage proposals for new small scale sustainable employment uses in rural areas which could include tourism and leisure uses.

### **The Vale of Glamorgan LDP Coastal Study (2013)**

- 4.3.8 The Coastal Study was prepared by White Consultants and informed the preparation of the LDP. The document examines the current development pressures along the Vale of Glamorgan coastline, (including the GHC) and makes a number of recommendations relating to the management of development in coastal areas.

### **The Vale of Glamorgan Destination Management Plan 2018 – 2020 (DMP)**

- 4.3.9 All destinations in Wales are encouraged by Welsh Government to develop a DMP to formally outline their area's priorities for tourism development. The DMP provides a framework for developing, improving and enhancing the visitor experience within the Vale of Glamorgan. The overarching vision of the DMP is:

*'to create an attractive and vibrant tourism destination with a positive image for the Vale of Glamorgan capitalising on the Heritage Coast and proximity to Cardiff, encouraging the generation of higher spend and local*

*income through sustainable development and quality facilities to enrich the experience for visitors and residents.'*

4.3.10 The DMP recognises that the Vale of Glamorgan is an area with unrivalled natural attributes and states that the majority of tourists come here to enjoy the landscape, countryside and beaches. The DMP also contains several ambitions to complement the vision which include “to be known as a rural escape; a welcome alternative from which to explore the capital city of Wales, offering a stunning coastline and beautiful countryside.”

#### **The Vale of Glamorgan Community Strategy 2011 – 2021**

4.3.11 The Vale of Glamorgan Council’s Community Strategy 2011 - 2021 seeks to build upon the authority’s tourism strengths. It includes the aspiration 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 Vale of Glamorgan Corporate Plan 2016 – 2020**

4.3.12 The Vale of Glamorgan’s Corporate Plan 2016 – 2020 sets out a clear vision for the future: “Strong communities with a bright future” and the 4 key values in delivering that vision are ‘ambitious’, ‘open’, ‘together’ and ‘proud’. Tourism and Leisure sits at the heart of wellbeing outcome 2: an environmentally responsible and prosperous Vale. Objective 3: Promoting regeneration, economic growth and employment and objective 4: Promoting sustainable development and protecting our environment are relevant to tourism and leisure development.

#### **Vale of Glamorgan Rural Local Development Strategy and Action Plan (2014 – 2020)**

4.3.13 The Rural Local Development Strategy describes the priorities for action in the rural parts of the authority under the Rural Development Programme for Wales. The strategy has been subject to considerable consultation and is based on a wide range of evidence and analysis. It recognises that the Rural Vale has many important and somewhat under-utilised assets which could help to create more opportunities for jobs and businesses. For example, the Strategy aims to create more economic value from the natural and historic built environment to help increase their business and employment potential and develop more business tourism opportunities.

## **Commercial Opportunities Feasibility Studies**

4.3.14 A Commercial Opportunities Feasibility Study was commissioned by the Council's Creative Rural Communities (CRC) team in 2015 to explore the viable commercial opportunities, outdoor activities and events which could enhance the development of business and employment in and around the GHC. The focus of the 2015 feasibility study was to look at project opportunities in three of the main 'entry points' along the GHC at Ogmere by Sea, Dunraven Bay at Southerndown, and Cwm Colhuw, Llantwit Major.

4.3.15 A follow up stage 2 report was commissioned by the CRC team in 2016 which examined the feasibility of 3 short listed projects at the Glamorgan Heritage Coast Centre, Dunraven Gardens and the Pen-Y- Bont surf lifesaving club. The follow up report had a specific emphasis on exploring viable commercial opportunities that will develop destination appeal and enhance the development of businesses in the GHC.

## **4.4 Supplementary Planning Guidance**

4.4.1 The Council has also produced a number of other Supplementary Planning Guidance (SPG) documents in support of the LDP. The following SPG may be of relevance to new rural tourism and leisure related developments:

- Conversion and Renovation of Rural Buildings
- Design in Landscape
- Trees, Woodlands, Hedgerows and Development
- Biodiversity and Development
- Conservation Areas in the Rural Vale
- Parking Standards
- Planning Obligations
- Travel Plans
- Minerals Safeguarding

4.4.2 The following sections provide additional guidance on the considerations and requirements to be taken into account when submitting planning applications for new tourism and leisure related developments or for changes of use of existing tourism / leisure facilities to alternative uses.

## **5. Planning Considerations for Tourism and Leisure**

- 5.1. The tourism vision for the Vale of Glamorgan set out in the Destination Management Plan (see paragraph 4.3.9 above) helps to define ambitions and priorities that will greatly contribute to future tourism growth. The LDP seeks to build on this vision by favouring new or enhanced development proposals which promote the Vale of Glamorgan as an attractive tourism and leisure destination and resists the loss of existing tourism and leisure facilities (objective 9, Policies SP 11 and MD13 refer).
- 5.2. Notwithstanding the above, it is important that new rural tourism and leisure development is appropriately located and sympathetic in nature and scale to the local environment and to the needs of both visitors and the local community. Proposals for new tourism and leisure development will be assessed in accordance with the relevant LDP policies / SPG together with any relevant material planning considerations as set out below. However, it should be noted that the following list is not exhaustive and planning applications will be dealt with on a case by case basis.

### **Flood Risk**

- 5.3. Welsh Government guidance states that new development should be directed away from those areas which are at high risk of flooding. It is very unlikely that new tourism and leisure related developments will be able to be justified against the tests set out in TAN 15 Development and Flood Risk. Accordingly, new development should be directed away from Zone C and towards suitable land in either Zone A or Zone B, where river or coastal flooding is less of a concern.

### **Access / Highway Impact**

- 5.4. All new development proposals should provide safe highway access to the appropriate highway standards. The Council is keen to encourage the increased use of sustainable modes of transport and to reduce the number of private vehicle journeys. Wherever possible, proposals for new tourism and leisure developments should be accessible by sustainable modes of transport including public transport, cycling and walking. Where new parking provision is to be provided, this will need to be sensitively integrated into the scheme to ensure that the visual impact is kept to a minimum.
- 5.5. The majority of new tourism and leisure proposals are likely to be small scale and therefore will not require a formal transport assessment. However, where larger developments are proposed, the Council may

require the production of a transport statement to illustrate how any transport issues within and adjoining the site will be addressed. A travel plan may also be required if the impact of the proposed development is likely to be significant or where particular local circumstances exist, such as low levels of on-site car parking.

## **Amenity**

- 5.6. Changes in the use of land can have significant impacts on the amenity of local residents and any existing adjoining uses, particularly in rural areas. New tourism and leisure related developments should therefore be designed in such a way so that they are in harmony with the local natural and built environment.

## **Heritage**

- 5.7. The Vale of Glamorgan has a rich and diverse cultural heritage and its heritage assets are widely dispersed throughout the authority. New tourism and leisure proposals should therefore ensure that the archaeological, architectural, historic and / or cultural assets of the Vale of Glamorgan are conserved and where appropriate enhanced. Where applicable, development proposals should consider the impact on the setting of a heritage asset including any significant views into or out of it, which in many cases are as important as the heritage asset itself.

## **Character**

- 5.8. New tourism and leisure proposals should be sympathetic to the local character and contribute to maintaining a strong sense of place. For example, within the Glamorgan Heritage Coast, the Council has produced a Heritage Coast Sense of Place Palette<sup>1</sup>, which sets out baseline information about the area including culture, biodiversity, heritage, Welsh language, local legends and stories. It also gives advice on how businesses can demonstrate the uniqueness of the Glamorgan Heritage Coast to visitors and local communities. Similarly, in Conservation Areas, the local authority has a statutory duty to ensure that the character of an area is preserved and where appropriate enhanced. Therefore new tourism and leisure development proposals within Conservation Areas will need to have regard to the Conservation Area Appraisal and Management Plans which set out the special qualities of each area.

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<sup>1</sup> <http://www.valeofglamorgan.gov.uk/en/working/Rural-Communities/Our-Achievements.aspx>.

## **Landscape**

- 5.9. The landscape impact of new development proposals should form an early part of design considerations and include elements such as location, scale, orientation as well as new and existing landscaping. Proposals should seek to complement and enhance key landscape features including long views and open spaces. In sensitive coastal and rural locations such as the Glamorgan Heritage Coast and Special Landscape Areas, it is important that developments are well integrated into the landscape. It should be noted that a Landscape and Visual Impact Assessment will be required for any development that is likely to have a considerable impact on landscape character, or have a significant visual effect within the wider landscape (by virtue of its size, prominence or degree of impact on the locality) and should be prepared in accordance with the latest Landscape Institute and the Institute of Environmental Management and Assessment Guidelines. Further advice is available in the Design in the Landscape SPG.

## **Agricultural Land Quality**

- 5.10. National planning policy states that Grade 1, 2 and 3a agricultural land is the best and most versatile (BMV) and should be conserved as a finite resource for the future. Such land should only be developed “if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations.” (paragraph 4.10.1 of PPW refers).
- 5.11. It is unlikely that new low impact rural tourism and leisure proposals (e.g. camp sites) would result in the permanent sterilisation of BMV agricultural land. However, there may be instances where such proposals seek to include more permanent elements such as access roads or amenity buildings etc. Where such ancillary infrastructure is required, applicants should seek to protect the BMV agricultural land by utilising existing or temporary buildings or providing temporary forms of access tracks.

## **Biodiversity**

- 5.12. The Environment (Wales) Act 2016 places a duty on the local planning authority to preserve and enhance biodiversity wherever it occurs. However, with sensitive and appropriate design, implementation and management, the adverse impact of development proposals can be minimised and may even enhance local biodiversity. The Council has prepared SPG on ‘Biodiversity and Development’ which provides specific

guidance on how biodiversity in the Vale of Glamorgan will be conserved and enhanced throughout the planning and development process. The guidance assists developers in meeting the Council's proactive approach towards achieving a high quality natural environment.

### **Minerals Safeguarding Areas (MSA)**

- 5.13. In line with national planning policy, the Council has identified Minerals Safeguarding Areas which seek to protect hard rock and sand and gravel resources within the Vale of Glamorgan from future sterilisation resulting from permanent development.
- 5.14. It is unlikely that the types of low impact tourism and leisure development that will be acceptable within rural areas will permanently sterilise identified mineral deposits within the Vale of Glamorgan. However, where more permanent structures e.g. access and service roads are proposed, consideration should be given to protecting any minerals resources present from permanent sterilisation. MSAs are identified on the LDP Proposals Map and the Council has also prepared SPG entitled 'Development in Minerals Safeguarding Areas' which provides further information on proposals affecting a MSA.

### **Wales Coastal Path**

- 5.15. The Wales Coastal Path was officially opened in 2012. It was developed out of a desire to build on the economic success of the other existing coastal paths such as the Pembrokeshire Coast Path National Trail which is a major contributor to the local visitor economy in West Wales. In addition, coastal paths are also considered to be an important initiative in terms of the health and well-being benefits they provide to local residents and visitors alike.
- 7.1 The Vale of Glamorgan coastline forms an integral part of the Wales Coastal Path (see Appendix 2) and incorporates natural and built environment assets such as nature reserves and ancient churches. The Wales Coastal Path is regarded as a 'flag ship' tourism project that is capable of bringing significant economic benefits to the coastal communities in the Vale of Glamorgan. Policy SP11 (Tourism and Leisure) in the LDP seeks to protect and enhance existing tourism assets such as the coastal path for the benefit of visitors and the local community alike.

## **6. Permitted Development Rights and Tourism / Leisure Developments**

- 6.1 The use of land as a tented camp site or as a caravan site will require planning permission, unless the use is permitted under the relevant criteria of the General Permitted Development Order (GPDO) (1995) (as amended). Part 4, Class B of the GPDO permits the temporary use of land as a tented camp site for not more than 28 days in total in any calendar year (including set up and dismantling). This does not apply where the land is within the curtilage of a building or is a site of special scientific interest.
- 6.2 Part 5, Class A of the GPDO permits the use of land, other than a building, as a caravan site, in circumstances when a caravan site licence is not required. These circumstances include the following:
- One caravan at any one time, sited on land by a person travelling with that caravan, who brings the caravan on to the land for a period of not more than two nights at a time. This applies for a total of no more than 28 days in a 12 month period.
  - On sites of 5 acres or more, a maximum of three caravans may be sited on the land for a total of no more than 28 days in a 12 month period.
  - Sites occupied and supervised by exempted organisations (e.g. Caravan Club; Showmans Guild; Guides/Scouts Association)
  - Sites approved annually by an exempted organisation and occupied by no more than 5 caravans belonging to members of that organisation certified location
  - Sites used for meetings of exempted organisations for no more than 5 days at a time.
- 6.3 If use of land as a tented camp or as a caravan site is permitted under the GPDO, planning permission is still likely to be required for any permanent new structures, signage, hard standings, roadways or levelling of land that may be necessary to enable the use to go ahead.
- 6.4 It should be noted that each case is different and the need for planning permission depends on the unique characteristics of the use or works, a site's planning history and an interpretation of the law. It is therefore recommended that operators or owners of temporary / seasonal tourism and leisure activities contact the Council in the first instance to ascertain whether planning permission is required for the proposed activity. The Council provides a statutory pre-application advice service in accordance with The Town and Country Planning (Pre-Application Services) (Wales)

Regulations 2016 for which a fee is payable depending on the size and scale of the proposed development. Further information on this service can be found on the Council's website.

- 6.5 Any associated 'licensable activity' (e.g. providing entertainment, such as music, dancing or indoor sporting events) on unlicensed premises would require a Temporary Event Notice (TEN) under the Licensing Act 2003. Advice on licensable activity should be sought from the Council's Licensing Team. In general, an event must have fewer than 500 people at all times (including staff) and last no more than 168 hours (7 days) with a minimum of 24 hours between events. A separate TEN is required for each event held on the same premises and premises can have no more than 15 events per calendar year. Applications for a TEN must be made in advance of the event to the Council's Licensing Team and a fee is payable.

## **7. Proposals for New Rural Tourism and Leisure Related Developments**

- 7.2 LDP Policy MD13 directs new tourism and leisure facilities to locations where new development can be easily integrated within existing settlements, or outside settlements where they form part of a rural enterprise or farm diversification scheme or the conversion of an existing rural building (under policy MD11). Within these locations, proposals such as bed and breakfast accommodation, the conversion of existing rural buildings to holiday accommodation, farm stay holidays or camp sites are encouraged where they are likely to have a limited visual impact on the countryside and require little in the way of ancillary infrastructure.

### **Bed and Breakfast Accommodation**

- 7.3 The need for planning permission for bed and breakfast accommodation depends mainly on the scale of the proposal. For some small-scale proposals, a planning application may not be needed if the primary use of the house as a private residence is to be maintained. However, it is advisable to contact the Council's planning department for clarification on this matter before submitting a planning application.

### **Conversion of Rural Buildings**

- 7.4 Proposals which involve the conversion of an existing rural building will be primarily assessed against LDP Policy MD11 (Conversion and Renovation of Rural Buildings). The Council has also produced SPG on this subject which provides further advice on design principles for the conversion of sensitive rural buildings.

### **Camping and Caravan Sites**

- 7.5 Proposals for new camping and caravan sites (including supporting infrastructure) should be sited unobtrusively to minimise the visual impact on the countryside or coast. Consideration must also be given to the impact on historic and cultural heritage, biodiversity and local amenity, noise and traffic generation. The provision of essential services such as water supply and sewerage facilities must also be taken into account.

### **Residential Tourism Accommodation**

- 7.6 Modern rural tourism and leisure activities are less seasonally restricted than in the past. Accordingly, there is a greater demand for self-catering accommodation, whether this is in new or converted rural buildings or in caravan / chalet holiday homes. The Council will use conditions to ensure

that new residential tourism accommodation in the countryside is restricted so it is not used as permanent residential accommodation or as a main place of residence. In addition, the Council will also impose a condition requiring the applicant to keep an up to date visitor register at the holiday accommodation which must be available for inspection by the Council upon request.

### **Equestrian Activities**

- 7.7 The use of land for equestrian activities such as stables, field shelters, riding schools, stud farms and livery stables has become increasingly popular in the countryside, particularly on the edge of settlements. Such development requires planning permission and is generally supported as it contributes to the range and choice of rural tourism and leisure facilities on offer and benefits the rural economy.
- 7.8 However, the design and location of proposals for new or enhanced horse related leisure / commercial development will be assessed against the criteria set out in Policy MD 2 (Design of New Development). Proposals should therefore be of an appropriate scale and be of a high standard of design that positively contributes to the context and character of the surrounding natural landscape.

### **Outdoor Rural Tourism / Leisure Attractions**

- 7.9 Other outdoor rural tourism / leisure attractions such as farm parks, fisheries, pick your own fruit farms and paintballing are examples of uses which often can operate without the need for a building (or can utilise existing buildings) but may require permission for the change of use of the land. Additionally, proposals for changes of use which do not initially involve new buildings should consider the need for buildings in the future. Where a planning application is required for a change of use, this may be assessed on its impact directly or indirectly on the landscape. The main considerations for the Council will include visual impact, noise pollution, transport and traffic generation, car parking, hours of operation, outdoor lighting, ancillary buildings and storage requirements.

### **Business Case for New Rural Tourism / Leisure Developments**

- 7.10 Applicants will be required to provide a business or management plan in support of proposals for an entirely new tourism / leisure facility in the countryside, in instances where the failure or cessation of the business would have an adverse impact on the local area. This information will be used to assess the future sustainability / viability of the proposal,

particularly where new buildings are being proposed as part of the development.

- 7.11 The scope of the information required by the Council will be dependent on the scale and nature of the proposal. However, the Council will require applicants to show that the business is financially sound and is expected to be economically sustainable / viable in the future (usually projections for the following 3-5 years will be required).

### **Staff Accommodation**

- 7.12 Where proposals include the provision of permanent on site staff accommodation, applicants will be required to provide evidence to satisfy the functional and financial tests for the accommodation. This will be required for proposals relating to existing and new rural tourism / leisure proposals. The type of information required will include a description of those aspects of the operation and management of the proposal that requires a permanent on site resident worker, and or changes in the circumstances of an existing business that has given rise to a requirement for permanent on site management. The scale of any staff accommodation will be determined by the requirements of the business enterprise rather than the individual needs of the owner or occupier. Full details are set out in TAN 6 – Planning for Sustainable Rural Communities.
- 7.13 As an exception to general planning policies regarding residential development in the countryside, staff accommodation will be restricted via planning conditions in terms of the occupancy of the dwelling to an eligible occupier or person(s) eligible for affordable housing if there are no longer any eligible occupiers.

### **Farm Diversification**

- 7.14 Farm incomes have been significantly reduced in recent years and in order to help sustain the core farm business, many farmers have sought new ways to generate additional farm income in order to support the mainstream agricultural activities. Farm diversification can generally be described as any proposal that seeks to supplement the income of working farms and such proposals can usually be categorised into tourism, service, sport and recreation and other uses.
- 7.15 Not all farm diversification projects will require planning permission as many will merely extend the existing use and activities of the farm. However, generally projects requiring a change of use of land from

agriculture to another use or the erection or conversion of buildings for non-agricultural purposes will require planning permission.

- 7.16 Many farm diversification proposals such as the conversion of disused buildings for tourism accommodation and the development of sport and recreation projects, will generally be supported by the Council, where they comply with the relevant LDP policies. However, farm diversification proposals can vary greatly in their nature and scale and consequently their impact upon the surrounding environment will differ from one development to another. Therefore, in assessing such proposals for farm diversification it is essential that the natural environment, biodiversity and cultural heritage of the Vale of Glamorgan are protected and where possible enhanced. Proposals which are considered to adversely impact upon these resources will be resisted.

### **Low Impact Sustainable Rural Tourism and Leisure Development**

- 7.17 In accordance with Policy MD13 (Tourism and Leisure), other than rural enterprise / farm diversification, or the conversion of existing rural buildings, proposals for new or enhanced tourism or leisure developments in the countryside (i.e. outside defined settlement boundaries) will only be permitted if they are regarded as sustainable low impact tourism development. This section sets out what the Council expects from such developments.
- 7.18 One of the key priorities in PPW for rural areas is “to secure a thriving and diverse local economy where agriculture related activities are complemented by sustainable tourism” (paragraph 4.6.3 of PPW refers). The LDP therefore seeks to support proposals for sustainable forms of rural tourism and leisure development, but this must be balanced with other environmental and amenity considerations. Policies SP11 (Tourism and Leisure) and MD 13 (Tourism and Leisure) favour the provision of new or enhanced sustainable tourism and leisure facilities in the countryside, particularly low impact developments which have a minimal impact on the landscape and heritage features of the rural Vale of Glamorgan.
- 7.19 Sustainable tourism is defined in the European Charter for Sustainable Tourism as *“any form of development, management or tourist activity which ensures the long term protection and preservation of natural, cultural and social resources and contributes in a positive and equitable manner to the economic development and well-being of individuals living, working or staying in protected areas.”* Typically, sustainable low impact tourism and leisure proposals will exhibit the following attributes:

- Are sensitively located and designed to minimise their impact on water, soil and existing landscape features;
- Utilise sustainable sources of water and energy, and provide servicing without significant modifications to existing infrastructure;
- Are of an appropriate scale sympathetic to their location and surrounding uses;
- Are compatible with surrounding land uses, and do not detract from existing agricultural activities where applicable;
- Utilise existing road infrastructure without the need for highway improvements or avoid causing adverse effects on the existing highway network;
- Are accessible to sustainable modes of transport e.g. train, bus, cycle tracks and walking routes;
- Require limited supporting infrastructure such as parking;
- Contribute directly to nature conservation objectives;
- Provide opportunities to promote greater understanding and enjoyment of the natural environment and local heritage and
- Generate wider benefits to the local economy.

7.20 Examples of low impact tourism development include visitor accommodation in the form of semi-permanent structures such as yurts, tepees or bell tents which can be easily removed and have a minimal impact on the locality. Where a proposal also requires some ancillary infrastructure such as amenity blocks, the preference is for such facilities to be provided in existing rural buildings.

7.21 Other forms of low impact tourism and leisure developments include informal outdoor recreational activities such as walking, cycling or coastal sports activities (e.g. surfing and kayaking) or tourism activities using existing or compatible land / vegetation features such as fruit / vegetable picking, tree climbing / rope activities etc. These types of uses are considered to be generally compatible with the character of the rural Vale and are generally welcomed. In recent years, there has also been an increase in the number of low impact pop-up outdoor tourism events such as open-air theatre and music performances across the rural Vale. These types of temporary uses are permitted under the provisions of Part 4 of the GPDO (see section 6) and can help to boost the local tourist trade in the rural Vale.

## **Development within the Glamorgan Heritage Coast**

- 7.22 The Glamorgan Heritage Coast was designated by the former Countryside Commission in 1972 and covers a 23km stretch of coastline in the Vale of Glamorgan between St. Athan in the east and Ogmore by Sea in the west (See Appendix 2). The purpose of the designation is to ensure that the special environmental qualities of this section of undeveloped coastline are properly managed and protected. This approach is echoed in PPW (Paragraphs 5.7.4 and 11.1.6 refer) and in the Adopted LDP (Policy MG 27 refers).
- 7.23 Notwithstanding the above, the Council recognises that the Glamorgan Heritage Coast is also an important visitor attraction and that there are existing ‘honey pot’ locations at Ogmore by Sea, Dunraven Bay, Nash Point and Cwm Colhuw which are important for recreational activity. Accordingly, Policy MG27 (Glamorgan Heritage Coast) allows for development that is essential for informal recreation activities (e.g. footpaths, interpretation centres, equipment hire facilities) and low impact tourism which would not prejudice the intrinsic environmental and heritage qualities of the Glamorgan Heritage Coast. Examples of low impact tourism uses could include camp sites, glamping accommodation (such as yurts, teepees, bell tents), pop up open air music events, food and drink festivals and craft fairs which are often seasonal and small scale but can bring significant economic benefits to the local area.

## **Ancillary Infrastructure**

- 7.24 Wherever possible, new tourism facilities / developments should seek in the first instance to utilise existing buildings and structures to accommodate new facilities such as amenity blocks (showers, toilets, kitchen/eating areas etc). Proposals for the conversion of rural buildings to alternative uses will need to comply with LDP Policy MD11 and the Conversion and Renovation of Rural Buildings SPG together with other relevant policies / SPGs such as those relating to access arrangements and parking provision, impacts on protected habitats or species etc.
- 7.25 Any new supporting infrastructure should be minimal and essential to the operation of the proposal. Where new ancillary infrastructure is required, careful consideration should be given to the siting, scale and design of any facility to ensure that landscape, environmental and visual impacts are minimised. Other supporting infrastructure such as access roads or tracks, car parking, drainage equipment and facilities, electricity and water supplies should also be sensitively integrated into the landscape. Supplementary features such as fire pits, BBQ areas etc. should be

incorporated within the overall scheme design and should be shown on site layout plans submitted with a planning application. The Council encourages the sustainable use of and management of natural resources such as rain water recycling and renewable energy uses which can assist in minimising the extent of new on site infrastructure.

### **Advertising**

- 7.26 When considering the use of advertising or signage, care should be taken to ensure that they are designed and sited to avoid creating an adverse impact on their surroundings and that a proliferation of individually acceptable signs does not spoil the appearance of the countryside.

## **8 Safeguarding Existing Tourism and Leisure Facilities**

8.1 Tourism and Leisure facilities are those places that attract residents or visitors to the area for recreational purposes and may include hotels or tourist accommodation, museums, indoor or outdoor sport venues, outdoor pursuits, riding schools, farm and country parks, theme parks and event / exhibition space. However, this list is not exhaustive and there are many other facilities which could fall within this definition.

8.2 In both urban and rural areas, tourism-related development is an essential element in providing for a healthy, diverse, local and national economy. Furthermore, it can contribute to the provision and maintenance of leisure facilities for local communities. In view of this, the LDP seeks to enhance existing tourism and leisure facilities and resist proposals which would result in their loss. Where a proposal involves the loss of an existing tourism or leisure facility, Policy MD13 (Tourism and Leisure) requires applicants to demonstrate that there is either a lack of market demand or that the business is not financially viable. This should be provided in the form of a marketing statement and include the following information:

- Independent valuation;
- Sales marketing materials and responses;
- Accounts;
- Occupancy and achieved room rate data (where applicable);
- Business plans;
- Marketing Plan, schedule and brochures;
- Investment schedule and plans;
- Details of plans to up-grade/re-position with full costing.

8.3 Appropriate marketing should be undertaken for a reasonable period of time before a planning application for a change to use or redevelopment of an existing tourism / leisure facility is considered. The Council considers that a period of 12 months is an appropriate period, and applicants are advised to submit their planning application within 3 months of completing the marketing exercise to avoid outdated evidence.

## **9 Further information and Advice**

- 9.1 Further advice on all aspects of this guidance can be sought from the Planning Department. Prior to the formal submission of a planning application, the Council encourages applicants to utilise the Council's pre-application services which can save unnecessary work, costs and delay through negotiation. Further information on the Council's pre-application advice services can be found on the Council's website [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)

### **Development Management**

Dock Office

Barry Docks

Barry

CF63 4RT

Tel: 01446 704681

Email: [planning@valeofglamorgan.gov.uk](mailto:planning@valeofglamorgan.gov.uk)

- 9.2 Proposals for tourism and leisure related development proposals may also benefit from contact with the Council's Tourism team and / or the Creative Rural Communities team who work with communities and enterprises to develop innovative projects and ideas that create long term social and economic benefits within the rural Vale.

### **Tourism Team**

Tourism Office

Barry Island Tourist Information Centre

The Promenade

The Triangle

Barry

CF62 5TQ

Tel: 01446 704867

Email: [tourism@valeofglamorgan.gov.uk](mailto:tourism@valeofglamorgan.gov.uk)

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## Appendix 1 – Vale of Glamorgan STEAM Tourism Survey 2016 Results Summary



### STEAM SUMMARY 2016 VALE OF GLAMORGAN COUNCIL

|                                     |        |
|-------------------------------------|--------|
| Total economic impact of tourism £M | 221.60 |
| % change on 2015 (£'s 2016)         | -0.5%  |

|                               |      |
|-------------------------------|------|
| Total visitor days (Millions) | 5.40 |
| % change on 2015              | 0.0% |

|                                 |       |
|---------------------------------|-------|
| Staying visitor days (Millions) | 2.02  |
| % change on 2015                | -0.8% |

|                                  |      |
|----------------------------------|------|
| Total visitor numbers (Millions) | 3.97 |
| % change on 2015                 | 0.2% |

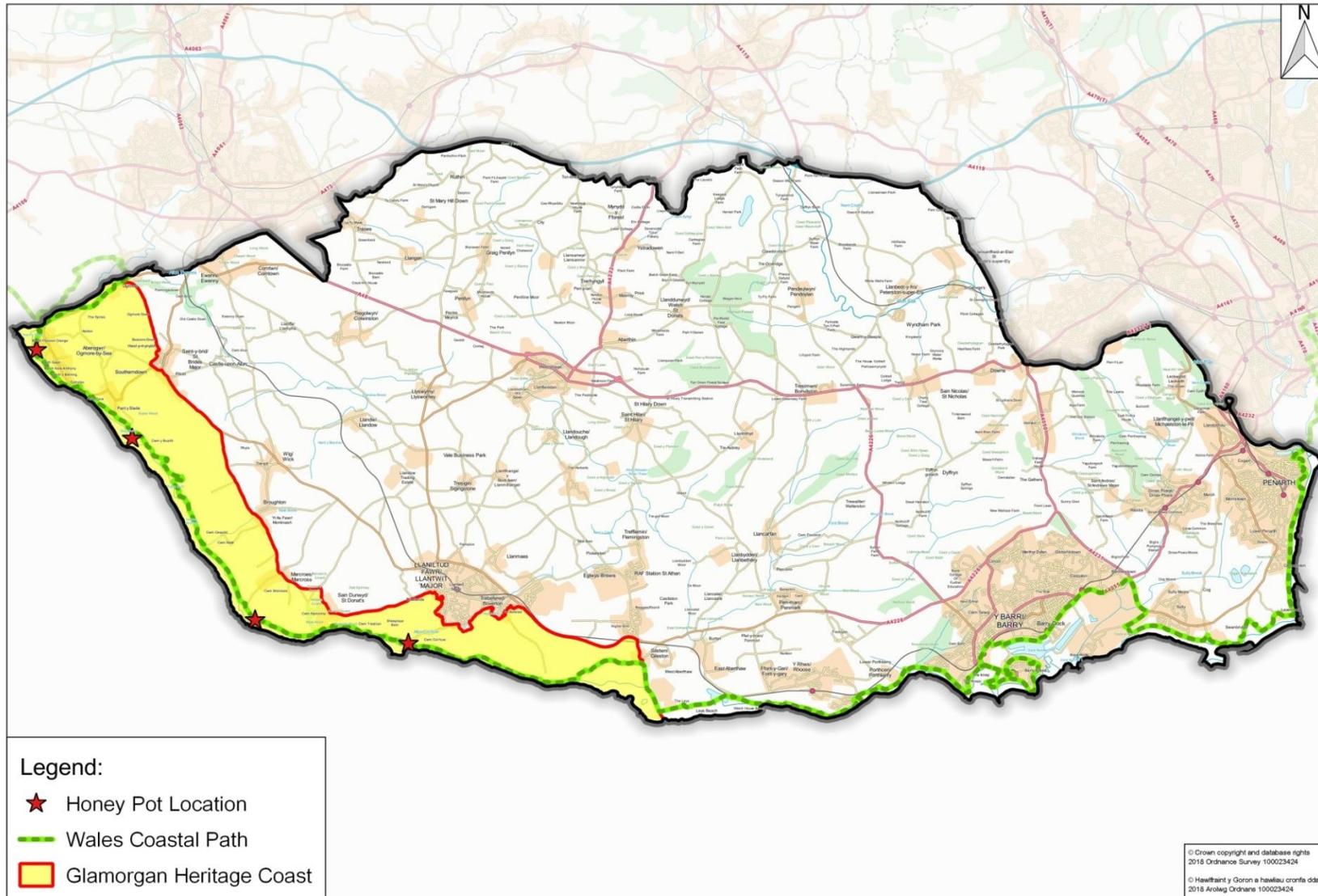
|                                       |       |
|---------------------------------------|-------|
| Number of staying visitors (Millions) | 0.59  |
| % change on 2015                      | -1.3% |

|                                   |      |
|-----------------------------------|------|
| Number of day visitors (Millions) | 3.38 |
| % change on 2015                  | 0.5% |

|   |       |
|---|-------|
| Number of FTE jobs supported by tourism spend | 2,946 |
| % change on 2015                              | 0.0%  |

Prepared by Cathy James, GTS (UK) Ltd

**Appendix 2: Map Showing the Wales Coastal Path, Glamorgan Heritage Coast and Honey Pot Locations**



### Appendix 3: Examples of Tourism and Leisure Developments in the Vale of Glamorgan



**Site Name: West Farm, Southerndown** | **Planning App. Ref: 2009/01364/FUL**

**Development: Change of use from tea shop restaurant to mixed use restaurant, cinema plays, meeting facilities, exhibitions and holiday accommodation**

This application was for a change of use of an existing former barn from a tea room / restaurant to a mix of uses including a tea room/restaurant, cinema/play facility, meeting room and exhibition space, with a separate unit for holiday let accommodation. The mix of ‘function’ uses were accommodated within the ground floor of the building and the left hand side of the first floor, with the holiday let unit located adjacent on the right hand side of the first floor. The holiday let had a lounge area, bathroom and two bedrooms.

The proposed mix of commercial facilities were not readily available elsewhere in such close proximity to the neighbouring rural villages, and it was considered that the application represented a beneficial form of use that would have a positive impact upon tourism in the local area and the wider rural economy. It also satisfied local and national planning policy, in respect of assisting the creation of sustainable communities by providing residents with a range of local services close to their homes.

Similarly, the proposed holiday let unit represented a tourism facility that would assist the rural economy and could either function as a let-able unit in its own right or as well placed ancillary accommodation to customers using the other commercial facilities within the building. There was a clear synergy between the two units and it was considered that the holiday let would positively support the attractiveness of the tea room/restaurant/function room.

In this case the development did not involve any external alterations to the building or the creation of any enlarged parking areas or curtilage. Therefore, the change of use did not adversely affect the character of the building or the special environmental qualities of the Glamorgan Heritage Coast.

Due to its rural location it was considered that a degree of parking was required to support the mixed use functions on site as some visitors would be arriving by car. However the site already benefitted from a parking area which was able to serve the proposed development.



Interior of Cabans

**Glamping Lodges**

**Site Name: Tresilian Wood, St Donats**

**Planning App. Ref: 2014/01441/FUL**

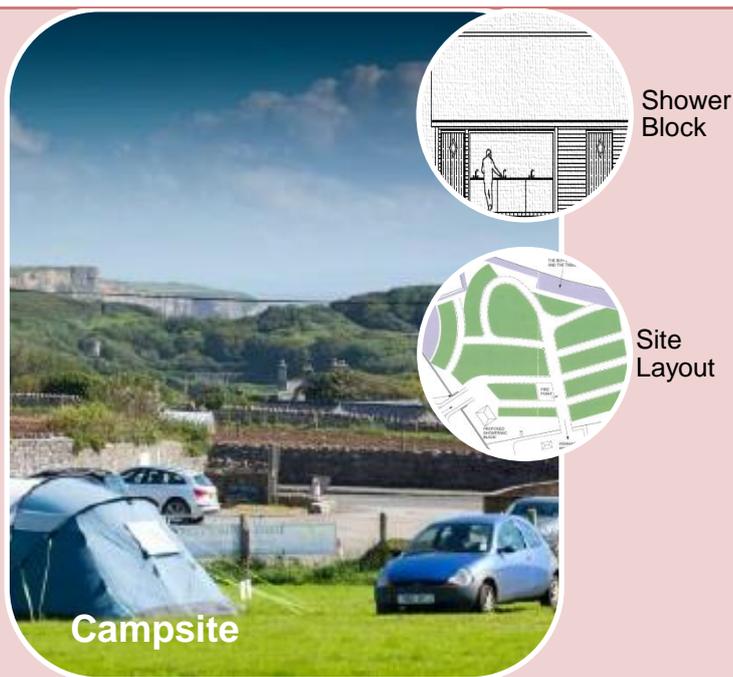
**Development: Proposed five holiday lodges and upgrade of campsite to include extension of existing reception building to provide five star facilities and two WC and shower units.**

This application was for a change of use of the site to a campsite. The proposal included 5 holiday lodges; six 'Cabans' and a campsite area as well as two new toilet and shower blocks and an extension to the existing reception and shower/toilet building. The extended building also included provision for a moderate sized workshop and storage area for the 'Cabans' when not in use.

The 'Cabans' are temporary structures that can be erected within a few hours. They are of a timber construction with a metal frame in an Octagon Shape. The lodge buildings are slightly larger than the 'Cabans' but were purpose built to maximise the minimal floor space and provide self-sufficient accommodation. The lodges are of wooden construction supported on posts standing on 11 circular concrete pads, which were excavated by hand for each location.

While the proposal was for wooden lodges and 'Cabans', as opposed to caravans and chalets, they are very similar in nature and principle to those forms of accommodation which are usually seen on campsites. PPW stresses the importance of tourism in assisting the local economy and specifically states that in rural areas, tourism-related developments are an essential element in providing for a healthy, diverse, local and national economy. It states that they can contribute to the provision and maintenance of facilities for local communities but acknowledges that development should be sympathetic in nature and scale to the local environment and to the needs of visitors and the local community. Given the importance of developing the rural tourism economy in the Vale, it is imperative to encourage uses such as this proposal in appropriate locations. In this context the proposed development represented the type of development promoted by PPW, which would provide benefits to the rural economy and assist the aims of strategic policy in the LDP.

The proposal did affect a number of trees which had to be removed for the siting of the lodges, however, this was clearly considered in an arboriculturist report provided with the application. Specifically in this case, the trees that were felled in order to accommodate the lodges and parking area were small or failing trees, which would not result in a wider impact on the existing visual amenity at the site.



**Site Name: Three Golden Cups Campsite, Southerndown**

**Planning App. Ref: 2013/00552/FUL**

**Development: Change of use from agricultural land to campsite**

The proposed development on land to the rear of the Three Golden Cups Public House sought to gain planning permission for a campsite for 40 pitches, a permanent shower block, and a new vehicular access to the proposed campsite. The application sought to diversify the business and make the most use of the land relating to the public house. The application was submitted following a trial project organised by the Council’s Creative Rural Communities Team, which identified six sites within the Glamorgan Heritage Coast which would benefit from a campsite to promote tourism within the local area.

As the Glamorgan Heritage Coast is considered a crucial asset in promoting the Vale of Glamorgan as a tourist destination it was deemed that the proposed use should be located in an area which maximises the contribution the Glamorgan Heritage Coast makes to the rural tourism economy while preserving its overall character and appearance. Therefore, the proposal was assessed upon its visual impact, the impact upon neighbouring amenity, highway safety and the potential tourism benefits.

The visual impact of the proposal was alleviated due to the position of the site in a well screened area which limited public views into the proposed campsite. The topography of the site, existing buildings, boundary wall, the low level nature of the development and the sensitive design of the shower block all contributed to minimising the visual impact of the proposal. Furthermore, the development was situated within close proximity to the built form of Southerndown which was considered to be a logical position for the campsite due to its closeness to existing access routes to the nearby beach. The applicant submitted a Campsite Rules and Management Structure setting out how the site would be run and included buffer areas between pitches and the neighbouring properties to ensure residential amenity was protected.

The campsite was considered to actively support the aims of the Council’s Rural Local Development Strategy by encouraging and improving access to the rural Vale, and strengthening the stock of tourist accommodation available to visitors. Therefore it was considered that the proposal would represent a significant benefit to the local and Vale wide tourism economy. Overall, the proposal was granted permission as it was considered to be a form of low impact tourism and would benefit the rural tourism economy, especially the Glamorgan Heritage Coast.



Sensitive Design Materials



Built in the landscape

**Site Name: Pen Y Bont Surf Lifesaver Centre, Ogmere by Sea**

**Planning App. Ref: 2012/00464/FUL**

**Development: Demolition of existing Surf Lifesavers Centre and replacement with a new Surf Life Savers Centre**

The application was to demolish and replace the existing Surf Lifesavers Centre with a new life guard centre. The proposed building would provide a multi-purpose facility which would be shared by the Local Community, Police, Coastguard, RNLI sections of Surf Life Saving Wales and provide a suitable/functional building for the education of young lifeguards and visitors.

It was recognised that the existing building was no longer “fit for purpose” and that any remedial works to maintain the building or extend it would not be economically viable. Moreover, it was recognised that a new purpose built building would accommodate the necessary storage needs of the club and by re-siting the building it would facilitate direct access onto the new slipway access to the beach.

As the building would be clearly visible from a number of public viewpoints and from within the Glamorgan Heritage Coast, the siting, design and overall appearance of the building needed to be given detailed consideration in relation to its immediate and wider context. In terms of design, the massing, form and proposed detailing of the building reflected the maritime nature of the building and the fact that the location of the building is very exposed to the elements of the sea and weather. It was recognised that the roof form would be the most prominent and therefore visible part of the building. However the “double curved” roof reduces the eaves height to the rear elevation and ‘softens’ the appearance of the gable ends. In relation to the material finishes, the use of dressed local stone, was considered acceptable, in that it reflects the materials found in the locality.

The general approach to landscaping in this application was to maintain the character of the existing natural landscaping. The proposed grassed sand bunds introduced around the car parking areas, were not intended to screen the development but to act as a natural transition between the building and the undulating natural habitat of the sand dune grassland.

Through these specific design solutions the proposal was considered an appropriate form of development and was granted planning permission.



**Riding and Trekking Centre**

Horse riding activities

Horse Trekking

**Site Name: Land Opposite Court Newydd Farm, St. Brides Major**      **Planning App. Ref: 2009/01118/FUL**

**Development: Change of use of land and barn to riding and trekking centre**

The application proposed the regularisation of a change of use of the land to a riding school and trekking centre. The applicant’s supporting statement indicated the land had been used informally for horse riding lessons since 1989, but more formally as a riding and trekking centre since 1999. The proposal related to the use of the existing manege, barn, paddock and parking area and did not involve any new operational development.

Although the proposal did not involve any additional operational development beyond that which had already been approved under previous planning applications it nevertheless remains the case that a commercial proposal of this nature could result in a more intensive use than a domestic horse related development, with a greater visual impact from associated trappings, additional vehicle movements etc.

However, in this case, it was not considered that the proposed use would unacceptably impact upon the character of the area. The riding school has operated for a number of years without the use of visually intrusive signage or other associated commercial trappings, and the use of the parking area is generally limited given the relative infrequency of its use throughout the week and the staggering of visitors on weekends.

In terms of the adopted LDP, proposals of this nature would typically be considered under policies SP11 - Tourism and Leisure, MG29 - Tourism and Leisure Facilities and MD13 -Tourism and Leisure. Considerations may also be given to Policy MD17 Rural Enterprise where the proposed development relates to an existing agricultural use which wishes to diversify its operations.



**Paintballing Area**

Temporary structures

Range of Outdoor Adventure Activities

**Site Name: Beech Clump, Cowbridge**      **Planning App. Ref: 1991/00406/FUL**

**Development: Change of use for adventure training games / paintballing park**

Although the development was under a different planning policy framework it has continued to be a successful business and a good example of low impact tourism in the Rural Vale.

The development related to a woodland area on a southward facing hillside bordered by agricultural meadowland. The woodland area formed part of an attractive landscape in the rural area and bordered the Thaw Valley which was designated as an area of High Landscape Importance in the draft Rural Vale Local Plan at the time. However, the proposed development was situated away from the most high value trees on site which were protected by a Tree Preservation Order (TPO) to ensure that the quality and amenity value of the TPO was maintained.

The proposal mainly used temporary structures throughout the development to create barricades and obstacles for the paintballing activity proposed. Although a wooden castle like permanent structure was proposed, it was reasonably small scale and well screened by the surrounding woodland which limited its visibility within the surrounding landscape.

A number of planning conditions were imposed on the development to ensure that the proposal respected its sensitive setting such as, no overnight camping, additional works to trees requiring written consent to the Local Planning Authority, limiting the time activities could be undertaken on the site to between 10:00am and 7:00pm and limiting the amount of people who could attend the site at any one time to ensure there was no detrimental impact upon local amenity.

Although planning policy has changed considerably since this development was approved the main considerations relating to the impact upon the setting and local amenity would still be relevant under policies in the adopted LDP (e.g. policies SP11 Tourism and Leisure, MG17 - Special landscape Areas, MD1 - Location of New Development, MD2 - Design of New Development, MD13 - Tourism and Leisure and MD17 - Rural Enterprise).



**Civil Marriages & Weddings**

Minimal changes to existing barns

Low impact setting

**Site Name: Cosmeston Medieval Village      Planning App. Ref: 2016/01330/REG3**  
**Development: Change of use of two barn buildings, forming part of Cosmeston Medieval Village, to allow civil marriages and wedding events**

This application was for a change of use of two of the medieval barns situated within Cosmeston Medieval Village / Country Park (known as Tithe Barn and Reeve’s Barn) to allow for civil marriage proceedings.

The proposed development indicated that although the two barns would be licensed to hold ceremonies, only one civil marriage event would take place at any one time. Therefore it was anticipated that the site would host approximately 10 no. civil ceremonies per year. Although the venue would be available for use 7 days a week, it was anticipated that the majority of civil marriage events would take place between Friday and Sunday, between 9am and 5pm, with none being held on bank holidays. The application stated that the organisation of any civil marriage events would be managed by Countryside Services staff, with appropriate licences in place and relevant terms and conditions imposed to control noise, parking etc.

It was considered that the limited use of the barns for civil marriages would both complement and enhance the existing facilities which were being used as a heritage facility. It was also deemed that the proposed use would help maintain the future viability of the country park, thereby serving to safeguard an existing recreational facility.

The proposal did not include any works to the existing barns or any additional on-site parking. However the proposal did include some new works to an existing access to enable emergency and disabled access to the venue and servicing as required. Such works represented new development within the rural landscape but were considered relatively minor when compared with the wider scale of the Country Park and its overall facilities. As such it was concluded that the proposal would have no adverse impact on the character and appearance of the immediate area or the wider undeveloped areas of the country park.

The potential increase in traffic from the proposed use was considered against the existing access arrangements and traffic flow to and from the site associated with its current use as a country park. On balance, it was determined that the increased use of the site for civil marriages and wedding events would not significantly affect the residential amenity of nearby residential properties.



## VALE OF GLAMORGAN PARKING STANDARDS

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## 1. Introduction

- 1.1 Car parking is a major influence on the choice of means of transport and the pattern of new development. If car parking is readily available people are more likely to opt to use the private car instead of more sustainable forms of transport. Car parking has always been a major element of land use planning and development and through parking standards and guidelines, local authorities have sought to control car parking in order to improve the environment, reduce congestion and to encourage a shift to more sustainable modes of transport.
- 1.2 In 2008 an officer working group representing the 22 local authorities in Wales prepared the Wales Parking Standards on behalf of the County Surveyors Society (CSS) Wales. The CSS Wales Parking Standards 2008 were endorsed by the then four regional transport consortia and the majority of Welsh local authorities including the Vale of Glamorgan Council. The main aims of the 2008 CSS standards were:
- To assist developers, designers and builders in the preparation and submission of planning applications; and
  - To achieve a common approach to the provision of vehicle parking facilities associated with new development and change of use.
- 1.3 The 2008 CSS standards recommended that ‘maximum’ car parking standards should be used as a form of demand management and that in determining appropriate levels of car parking associated with new developments, consideration should be given to the availability of more sustainable modes of transport that could influence and reduce the use of the private car.
- 1.4 Parking guidelines based on the 2008 CSS standards were formally adopted by the Vale of Glamorgan Council as Supplementary Planning Guidance (SPG) on the 11<sup>th</sup> May 2015 (Minute No. C2769 refers). On the 28<sup>th</sup> June 2017 the Council adopted the Vale of Glamorgan Local Development Plan 2011- 2026. This Parking Standards SPG has therefore been updated to reflect the latest national and local planning policies, whilst using the 2008 CSS standards as a basis for parking standards associated with new developments.

## 2. Purpose of the Supplementary Planning Guidance

- 2.1. This SPG has been prepared to expand upon the policies contained within the Vale of Glamorgan Local Development Plan 2011 – 2026 (LDP) and reflects the requirement set out in Planning Policy Wales (Edition 9) for local authorities to adopt parking standards as SPG and keep them under review (para 8.4.3 refers).
- 2.2. The guidance sets out the Council’s parking standards for new development (including change of use) that are both consistent and transparent. Parking requirements are detailed according to land use and location and list requirements for commercial vehicles, cars, motor cycles and cycles.

2.3. The guidance also provides information in respect of how the preparation and adoption of travel plans and/or the location of the proposed development in relation to alternative sustainable modes of transport and local services and facilities may be taken into account in the level of parking provision required.

2.4. The SPG also includes information on the Council's requirements in relation to the provision of infrastructure for Ultra Low Emission Vehicles (ULEVs).

### 3. Status of the Guidance

3.1. This guidance was approved by Cabinet as a draft for public consultation on XXXXXX (Minute No. XXXXX refers). The Council will consider the representations received during the consultation exercise before finalising the document for development management purposes.

3.2. Planning Policy Wales (PPW) Edition 9 (November 2016) advises that SPG may be taken into account as a material consideration where it has been prepared in consultation with the general public and interested parties and is consistent with the development plan. Once adopted, the SPG will be a material consideration in the determination of future planning applications and appeals in the Vale of Glamorgan.

### 4. Legislative and Policy Context

#### National Legislation

4.1. **The Planning (Wales) Act 2015** - seeks to deliver a planning system which is fair, resilient, enables development and helps create sustainable places.

4.2. **Well-Being of Future Generations (Wales) Act 2015** - seeks to improve the social, economic, environmental and cultural well-being of Wales. The Act contains seven well-being goals which local authorities as well as other public bodies must seek to achieve in order to improve well-being both now and in the future. It means that for the first time, public bodies listed in the Act must do what they do in a sustainable way and make sure that when making their decisions they take into account the impact they could have on people living their lives in Wales in the future.

4.3. **Active Travel (Wales) Act 2013** - seeks to make it easier for people to walk and cycle in Wales. The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.

## National Policy

- 4.4. Planning Policy Wales (Edition 9) - Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. Paragraph 8.4.1 states that in considering their requirements for traffic management, local authorities should adopt an integrated approach and consider how different measures can complement one another and contribute to the achievement of wider planning and transport objectives, taking into account the needs of the disabled and less mobile sections of the community. Within town centres priority should be given to walking, cycling, public transport and delivery vehicles through the reallocation of road space.
- 4.5. Paragraph 8.4.2 states: Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local Authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate.
- 4.6. **Draft Planning Policy Wales Edition 10 (Consultation Draft 2018)** - In addition to the existing advice on parking set out above, draft edition 10 recognises the role of electric vehicles. It states that to encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should ensure new development incorporates ULEV charging infrastructure. This infrastructure should be provided at homes, workplaces and key destinations, such as supermarkets, retail and commercial centres and leisure facilities and that planning authorities should require a minimum of 10% on non-residential car parking spaces to have ULEV charging points although it may be appropriate for some of this provision to be 'passive' with the necessary underlying infrastructure provided to enable simple installation and activation in the future, or to secure a financial contribution through a S106 agreement towards the off-site provision of ULEV charging infrastructure (paragraphs 3.146 and 3.147 refer).
- 4.7. **Technical Advice Note 12: Design (2016)** - provides additional guidance and advice on enabling good design within the planning system. It recognises that parking is a consideration in design and developments should consider the requirements for parking and whether this will be managed appropriately. At paragraph 5.11.2 it states: Development proposals, in relation to housing design should aim to [inter alia] focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles.
- 4.8. Paragraph 5.11.7 states: Where and how cars are parked can be a major factor in the quality of a development. Vehicles should not be allowed to dominate the space or inconvenience pedestrians and cyclists. At the same time, the needs of disabled people to park near their dwellings should be acknowledged. A

balance needs to be struck between the expectations of car owners, in particular the desire to park as near to houses as possible, to be secure and overlooked and the need to maintain the character of the development.

**4.9. Technical Advice Note 18: Transport (March 2007)** - provides guidance on achieving a sustainable and integrated land use planning and transport system. Paragraph 4.1 states: Car parking can take up large amounts of space in developments, which decreases density and therefore can represent an inefficient use of land. It can also generate considerable additional trips if located in an area without public transport. Poor design and layout of car parking can also make it more difficult to provide effective, walking, cycling and public transport links.

4.10. The TAN makes it clear that maximum rather than minimum parking standards should be adopted. Paragraph 4.7 states: “In determining maximum car parking standards for new development, regard should be given to:

- Public transport accessibility and opportunities or proposals for enhancement;
- Targets and opportunities for walking and cycling;
- Objectives for economic development including tourism;
- The availability in the general area of safe public on-and off-street parking provision; and
- Potential for neighbouring or mixed use developments sharing parking spaces, for example at different times of the day or week”.

4.11. Paragraph 4.13 states: Where appropriate, the local parking strategy should link parking levels on new development sites with either the existence or introduction of on-street control regimes. Maximum parking standards should not be applied so rigidly that they become minimum standards. Maximum standards should allow developers the discretion to reduce parking levels. However, a particular concern with reduced on-site parking is the potential for problems associated with ‘over-spill’ parking. Local planning authorities when developing the local strategy or applicants when undertaking a transport assessment should assess the extent of existing on-street parking pressures and the impact of new development. Where on street space is at a premium, local planning authorities could seek contributions from developers towards the implementation of on-street parking controls or refuse permission for developments where despite controlled parking, unacceptable road safety or congestion issues will probably remain.

4.12. Paragraph 4.15 of the TAN in relation to residential car parking states some car free housing development may be appropriate in locations with good walking, cycling and public transport links and in areas where parking is controlled. On-site cycle and parking provision for those with disabilities will be required if such on-street parking cannot be provided. Planning obligations will have a role to play in ensuring residents do not own cars in such developments. In such cases, it is essential that, prior to occupation, the future residents

should be made aware of the car free status of the development and the use of travel planning initiatives should be encouraged.

- 4.13. Paragraph 4.16 states: Local Planning Authorities should give greater weight (than if considering non-residential uses) to the potential adverse impacts likely to result from on street parking when the design and layout of the street is unlikely to satisfactorily cope with additional residential parking pressures.
- 4.14. Paragraph 5.13 states: The location of both on- and off-street car parking spaces will be critical to the design quality of streets. Where on-street car parking is not controlled planning authorities should recognise that residents will seek to park as close to their homes as possible and should ensure the street layout mitigates against inappropriate parking and avoids the obstruction of pedestrians or emergency access. The following key principles need to be followed when considering the design and location of car parking:
- The important role of the street in creating a liveable neighbourhood;
  - There is no single best solution; a combination of onplot, off-plot and on-street will often be appropriate;
  - The street can provide a very good car park. On-street parking is efficient, understandable and can increase vitality and reduce speeds;
  - Parking in the back of a block is recommended only the after provision of parking at the front and on street has been fully considered. Rear courtyards need to support on-street parking, not replace it; and
  - Car parking needs to be designed with security in mind. Advice on this issue is contained in 'Safer Places'.
- 4.15. **Manual for Streets (2007)** recognises that parking is a key function of many streets, although it is not always a requirement. A well-designed arrangement of on-street parking provides convenient access to frontages and can add to the vitality of a street. Conversely, poorly designed parking can create safety problems and reduce the visual quality of a street. Chapter 8 considers the parking requirements associated with new development and advises that while the greatest demand is for parking cars, there is also a need to consider the parking of cycles, motorcycles and in some instances service vehicles.
- 4.16. It provides advice on safety and security of car parking: cars are less prone to damage or theft if parked in-curtilage. If cars cannot be parked in-curtilage, they should ideally be parked on the street in view of the home. Where parking courts are used, they should be small and have natural surveillance.
- 4.17. Paragraph 8.3.5 states: Local planning authorities will need to consider carefully what is an appropriate level of car parking provision. In particular, under-provision may be unattractive to some potential occupiers and could, over time, result in the conversion of front gardens to parking areas (see box).

This can cause significant loss of visual quality and increase rainwater run-off, which works against the need to combat climate change.

- 4.18. MFS also provides advice about suitable parking layouts. It states that larger garages can be used for both storage and car parking, and many authorities now recommend a minimum size of 6 m by 3 m. It advises parking bays will need to enclose a rectangular area about 2.4 m wide and a minimum of 4.2 m long.
- 4.19. **Manual For Streets 2 (2010)** provided more technical advice on the application of MfS principles.

### Local Policy Context

- 4.20. **Vale of Glamorgan Local Development Plan 2011- 2026 (LDP)** - The overarching strategy of the Vale of Glamorgan LDP focusses future development within the south-east zone and existing settlements where the majority of services and sustainable transport facilities are located. In addition, the following objectives and policies seek to ensure that the plan fosters 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 development and transport, energy conservation and renewable energy generation.

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

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

- 4.21. The objectives of the LDP are supported by strategic policies and managing development polices and those relevant to parking include:

**Policy SP1 - Delivering the Strategy** - seeks to improve the living and working environment of the Vale of Glamorgan through inter alia promoting sustainable transport.

**Policy SP7 - Transportation** - promotes sustainable transport improvements that serve the economic, social and environmental needs of the Vale of Glamorgan, including the national cycle network, bus based park and ride and bus priority improvements as reflected in Policy MG 16 – Transport Proposals.

**Policy MD1 - Location of Development** - provides the framework for new development on unallocated sites and seeks to ensure that such development

reinforces the role of settlements within the hierarchy and promotes the use of sustainable modes of transport.

**Policy MD2 - Design of New Development** - sets out the key principles that should be considered in respect of design, amenity and access. It requires development proposals to provide safe and accessible environments for all users, giving priority to pedestrians, cyclists and public transport users and provide car parking in accordance with the Council's standards. This SPG sets out those standards.

**Policy MD4 - Community Infrastructure and Planning Obligations** - seeks to secure new and improved community facilities and services appropriate to the scale, type and location of proposed new developments including transport infrastructure and services for pedestrians, cyclists, public transport and vehicular traffic.

**Policy MD5 – Development Within Settlement Boundaries** – sets criteria for these developments, stating that proposals will be permitted where (amongst other things) they have no unacceptable impact on the amenity and character of the locality by way of noise, traffic congestion and parking.

4.22. It should be noted that the policies detailed above comprise the primary policies of the Vale of Glamorgan LDP relating to sustainable transport, parking and movements however other policies of the plan may also have a bearing on such matters and be utilised in the Council's determination of future planning applications.

4.23. **The Local Transport Plan 2015 – 2030 (LTP)** - The LTP sets the transport agenda for the Vale of Glamorgan, by identifying the sustainable transport measures required for the period 2015 to 2020 as well as looking forward to 2030. The LTP seeks ways to secure better conditions for pedestrians, cyclists and public transport users and to encourage a change in travel choices away from the single occupancy car. The LTP also seeks to tackle traffic congestion by securing improvements to the strategic highway corridors for commuters who may need to travel by car as well as providing better infrastructure for freight. It also addresses the key road safety priorities for the Vale.

4.24. National and local policy has therefore seen a fundamental departure from predicting and providing for private cars and a move towards managing traffic and reducing the dependency on the private vehicles.

## Supplementary Planning Guidance

4.25. **Planning Obligations SPG** – The Planning Obligations SPG, provides clarification of where, what, when and how planning obligations will be sought, in order to assist the Council in creating sustainable communities that provide

social, economic, and environmental benefits. This guidance offers advice on planning obligations in support of the policies in the Vale of Glamorgan LDP, including planning obligation requirements for sustainable transport facilities that will assist in delivering successful Travel Plans that can influence parking demand.

4.26. **Travel Plan SPG** – This SPG sets out the Council’s requirements for Travel Plans in order to reduce the reliance on the private car and encourage a move to more sustainable modes of transport.

4.27. **Residential and Householder Development** – This SPG provides advice on what matters must be considered when designing new residential development or improvements or alterations to your home, preparing plans and submitting planning applications. The SPG provides guidance on the main issues arising from new householder development; provides a number of standards that should be complied with in order to safeguard residential amenity; sets out a series of principles to be followed to ensure good design; and provides possible solutions to certain design issues encountered.

## 5. Application of Parking Standards for the Vale of Glamorgan

5.1. In accordance with national policy and guidance, the standards set out in this SPG should be interpreted as **maximum** rather than minimum standards i.e. they are ‘not more than’ figures. Car parking provision is a major influence on the choice of means of transport and the pattern of development. We need to ensure that new developments provide lower levels of parking than have generally been achieved in the past and minimum parking standards are no longer appropriate (PPW paragraph 8.4.2 refers).

5.2. It is considered that using maximum standards which limit the amount of parking provided on developments can help focus attention on the overall travel context of a development including the availability of more sustainable modes of transport such as public transport, walking or cycling. Such an approach will enable more flexibility to the application of the parking standards (where supported by appropriate and robust evidence) to reflect local conditions and the availability of alternative forms of transport and may result in a reduction in the level of vehicle parking required.

5.3. In assessing the parking requirements for a particular development, the Council will take into account a number of factors in relation to the development and its location. These could include:

- Accessibility to and the service provided by public transport;
- The availability of private buses, taxi services or the extent of car-pooling;
- The relative proportions of full time / part time / local catchment of labour;
- Accessibility by walking and cycling to every day goods and services;

- The existing and possible future parking provision, traffic volumes and congestion on streets adjacent to the development;
- Potential impacts on highway / public safety;
- Accessibility to and the availability of public and/or private car parking spaces in the vicinity.

5.4. The parking standards cover all areas in the Vale of Glamorgan but apply to designated zones (as set out in Section 6 below). Whilst they should not be applied as minimum standards (following the advice in PPW) they suggest the starting point for considering the necessary level of parking to serve new developments. If satisfied these developments are unlikely to cause highway safety problems associated with inconsiderate parking or contribute towards issues such as congestion. Where they are not met, consideration will need to be given to whether it is justified in light of other considerations (see paragraph 5.3 above) and whether there are likely to be problems associated with a lack of designated parking spaces in the vicinity of the development for existing communities and the future users of the development. Where these problems would occur from a lack of adequate parking, planning permission may be refused as the development would be contrary to LDP Policy MD2.

5.5. Whilst there is a desire to reduce the reliance upon the private car, it is anticipated that, in most cases, there will be a need to accommodate parking provision for cars within residential developments. There is the potential for a reduction in residential parking levels particularly if the property is in close proximity to local community facilities, public car parks, is well served by public transport and/or there is evidence of low car ownership. Care should be taken however to avoid reductions that will potentially create highway safety issues and consideration must be given to local circumstances e.g. road widths, local on-street parking demand, proximity to turning heads or bus stops etc. These matters need to be considered on a case by case basis.

5.6. There may be some instances where reduced or zero parking is acceptable, for instance, where developments are in highly accessible locations served by a range of public transport options and/or it can be demonstrated that there is low parking demand. However, these proposals would need to be supported by robust evidence which fully justifies why a reduced or zero level of provision would be acceptable. Such evidence could include but is not restricted to local parking surveys, comparative assessments with existing / previous uses, likely car ownership evidence for future occupiers, travel plan strategies etc.

5.7. Where a car parking survey is required it should establish the existing parking demand within the local area of a proposed development using on-site assessments / observations. In order to obtain a true reflection of the existing local car parking arrangements, site surveys should be undertaken over a period of at least one week including both weekends and weekdays at a variety of times throughout the day relevant to the nature of the use proposed including peak times, late in the evening and early in the morning. Times where unusually

high or low parking demand is being experienced which is outside the norm (e.g. School holidays, bank holidays or special events) should be avoided.

- 5.8. It will often be relevant to take into account the existing or previous use (or uses that could result from a 'permitted' change of use) and the parking requirements associated with it, together with an analysis of the actual provision for that use. If the parking serving the existing use is already lower than the parking standards, this can be a material consideration justifying a reduced level of parking where there is no additional detriment compared to the existing situation.
- 5.9. New residential layout design, as advocated by Manual for Streets, can create areas of unallocated parking which can supplement those areas of allocated off-street provision i.e. driveways, garages. A parking requirement for a particular property can count both off-street allocated space and unallocated on-street space provided there is a realistic chance the latter will be used and its use will not create obstruction or congestion for other road users. For the purpose of this document, a standard parking space is considered to be 2.6 m x 4.8 m however, sufficient space must be available around this area to enable safe and convenient access to vehicles. Specific details in relation to disabled parking space requirements are provided in Appendix 1 All parking areas other than residential parking areas served off low-trafficked, low speed, minor residential roads should be designed to allow vehicles to enter and leave the site in forward gear.
- 5.10. Travel plans will be required as a condition of planning consent for those development proposals that are likely to have significant transport implications. More details on travel plans, their benefits and what information they should include are available in the Councils Supplementary Planning Guidance on Travel Plans.
- 5.11. In certain circumstances, e.g. Conservation Areas, modifications of the standards may be allowed in order to preserve environmental conditions.

## **6. Parking Zone Designation**

- 6.1. The 2008 CSS Wales Parking Standards defined six parking zones each with differing designated levels of parking requirements for development management purposes. The distinction between each of the zones was largely based on the varying levels of accessibility to services and facilities within that zone. The zone descriptions, and therefore parking requirements, ranged from Zone 1 – City Centre, which is applicable only where there are very high levels of accessibility to all services (NB there are none in the Vale of Glamorgan), to Zone 6 – Deep Rural, which is applicable to rural, countryside locations with low levels of accessibility. These have been used and re-categorised, removing Zone 1, for the Vale of Glamorgan – see below.

- 6.2. The designation of the parking zones within the Vale of Glamorgan have been based on the zone descriptions contained within the CSS Parking Standards and the parking zones have been determined through a judgement of each area in terms of:
- a) The number, range and characteristics of the facilities within walking distance;
  - b) The level of public transport provision and particularly the number and frequency of bus services available.
- 6.3. In addition to the above, information prepared in support of the LDP including the Council's Sustainable Settlements Appraisal, settlement boundary designations and district shopping centre boundaries influenced the parking zone boundaries.
- 6.4. **Plan 1** illustrates the five Parking Zones within the Vale of Glamorgan and the zone descriptions are set out below. Individual Parking Zones are best viewed using the interactive map found at:  
[http://myvale.valeofglamorgan.gov.uk/Parkingzones\\_FullScreen.html](http://myvale.valeofglamorgan.gov.uk/Parkingzones_FullScreen.html)
- 6.5. The parking zones identified in this SPG may be subject to amendments as new development may introduce elements such as additional community facilities or improved public transport facilities that necessitate the redefining of the identified parking zones.

## 6.6 Parking Zones

### **Zone A - Town Centre**

The centre of towns which local people regard as their destination for most activity which is not met within their own local community. The area has a full range of retail activity and many commercial businesses, all within walking distance. The area is the focus of the local bus network and is likely to contain a railway station. Built density is high with little private car parking. There are significant parking restrictions and substantial amounts of off-street car parking available to the public.

### **Zone B - Urban**

Very much part of a substantial built up area with a number of basic local facilities within 400m walking distance. A range of bus routes offering up to 6 buses per hour; the range of destinations offering practical access to most but not all essential facilities. The curtilage of the site restricts, to an extent, what car parking can be provided. There are likely to be some restrictions on on-street parking and other available off-street parking is severely limited or non-existent.

### **Zone C - Suburban or Near Urban.**

This zone comprises the outer edges of the largest towns; suburban locations in towns; the whole of smaller settlements offering a range of local facilities. There is an at least hourly bus service to the town centre and there may also be a railway station in the town. Local facilities include a local centre within 400m

walking distance. Some other basic amenities such as a doctor's surgery are also available within the same walking distance.

#### **Zone D - Countryside.**

Zone D encompasses areas, including small villages, with a few local facilities within walking distance. Motorised travel is required for most journeys, although there is some local employment. Public transport services have less than hourly frequency and then only to one local centre. There is no shortage of land for parking provision within the site but the adjacent highway system offers limited opportunities to park cars.

#### **Zone E - Deep Rural.**

This zone comprises scattered individual buildings and is characterised by areas with no local facilities within walking distance. Motorised travel is required for all journeys but the most local. Public transport services are very infrequent or beyond walking distance. There is no shortage of land for parking provision within the site but the adjacent highway system offers no opportunities to park cars because of the narrowness of the highway.

## **7. Infrastructure for Ultra Low Emission Vehicle Charging Points**

- 7.1. The Vale of Glamorgan Council is aware of its environmental responsibilities and the contributions that it can make to mitigating the causes of climate change, improving local air quality and to meeting the objectives of the Welsh Government as expressed in the Well-being of Future Generations (Wales) Act 2015. In this regard, the Council's Local Development Plan contains policies that require the promotion of sustainable transport and healthy environments and the mitigation of climate change.
- 7.2. The Council recognises that Ultra Low Emission Vehicles and Plug-In Hybrid Vehicles (ULEVs and PHEVs) currently constitute a relatively small proportion of vehicles on our roads. However advances in technology have resulted in increased popularity in electric vehicles and it is anticipated that as technology and government initiatives develop, their use and popularity will increase further.
- 7.3. In a bid to improve air quality through reduced car emissions, the UK Government has confirmed that it will end the sale of all new conventional petrol and diesel cars and vans by 2040.
- 7.4. Therefore, to encourage the take up of these vehicles and increase the number and geographic spread of ULEV charging infrastructure, the Council will seek to secure the necessary electric vehicle charging points (EVCPs) infrastructure, within new development proposals.
- 7.5. Developers will therefore need to consider both active and passive ULEV charging points as they develop their design proposals. Such considerations would include:

- The location of charging points in relation to the development e.g. proposed residential properties, public parking areas;
  - The additional requirements of charging bays e.g. additional signage, safety/protection barriers, enhanced parking bays;
  - Provision of servicing/ducting within the development to power the EVCPs infrastructure;
  - Dedicated EVCPs spaces with the necessary charging facilities.
  - The provision of ducting and other infrastructure to allow ULEVs to be readily accommodated within parking areas in the future.
  - Both the charge point hardware installation and necessary grid network reinforcement.
- 7.6. Where on-site provision is considered appropriate but site constraints render the installation unviable, developer contributions will be required to facilitate the provision of EVCPs at appropriate sites in the area e.g. local authority operated public car parks, leisure centres or at on street parking locations. Based on current average cost for the installation of a typical charging unit, the contribution will be **£2,500** per unit required.
- 7.7. An increasing variety of funding sources are being made available to both private and public sector bodies to encourage the provision of EVCPs and infrastructure. Where possible and appropriate, the Council will utilise off-site financial contributions to secure additional grant and/or consider partnership working with external agencies in order to maximise the level of new infrastructure that can be provided. Where appropriate, management agreements can be agreed between the Council and third party landowners, the Council will also consider the siting of EVCPs within private sites characterised by high levels of public access e.g. supermarket car parks, commercial/retail developments.
- 7.8. When installing on-street charging points, wherever possible, double-headed charge points which are capable of charging two vehicles at once should be installed in order to maximise value for money and increase availability.
- 7.9. All charging points provided whether active or passive or on or off street should comply with the guidelines and technical specifications set out by the Government Office for Low Emissions Vehicles (OLEV)<sup>1</sup>.

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<sup>1</sup> More details are available at [www.gov.uk/government/organisations/office-for-low-emission-vehicles](http://www.gov.uk/government/organisations/office-for-low-emission-vehicles)

7.10. For the purpose of this SPG:

- **Active spaces** are fully wired and connected, ready to use charging points at dedicated EVCP spaces, either on or off street.
- **Passive provision** requires the necessary underlying infrastructure including the necessary cabling and ducting to enable the simple installation and activation of EVCP parking spaces at a future date. either on or off street.

The table below details the relevant typical technical standards for the different charge capabilities.

**Table 1: Typical charge points technical standards.**

| Charge Point Type  | Power Transfer      | Typical Charging Times | Typical Application  |
|--------------------|---------------------|------------------------|--|
| <b>Slow</b>        | ≤3kW – Single Phase | 8-12 hours             | Residents parking on and off street.   |
| <b>Fast</b>        | ≤7kW - Single Phase | 3-4 hrs                | Employees parking, retail/leisure parking. tourist attractions, residential and employment visitor parking |
|                    | ≤22kW – Three Phase | 1-2 hrs                |  |
| <b>Rapid</b>       | ≤43kW - Three Phase | 80% in 20-30 mins      | EV charging hubs, public parking, taxi ranks & bus depots,   |
|                    | ≤50kW - DC          |                        |  |
| <b>Super-rapid</b> | >43KW - Three Phase | <20-30 mins            |  |
|                    | >50KW - DC          |                        |  |

**Standards of Provision for Residential Developments**

7.12. Private / Off-Street parking – For residential developments of 50 units or more :

- **all parking spaces** will be required to include **passive EVCPs**
- at least **10% of car parking spaces** will be required to have **active EVCPs**. These must be conveniently located to the off-street parking

space (usually set in the property wall) that meets all relevant and current OLEV technical specifications (including a dedicated internal circuit and fuse box serving the charging point).

- 7.13. On-Street Communal / Visitor Parking – for residential developments of 50 units or more, where communal / visitor parking spaces are to be provided they should be provided as passive spaces at the outset with at least **10% of all communal / visitor parking spaces** being active spaces for EVCPs. All EVCPs should be located in prominent and convenient locations within communal car parking courts and be laid out and include signage, lighting and access spaces.

**Standards of Provision for Non- Residential Developments**

- 7.14. Other developments meeting the thresholds set out in Table 2 (below) will be required to provide active EVCPs to the OLEV technical specifications of at least **10% of car parking spaces**, which shall be a **‘Fast’ charge point type**.
- 7.15. It should be noted that EVCPs will form a part of the normal parking requirement i.e. if the parking requirement for a development is 20 spaces two of the 20 spaces will need to accommodate EVCP infrastructure.

**Table 2: Thresholds for Electric Vehicle Charging Parking Spaces**

| Use                                 | Threshold                     |
|-------------------------------------|-------------------------------|
| Retail                              | ≥ 1,000 sqm gross floor area  |
| Leisure facilities including hotels | ≥ 1,000 sqm gross floor area  |
| Business (B1)                       | ≥ 2,500 sqm gross floor area  |
| Industry (B2)                       | ≥ 5,000 sqm gross floor area  |
| Distribution and warehousing (B8)   | ≥ 10,000 sqm gross floor area |
| Hospitals                           | ≥ 2,500 sqm gross floor area  |
| Stadia                              | ≥ 1,500 seats                 |
| Housing                             | ≥ 50 residential units        |

## **8. Car parking for people with disabilities**

- 8.1. The needs of mobility impaired people must be taken into account in the planning and design of new development including the number of available parking spaces, their design, quality and location on site. Appendices 1 and 2 of the parking standards provide details in respect of the specific standards that will be applied in relation to disabled parking spaces.

## 9. Further Advice and Contacts

Further advice on all aspects of this guidance can be sought from the Council's Planning, Road Safety and Highways departments (see below).

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## 10. Parking Standards by Land Use

### RESIDENTIAL: New Build and Conversions

#### ZONES A - E

| Type of Development  | Residents  | Visitors  |
|--|--|---|
| <b>General Purposes Houses and Apartments</b>                            |  |   |
| Houses   | 1 space per bedroom<br>(maximum requirement 3 spaces)                      | 1 space per 5 units                                 |
| Apartments   | 1 space per bedroom<br>(maximum requirement 3 spaces)                      | 1 space per 5 units                                 |
| Conversions to bedsits, or self-contained apartments                     | 1 space per bedroom<br>(maximum requirements 3 spaces)                     | 1 space per 5 units                                 |
| House conversions to residential hostel                                  | 1 space per resident staff<br>1 space per 3 non-resident staff             | Nil   |
| <b>Special Purpose Housing</b>   |  |   |
| Self-contained elderly persons dwelling (not wardened)                   | 1 space per 2 – 4 units  | 1 space per 4 units                                 |
| Self-contained elderly persons dwelling (wardened)                       | 1 space per 4 units<br>1 space for warden<br>1 space per 2 ancillary staff | 1 space per 4 units                                 |
| Purpose built student accommodation under College / University control   | 1 space per 25 beds for servicing, wardens and drop-off areas              | 1 space per 10 beds<br>(for students &/or visitors) |
| Residential children's homes / homes for elderly persons / nursing homes | 1 space per resident staff<br>1 space per 3 non-resident staff             | 1 space per 4 beds                                  |

**Notes relating to Residential parking standards**

1. Curtilage parking must be provided wherever possible. Where communal parking is provided, it must be conveniently sited and should be in a location that is also overlooked which will thereby enhance its security. No parking court may accommodate more than 12 parking spaces and depending on local context, designated parking secured by a lockable bollard or other means may be required. Safe pedestrian access must be provided between each dwelling unit and its parking space.
2. Garages should be provided as the most secure parking option wherever possible, preferably located alongside the dwelling. Remote garage blocks must be avoided.
3. Garages may only be counted as parking spaces if they have the following internal dimensions, as suggested by Manual for Streets: 6m x 3m for a single garage, and 6m x 6m for a double garage. If disabled access is required, these dimensions must be increased to 6m x 3.8m for a single garage and 6m x 6.3m for a double garage. A standard parking space dimension is 2.6m x 4.8m, however sufficient space must surround this to enable safe and convenient access to vehicles. Therefore a driveway serving a residential property will usually require a width of no less than 3.6m. For double driveways, the width is increased to 6.0m. All parking spaces adjacent to the carriageway or fronting a garage are required to be provided at a length of 6.0m to allow loading and unloading of vehicles or to enable access to the garage.
4. Visitor parking must be designed as an integral part of any development where it is required and must take into account the needs of the disabled.
5. In respect of residential homes for the elderly and nursing homes, sufficient operational space must be provided close to the building to enable ambulance access and egress in a forward gear.

**OFFICES: Use Class B1 Business, Class A2 Financial & Professional Services (including Call Centres)**

**ZONES A & B**

| Development               | Requirement        | Development               | Requirement        |
|---------------------------|--------------------|---------------------------|--------------------|
| Offices (<1,000 sqm)      | 1 space per 35 sqm | Offices (>1,000 sqm)      | 1 space per 60 sqm |
| Call Centres (<1,000 sqm) | 1 space per 25 sqm | Call Centres (>1,000 sqm) | 1 space per 40 sqm |

**ZONES C-E**

| Development               | Requirement        | Development               | Requirement        |
|---------------------------|--------------------|---------------------------|--------------------|
| Offices (<1,000 sqm)      | 1 space per 25 sqm | Offices (>1,000 sqm)      | 1 space per 40 sqm |
| Call Centres (<1,000 sqm) | 1 space per 20 sqm | Call Centres (>1,000 sqm) | 1 space per 25 sqm |

**Notes relating to Offices parking standards**

1. Office redevelopments, extensions and conversions will have the same requirements as for new build, subject only to note 2 below.
2. For premises up to a maximum of 200 sqm gross floor area an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once and any parking displaced must be relocated.
3. Consideration may be given to a relaxation of the parking requirements in shopping areas for the change of use at ground floor level of premises from Use Class A1 (shops) to Use Class A2 (Financial & Professional Services).
4. Parking reserved for use by disabled persons: Refer to Appendix 1.
5. For cycle and motorcycle parking refer to Appendices 4 & 5.

**SHOPS: (Including Shops, Supermarkets & Superstores)**

**ZONES A & B**

| Type of Development   | Operational                 | Non-operational                                  |
|---|-----------------------------|--|
| Shops (<200 sqm)  | 1 commercial vehicle space  | 1 space per 60 sqm                               |
| Shops and small supermarkets (201 sqm – 1,000 sqm)            | 2 commercial vehicle spaces | 1 space per 40 sqm                               |
| Shops and small supermarkets (1,001 sqm – 2,000 sqm)          | 3 commercial vehicle spaces | 1 space per 40 sqm                               |
| Supermarkets and superstores (predominantly food)(>2,000 sqm) | 3 commercial vehicle spaces | 1 space per 14 sqm<br>1 Taxi bay per 100 sqm GFA |

**ZONES C & D**

| Type of Development   | Operational                 | Non-operational                                  |
|---|-----------------------------|--|
| Shops (<200 sqm)  | 1 commercial vehicle space  | 1 space per 60 sqm                               |
| Shops and small supermarkets (201 sqm – 1,000 sqm)            | 2 commercial vehicle spaces | 1 space per 20 sqm                               |
| Shops and small supermarkets (1,001 sqm – 2,000 sqm)          | 3 commercial vehicle spaces | 1 space per 20 sqm                               |
| Supermarkets and superstores (predominantly food)(>2,000 sqm) | 3 commercial vehicle spaces | 1 space per 14 sqm<br>1 Taxi bay per 100 sqm GFA |

**ZONE E**

| Type of Development | Operational                | Non-operational    |
|---------------------|----------------------------|--------------------|
| Shops (All sizes)   | 1 commercial vehicle space | 1 space per 60 sqm |

### Notes relating to Shops parking standards

1. The non-operational standard assumes a retail to non-retail ratio of 75:25. Variation may be applied at the discretion of the Local Authority when a different ratio is used.
2. Although 'retail parks' may have shared parking, such developments will still require similar levels of parking to single stores, because of the longer duration of parking.
3. Where existing premises are used for the establishment of a stall type market, the applicant shall identify a location for the provision of visitor parking.
4. For premises up to a maximum of 200 sqm gross floor space, an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once, and any parking displaced must be relocated.
5. Increases in transactions at supermarkets are not proportional to increases in floor area. Extensions of 33% of gross floor area produce a 10% increase in transactions.
6. The non-operational standard includes employees parking.
7. Parking Reserved for Disabled People: Refer to Appendix 1.
8. For cycle and motorcycle parking refer to Appendices 4 & 5.
9. In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the store servicing area in a forward gear.

## Retail Warehousing and Garages

### ALL ZONES

| Type of Development  | Operational                                      | Non-operational  |
|--|--|--|
| Retail Warehousing<br>(non-food)(non-DIY)(>1,000 sqm)                      | 3 commercial vehicle spaces                      | 1 space per 30 sqm   |
| Retail Warehousing<br>(DIY & Garden Centres)<br>(>1,000 sqm)               | 3 commercial vehicle spaces                      | 1 space per 20 sqm   |
| Builders Merchants<br>(Trade & Retail)                                     | 3 commercial vehicle spaces                      | 1 space per 80 sqm & 10% of GFA  |
| Cash & Carry Warehousing<br>(Trade Only(>1,000 sqm))                       | 3 commercial vehicle spaces                      | 1 space per 50 sqm   |
| Open Air Markets & Car Boot Sales  | 1 space per stall pitch                          | 1 space per 30 sqm of gross stall pitch area including pedestrian circulation area |
| Vehicle Repair Garages   | 1 car/lorry space per each car/lorry service bay | 2 car/lorry spaces per each service bay  |
| Service Stations<br>(Exhausts, MoT, Tyres etc.)                            | 1 lorry space & 20% of GFA                       | 2 car/lorry spaces per each service bay  |
| Petrol Filling Stations<br>(see note 10 re. associated convenience stores) | 1 space for petrol tanker                        | 4 spaces for ancillary use (e.g. automatic car wash)                               |
| Car Sales Premises   | 1 space for car transporter                      | 1 space per 50 sqm of retail area (internal & external)                            |
| Motorcycle Sales Premises  | 1 commercial vehicle space                       | 1 space per 50 sqm of retail area (internal & external)                            |
| Driving Schools<br>Private Hire / Vehicle Hire<br>Licensed Taxis           | 1.25 spaces per vehicle operated                 | 1 space per 3 auxiliary staff  |

**Notes relating to Retail Warehouses and Garages parking standards**

1. The range of trip generation and parking demand at retail warehouses varies to a considerable extent. The parking requirements of the most common types of store can be classified in broad bands. This is reflected by the tabulated requirements.

Highest requirement - DIY stores

Mid-range requirements - Electrical/gas appliance, flat pack furniture stores

Lowest requirement - Assembled furniture/carpet stores, household and leisure goods stores

2. Although 'retail parks' may have shared parking, such developments will still require similar levels of parking to single stores, because of the longer duration of parking.
3. Where existing premises are used for the establishment of a stall type market, the applicant shall identify a location for the provision of visitor parking.
4. For premises up to a maximum of 200 sqm gross floor space, an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once, and any parking displaced must be relocated.
5. Increases in transactions at supermarkets are not proportional to increases in floor area.
6. Extensions of 33% of sales floor area produce a 10% increase in transactions.
7. The non-operational standard includes employees parking.
8. Relaxation may be given to the parking requirements at fast service centres, e.g. tyres, exhausts, MOTs etc.
9. Where car sales premises include external display areas, additional parking space will be required.
10. Parking Reserved for Disabled People: Refer to Appendix 1.
11. For cycle and motorcycle parking refer to Appendices 4 & 5.
12. In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area in a forward gear.
13. Convenience stores located at petrol filling stations will attract customers who do not also purchase petrol and will therefore require parking space. The additional requirement for this must be assessed as for a small shop.

**Industry and Industrial Warehousing**

**Zones A-C**

| Type of Development               | Operational                    | Non-operational     |
|-----------------------------------|--------------------------------|---------------------|
| Small Industry (<100 sqm)         | 1 van space                    | 1 space             |
| Small Industry (<235 sqm)         | 1 van space                    | 2 spaces            |
| Industry                          | See Note 5                     | 1 space per 120 sqm |
| Highly Technical Industry         | See Note 5                     | 1 space per 35 sqm  |
| Industrial Warehouses             | See Note 5                     | 1 space per 140 sqm |
| Storage Warehouses                | 1 commercial space per 500 sqm | Nil                 |
| Distribution Centres (<1,000 sqm) | 35% of GFA                     | 1 space per 120 sqm |
| Distribution Centres (>1,000 sqm) | 25% of GFA                     | 1 space per 120 sqm |

**Zones D-E**

| Type of Development               | Operational                    | Non-operational     |
|-----------------------------------|--------------------------------|---------------------|
| Small Industry (<100 sqm)         | 1 van space                    | 1 space             |
| Small Industry (<235 sqm)         | 1 van space                    | 2 spaces            |
| Industry                          | See Note 5                     | 1 space per 80 sqm  |
| Highly Technical Industry         | See Note 5                     | 1 space per 20 sqm  |
| Industrial Warehouses             | See Note 5                     | 1 space per 140 sqm |
| Storage Warehouses                | 1 commercial space per 500 sqm | Nil                 |
| Distribution Centres (<1,000 sqm) | 35% of GFA                     | 1 space per 80 sqm  |
| Distribution Centres (≥1000sqm)   | 25% of GFA                     | 1 space per 80sqm   |

## Notes relating to Industry and Industrial Warehousing parking standards

1. Vehicles should be able to enter and leave the site in forward gear.
2. Relaxation permitted for operational space when special servicing arrangements are made.
3. Visitor parking is included in non-operational parking.
4. For premises up to a maximum of 235sqm gross floor space, an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once and any parking displaced must be relocated.
5. Operational requirements:

| GFA sqm | Minimum sqm | GFA sqm | Minimum sqm | GFA sqm | Minimum sqm |
|---------|-------------|---------|-------------|---------|-------------|
| 100     | 70          | 500     | 100         | 1,001   | 150         |
| 250     | 85          | 1,000   | 150         | 2,000   | 200         |

Above 2,000 sqm GFA, the required minimum operational area should be taken as 10% of GFA.

6. The General Permitted Development Order limit of 235 sqm is defined as the upper cut off for size for units to encourage new firms requiring garage size sites. Larger units are defined as, "Industry".
7. Industries of a highly technical nature are companies specialising in technical innovation usually microprocessor based.
8. If the premises are to be used as a distribution depot, adequate space must also be provided to accommodate commercial vehicles that are likely to be parked overnight.
9. Parking reserved for Disabled People: See Appendix 1.
10. For cycle and motorcycle parking refer to Appendices 4 & 5.

## Places of Entertainment

### ZONES A-C

| Type of Development   | Operational                    | Non-operational                 |
|---|--------------------------------|---------------------------------|
| Children's Play Centres   | 1 space per 3 members of staff | 1 space per 20 sqm of play area |
| Assembly Halls (Commercial)<br>e.g. Bingo                         | 1 commercial vehicle space     | 1 space per 8 sqm               |
| Assembly Halls (Social) e.g.<br>Unlicensed Club, Community Centre | 1 commercial vehicle space     | 1 space per 10 sqm              |
| Cinemas, Theatres & Conference<br>Centres                         | 1 commercial vehicle space     | 1 space per 5 seats             |
| Stadia  | 1 commercial vehicle space     | 1 space per 15 seats            |

### ZONES D&E

| Type of Development   | Operational                    | Non-operational                 |
|---|--------------------------------|---------------------------------|
| Children's Play Centres   | 1 space per 2 members of staff | 1 space per 15 sqm of play area |
| Assembly Halls (Commercial)<br>e.g. Bingo                         | 1 commercial vehicle space     | 1 space per 8 sqm               |
| Assembly Halls (Social) e.g.<br>Unlicensed Club, Community Centre | 1 commercial vehicle space     | 1 space per 10 sqm              |
| Cinemas, Theatres & Conference<br>Centres                         | 1 commercial vehicle space     | 1 space per 3 seats             |
| Stadia  | 1 commercial vehicle space     | 1 space per 15 seats            |

### Notes relating to Places of Entertainment parking standards

1. In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area in a forward gear.
2. Appropriate provision must be provided for use by disabled people.
3. For cycle and motorcycle parking refer to Appendices 4 & 5.

## Hotels and Restaurants

### ZONES A-C

| Type of Development                            | Operational                | Non-operational   |
|--|----------------------------|---|
| Hotels   | 1 commercial vehicle space | 1 space per 3 non-resident staff & 1 space per bedroom                                |
| Public Houses & Licensed Clubs                 | 1 commercial vehicle space | 1 space per 3 non-resident staff & 1 space per 5 sqm of public area including servery |
| Restaurants                                    | 1 commercial vehicle space | 1 space per 3 non-resident staff & 1 space per 7 sqm of dining area                   |
| Cafes & Drive through Restaurants (see Note 5) | 1 commercial vehicle space | 1 space per 3 non-resident staff & 1 space per 14 sqm of dining area                  |
| Hot Food Takeaways                             | 1 commercial vehicle space | 1 space for non-resident staff & adequate on street parking for customers nearby      |
| Transport Cafes                                | 1 commercial vehicle space | 1 space per 3 non-resident staff & 1 commercial vehicle space per 2 seats             |

### ZONES D&E

| Type of Development                            | Operational                | Non-operational   |
|--|----------------------------|---|
| Hotels   | 1 commercial vehicle space | 1 space per 3 non-resident staff & 1 space per bedroom                                |
| Public Houses & Licensed Clubs                 | 1 commercial vehicle space | 1 space per 3 non-resident staff & 1 space per 3 sqm of public area including servery |
| Restaurants                                    | 1 commercial vehicle space | 1 space per 3 non-resident staff & 1 space per 7 sqm of dining area                   |
| Cafes & Drive through Restaurants (see Note 5) | 1 commercial vehicle space | 1 space per 3 non-resident staff & 1 space per 14 sqm of dining area                  |
| Hot Food Takeaways                             | 1 commercial vehicle space | 1 space for non-resident staff & Adequate on street parking for customers nearby      |
| Transport Cafes                                | 1 commercial vehicle space | 1 space per 3 non-resident staff & 1 commercial vehicle space per 2 seats             |

## Notes relating to Hotels and Restaurants

1. Facilities for non-residents should be assessed by applying the appropriate category. An allowance should be applied where facilities are to be shared.
2. The range in the parking requirements between zones allows for the distinction between 'country' public houses and 'suburban' public houses which are likely to have a higher proportion of walk-in trade.
3. The parking requirement will be relaxed for public houses built before 1914 to permit redevelopment or extension up to a 20% increase in gross floor area without extra parking being required.
4. The non-operational requirement for restaurants and cafes in established shopping areas may be relaxed if it can be shown that they are 'incidental' to the shopping area or where such restaurants are used largely in the evening when adequate parking exists in the vicinity. However, adequate parking for staff must be provided at the rear. (This does not apply to transport cafes).
5. Restaurants including drive through facilities for ordering and collecting food by car must have an internal segregated access for this purpose and be provided with a minimum of 6 waiting spaces.
6. In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area in a forward gear.
7. Appropriate provision must be provided for use by disabled people.
8. For cycle and motorcycle parking refer to Appendices 4 & 5.
9. All hotels must provide short stay parking for taxi drop off / pick up (minimum of 2 bays per 100 bedrooms).
10. All hotels must provide coach parking (minimum of 1 bay per 100 bedrooms),

## Community Establishments

ALL ZONES

| Type of Development                                      | Operational                              | Non-operational   |
|--|--|---|
| Hospitals (See Note 1)                                   | Essential vehicles as required           | 2.5 spaces per bed  |
| Health Centres & Surgeries                               | 1 space per practitioner<br>(See Note 2) | 1 space per 3 ancillary staff<br>(1 space per 2 in Zones 4 & 5) & 3 spaces per practitioner |
| Churches & Places of Worship                             | 1 commercial vehicle space               | 1 space per 10 seats or 1 space per 8 sqm of praying floor space<br>(See Note 3)            |
| Chapels of Rest  | 3 commercial vehicle spaces              | As per Churches etc.  |
| Funeral Homes  | 3 commercial vehicle spaces              | 1 space per 2 members of staff  |
| Public Leisure Centres                                   | 1 commercial vehicle space               | 1 space per 2 facility users & 1 space per 3 spectators                                     |
| Fitness Clubs, Leisure Clubs & Sports Clubs (See Note 6) | 1 commercial vehicle space               | 1 space per 2 facility users  |
| Marinas  | 1 car and trailer space                  | 1 space per berth   |
| Libraries  | 1 commercial vehicle space               | 1 space per 45 sqm  |

### Notes relating to Community Establishments parking standards

1. This level of provision would be appropriate for acute and neighbourhood District Hospitals. For other types of hospitals a lower level of provision may be acceptable.
2. Practitioner to include doctor, dentist, nurse, health visitor etc.
3. This range is intended to reflect different catchment areas of churches and places of worship. One serving a local area would require a lower provision than one serving a wide area.
4. Consideration must be given to the provision of a coach parking area where appropriate and to cycle and motorcycle parking. Coach parking is required to be provided for leisure centres.
5. In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area, where provided, in a forward gear.
6. Clubhouse bar and restaurant facilities must always be separately assessed.
7. Parking Reserved for Disabled People: See Appendix 1.
8. For cycle and motorcycle parking refer to Appendices 4 & 5.

## Educational Establishments

### ZONES A-C

| Type of Development                                   | Operational                             | Non-operational   |
|---|---|---|
| Day Nurseries & Crèches<br>(new build property)       | 1 commercial vehicle space              | 1 space per 2 full time staff   |
| Day Nurseries & Crèches<br>(converted build property) | Included in non-operational requirement | 1 space per 2 full time staff<br>(See Note 3)   |
| Nursery / Infants / Primary Schools                   | 1 commercial vehicle space              | 1 space per each member of teaching staff & 3 visitor spaces  |
| Secondary Schools                                     | 1 commercial vehicle space              | 1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 20 students of age 17 and 3 visitor spaces. Bus parking as required |
| Colleges of Higher / Further Education (See Note 6)   | 1 commercial vehicle space              | 1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 8 students and 5 visitor spaces. Coach parking as required          |

### ZONES D&E

| Type of Development                                   | Operational                             | Non-operational   |
|---|---|---|
| Day Nurseries & Crèches<br>(new build property)       | 1 commercial vehicle space              | 1 space per 2 full time staff   |
| Day Nurseries & Crèches<br>(converted build property) | Included in non-operational requirement | 1 space per 2 full time staff   |
| Nursery / Infants / Primary Schools                   | 1 commercial vehicle space              | 1 space per each member of teaching staff, 1 space per 2 ancillary staff & 3 visitor spaces   |
| Secondary Schools                                     | 1 commercial vehicle space              | 1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 10 students of age 17 and 3 visitor spaces. Bus parking as required |
| Colleges of Higher / Further Education (See Note 6)   | 1 commercial vehicle space              | 1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 5 students and 5 visitor spaces. Coach parking as required          |

## Notes relating to Educational Establishments

1. In addition to the non-operational parking an area must be provided for the picking up and setting down of school children.
2. In the case of Day Nurseries in converted properties the availability of adequate kerbside capacity (i.e. unrestricted parking) should be taken account of.
3. This should be assessed when the nursery is at full capacity. Where part-time staffs are employed they should be aggregated to their full time equivalents.
4. Experience has shown that a minimum of 15 car spaces will be required for most other types of schools. Exceptions to this may be specialised (e.g. Religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate, or larger schools in each category where a substantial increase (up to 50) may be desirable. With regard to buses, sufficient off street spaces should be provided for all services that the operator of the new school anticipates running for pupils, with the exception of passing service buses.
5. The parking area should include a facility for vehicles to turn without reversing. In exceptional circumstances a circulation/turning area remote from pupil circulation areas would be acceptable.
6. Where there is a high level of part-time (day release) students, the standard for Colleges of Higher Education/Universities is increased to 1 per 3 students.
7. Where the school is used for dual social and adult educational purposes, the use of hard playground surfaces for parking is acceptable.
8. Definitions of schools for the purposes of these standards:-
  - Nursery - pre-school age groups 3 - 5 often in converted residential property.
  - Infants - formal schools ages 3 to 7
  - Primary - schools for children in the range 5 or 7 to 11
  - Secondary - age range 11 to 18

Colleges of Higher and Further Education - includes sixth form colleges.
9. Appropriate provision must be provided for use by disabled people.
10. Appropriate provision must be provided for parental drop off/pick up of children as dictated by local circumstances and any school travel plan. Drop off areas must be located so that the safety of pupils walking or cycling to school is not jeopardised.
11. For cycle and motor cycle parking refer to Appendices 4 & 5

## **APPENDICES**

**Appendix 1 - Access for The Disabled  
Guidance Notes for Applicants**

**Appendix 2 Layout of parking Areas**

**Appendix 3 Landscaping**

**Appendix 4 Cycle Parking Standards**

**Appendix 5 Motorcycle Parking Standards**

## APPENDIX 1

### ACCESS FOR THE DISABLED GUIDANCE NOTES FOR APPLICANTS

All new public buildings are now required, where reasonable and practicable, to be accessible to and have facilities for disabled people. The requirements of the Chronically Sick and Disabled Persons Act 1970 and the Chronically Sick, Disabled Persons (Amendment) Act 1976 and Disability Discrimination Act 2005 apply to a wide range of buildings, including: offices, shops, banks, post offices, sports centres, hotels, restaurants and public houses, theatres and cinemas, exhibition centres, libraries and museums, community and church halls; together with all places of education, including schools, universities and colleges. This list is not exhaustive and other types of building can fall within the terms of the Act.

Parking spaces for disabled persons must also be designed in accordance with Building Regulations Part M and the Approved Documents to the Building Regulations should provide design guidance on design methods that would comply with the Regulations.

In publishing a comprehensive document on parking standards, it was recognised that the fundamental requirement of access to buildings by the disabled was very much bound up with the parking arrangements and therefore this Appendix has been prepared to draw the attention of developers to these complementary matters.

Having examined many guidelines provided by a number of bodies and authorities, which all cover the same ground to a greater or lesser extent, it has been recommended that the following publications be used as the basis for guidance:

#### **“Reducing Mobility Handicaps”**

Guidelines published by The Institution of Highways and Transportation, 6 Endsleigh Street, London, WC1H 0DZ.

#### **“Planning and Access for Disabled People”**

A good practice guide published by the Department for Communities and Local Government, PO Box 236, Wetherby, LS23 7NB

The former document is particularly detailed on the external considerations of a development whilst the latter concentrates more strongly upon the Planning System; however, they should be read and applied in a complementary manner.

In addition to the contents of these two documents, developers must give due consideration to the following aspects, which are considered important to disabled persons.

- A. The signing of pedestrian routes - having established the most convenient location for parking the vehicles of disabled persons, it is essential that a clear system of sign posting to the appropriate access catering for disabled persons should be devised and, implemented by the developer.
- B. The gradient of any ramp should be as slight as possible. The use of the term 'maximum gradient 1 in 12' should not be construed as being acceptable to disabled persons, except where it is absolutely unavoidable. Developers should consider very carefully the relative levels of parking spaces and finished floor levels at an early stage in their planning, so that a level or near level pathway (preferably less than 5% gradient) can be maintained between the two, if at all possible.
- C. The difficulty caused to disabled persons in gaining entrance into a building is covered by the documents but the delay in opening doors etc., can cause considerable discomfort and therefore the developer should consider providing a canopy over entrances designed for the use of disabled persons.

## PARKING RESERVED FOR DISABLED PEOPLE

It is recommended that appropriately positioned parking places, preferably within 50 metres of the facility served by the car park and which are adequate in size and number, shall be provided for people with disabilities. The size of each parking place and level of provision should be in accord with the recommendations in the Department for Transport's document 'Inclusive Mobility', 'A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (2002). However this guidance document is currently under review and is likely to be updated with improved content and scope in the near future. Should the recommended disabled parking standards be amended as a result of this review, the SPG will be amended accordingly.

The recommended proportions of spaces for Blue Badge holders are:-

- For car parks associated with existing employment premises;

2% of the total car park capacity, with a minimum of one space (spaces for disabled employees must be additional to those recommended above, reservation could be ensured, for example, by marking a space with a specific registration number).

- For car parks associated with new employment premises;

5% of the total car park capacity should be designated (to include both employees and visitors).

- For car parks associated with shopping areas, leisure or recreational facilities and places open to the general public;

A minimum of one space for each employee who is a disabled motorist plus 6% of the total car park capacity for visiting disabled motorists.

The numbers of designated spaces may need to be greater at hotels and sports stadia that specialize in accommodating groups of disabled people.

- For car parks associated with railway stations;

A minimum of one space for each railway employee who is a disabled motorist plus:

For a car park with fewer than 20 spaces, a minimum of one disabled space

For a car park of 20 to 60 spaces, a minimum of two disabled spaces

For a car park of 61 to 200 spaces, 6% of capacity with a minimum of three disabled spaces

For a car park with more than 200 spaces, 4% of capacity plus four disabled spaces.

### Disable Parking Bay Design

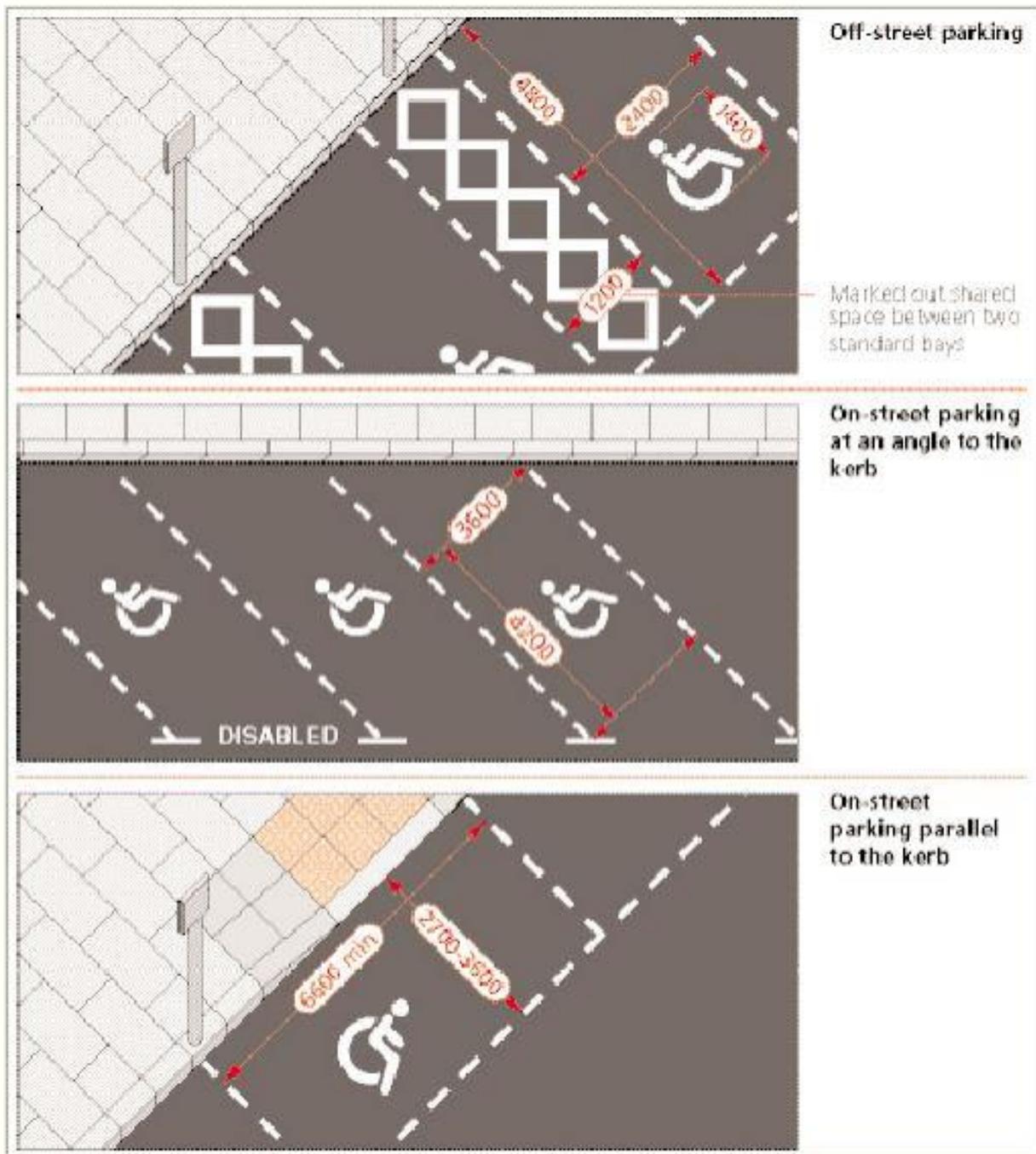
On-street parking parallel to the kerb: within the marked parking space, a clear rectangular space should be provided which is a minimum of 6.6m long by 2.700m wide (preferably 3,6m). The extra width allows for an access zone on kerb or street side. On-street parking at an angle to the kerb: the parking space should be a minimum of 4.2m long by 3.6m wide. It is recommended that kerbside parking bays should be sited where road gradient and camber are reasonably level e.g. 1:50. A road with a steep camber causes difficulties for wheelchair users who have a side lift in their vehicle. Where designated bays on-street are at a different level from the adjacent pavement, dropped kerbs should be provided for wheelchair users, with appropriate tactile marking. It should be remembered that parking vehicles partly on the pavement is one of the main causes of concern to blind and visually impaired people in the pedestrian environment. Off-street parking: bays should be a minimum of 4.8m long by 2.4m wide with additional space:

1 Where bays are parallel to the access aisle and access is available from the side an extra length of at least 1.8m, or,

2 Where bays are perpendicular to the access aisle, an additional width of at least 1.2m along each side. Where bays are adjacent the same 1.2m space can serve both sides. There should also be a 1,200 mm wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist.

### Bay marking and signing

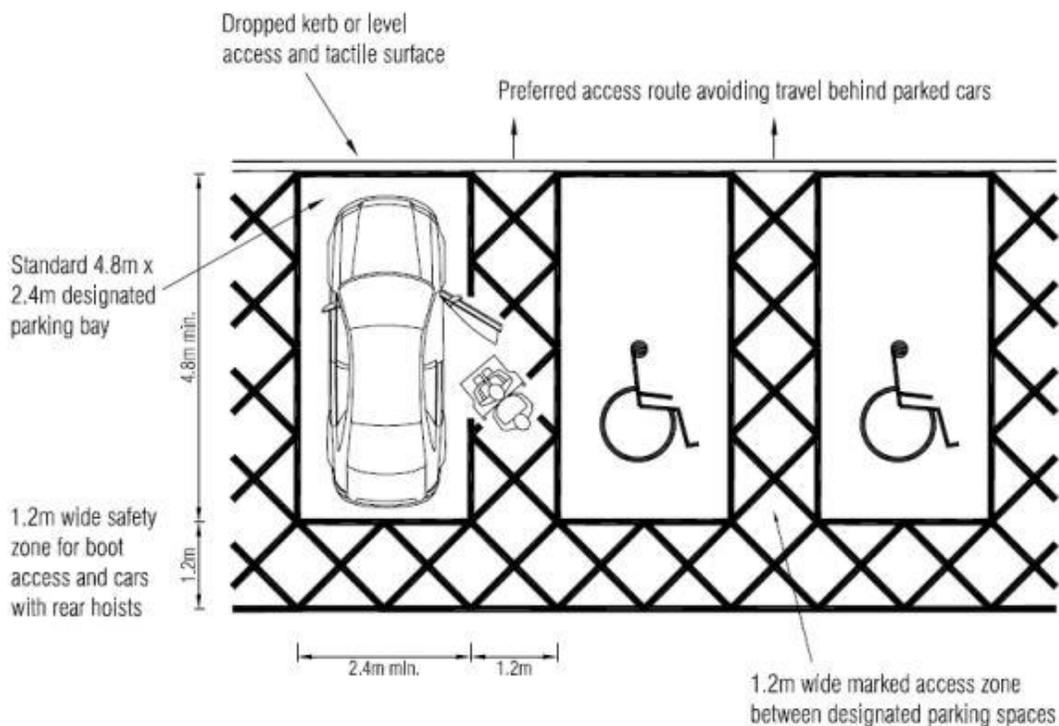
On-street bays should be indicated by signs in accordance with TSRGD; road markings must also confirm to TSRGD. Each bay should have a raised sign at the head of the bay to ensure that if snow or fallen leaves obscure the road markings, the purpose of the bay is still apparent.



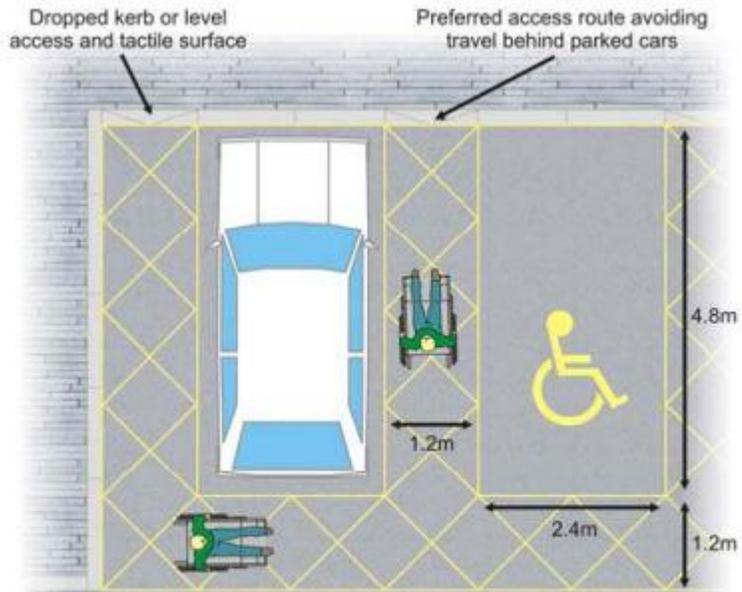
(Source: Inclusive Mobility Department for Transport 2005)

Disabled persons parking bays in off-street locations should be marked out with yellow lines and a yellow wheelchair symbol within the parking space. A sign, or if appropriate signs should be provided at the entrance to the car park to direct disabled motorists to designated parking spaces which, if the car park is not under cover, should also have raised signs at the head of the reserved bays. Signs inside the car park should show the most convenient way to the facilities served by the car park, with an approximate distance to those facilities. The marking out should comply with British Standard BS8300:2001 'Design of buildings and their approaches to meet the needs of disabled people – Code of Practice' as well as to the recommendations of the Department for Transport's document 'Inclusive Mobility' (see note above), 'A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (2002).

On street disabled parking bays should be indicated by signs and marked out in full compliance with the Traffic Signs Regulations and General Directions (1994). Each bay should have a raised sign at the head of the bay to ensure that if snow or fallen leaves obscure the road markings, the purpose of the bay are still apparent.



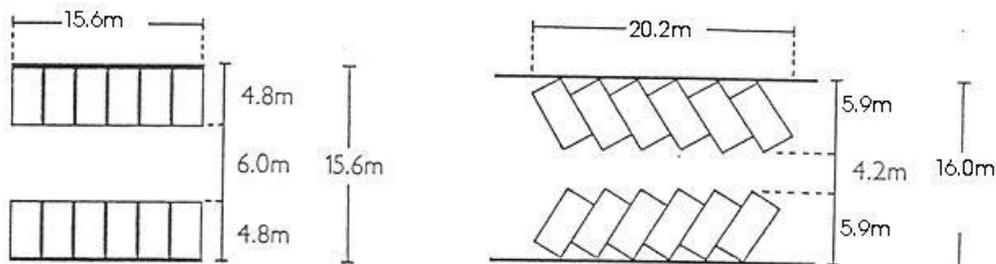
**Figure 4: Off street Multiple Disabled Parking Bays**



## APPENDIX 2 – LAYOUT OF PARKING AREAS

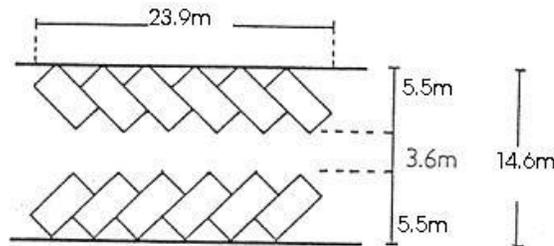
A standard parking space dimension is 2.6m x 4.8m, however sufficient space must surround this to enable safe and convenient access to vehicles. Therefore a driveway serving a residential property will usually require a width of no less than 3.6m. For double driveways, the width is increased to 6.0m. All parking spaces adjacent to the carriageway or fronting a garage are required to be provided at a length of 6.0m to allow loading and unloading of vehicles or to enable access to the garage. In addition, different parking layouts such as parallel, in line or angled parking schemes will have slightly different overall space requirements and some examples and space dimensions are illustrated below.

### ALTERNATIVE WAYS OF ARRANGING 12 SPACES

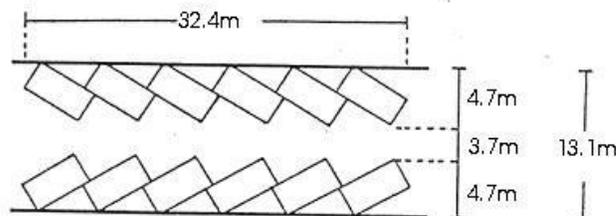


90° PARKING

60° PARKING



45° PARKING



30° PARKING

Vehicle Bays - The bay must be of sufficient size and be located so that the vehicle can be manoeuvred within the site, e.g. the 12 m rigid lorry requires a absolute minimum of 105 sqm to allow it to leave a site in forward gear. Further details of good design practice can be found in appropriate Highway Authority Design Standards or 'Designing for Deliveries', Freight Transport Association 1998.

|                                 |                  |
|---------------------------------|------------------|
| Articulated Vehicles            | 16.5 m x 2.55 m  |
| Articulated Low loader Vehicles | 18.0 m x 2.55 m  |
| Rigid Vehicles                  | 12.0 m x 2.55 m  |
| Buses and Coaches (two axle)    | 13.5 m x 2.55 m  |
| Buses and Coaches (three axle)  | 15.0 m x 2.55 m  |
| Buses and Coaches (Articulated) | 18.75 m x 2.55 m |

Refrigerated vehicles maximum allowed width is 2.65 m

All vehicles should enter and leave the site in forward gear.

Further guidance on parking layouts can be found in Manual for Streets.

## **APPENDIX 3**

### **LANDSCAPING**

Planting should be used in car parks to relieve the monotony of areas of paving: to define or screen parking bays, and to provide visual features. Landscaping is seen as an integrated part of the design of parking areas and not as an afterthought. Grass, ground cover plants, shrubs and trees used in car parks should be pollution resistant varieties, and in the case of trees should not be a type liable to heavy leaf fall, fruit dropping or branch shedding. Particularly to be avoided are most varieties of lime, maiden hair and horse chestnut. Care should be taken that planting does not obscure sight lines at junctions or remove any degree of natural surveillance.

Plant selection should reflect local character and vegetation and draw on native as well as the more ornamental of exotic species. Ultimate height and spread should be considered in relation to nearby structures. Plant selection must exclude those species of plant that harbour litter.

A useful guide for species choice is available on a web site compiled by the Horticultural Trades Association in consultation with the Landscape Institute at [www.plantspec.org.uk](http://www.plantspec.org.uk).

In some circumstances, hard landscaping may be more appropriate, e.g. concrete blocks, bricks, paving slabs, cobbles.

There is a wide variety of surfacing materials available, which can be used for car parks. The choice of which one to use in a specific situation will depend on the intensity of use expected, the desired appearance and the amount of money available for laying and maintenance.

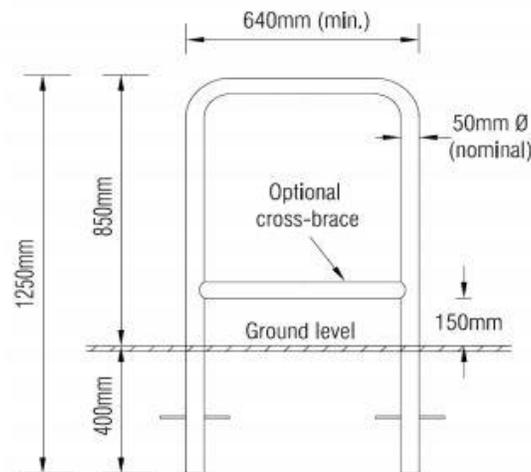
The design and landscaping of car parks should take into account the guidance contained within the assessment guidelines of the Park Mark safer parking initiative of the Association of Chief Police Officers as well as the more general requirements of Planning Policy Wales Technical Advice Note 12: Design (TAN12).

## APPENDIX 4

### CYCLE PARKING STANDARDS

1. Short stay parking and long stay parking are separately considered in the following tables. Short stay parking addresses the needs of customers or other visitors to a development, whereas long stay parking is applicable to the needs of staff. Staff should also be encouraged to cycle to work by the provision of additional facilities such as lockers, changing areas and showers. Covered cycle parking stands can also be an important element in encouraging the use of cycles.
2. Cycle parking should be located in a safe, secure and convenient location. Care should also be taken to ensure that cycle parking facilities are not located where they may obstruct pedestrians, disabled persons and particularly people with sight problems.
3. Appropriate signing should always be provided to indicate the location of short term cycle parking.
4. For reasons of security, cycle parking facilities should be located in areas that are visible and therefore allow for informal surveillance. In certain instances this could need to be supplemented through the introduction of CCTV or other security means.
5. Guidance on the design of cycle parking is available in the DfT Traffic Advisory Leaflet 5/02 “Key Elements of Cycle Parking” and in Sustrans Information Sheet FF37 “Cycle Parking”, however the standard Sheffield parking rack design is illustrated below.
6. All residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design. In appropriate circumstances, convenient communal facilities may be provided. Guidance on this subject is available within Manual for Streets.
7. Where a development is located within a commercial centre and it is not appropriate for a particular reason to provide cycle parking facilities, the developer should be asked to provide a financial contribution towards the provision of sustainable transport.
8. The provision of facilities for cyclists should be specifically considered whenever a Travel Plan is accepted.

#### Typical Sheffield Cycle Rack Design



Minimum distance between rows of racks 2 m.

| Type of Development                             | Cycle Parking Provision |  |
|---|-------------------------|--|
|   | Long Stay               | Short Stay                               |
| <b>a) Residential</b>                           |                         |  |
| Apartments                                      | 1 stand per 5 bedrooms  | No requirement                           |
| Purpose built student accommodation             | 1 stand per 2 bedrooms  | No requirement                           |
| Self-contained elderly persons accommodation    | 1 stand per 20 bedrooms | 1 stand per 20 bed spaces                |
| <b>b) Offices</b>                               |                         |  |
| Offices   | 1 stand per 200 sqm     | 1 stand per 1,000 sqm                    |
| Call Centres                                    | 1 stand per 150 sqm     | 1 stand per 1,000 sqm                    |
| <b>c) Shops</b>                                 |                         |  |
| Shops <200 sqm                                  | 1 stand per 100 sqm     | 1 stand per 100 sqm                      |
| Shops 201 sqm – 1,000 sqm                       | 1 stand per 500 sqm     | 1 stand per 500 sqm                      |
|   | Food                    |  |
|   | Non-Food                |  |
| Supermarkets                                    | 1 stand per 500 sqm     | 1 stand per 750 sqm                      |
|   | 1 stand per 500 sqm     | 1 stand per 500 sqm                      |
| <b>d) Retail Warehousing</b>                    |                         |  |
| Retail Warehousing                              | 1 stand per 500 sqm     | 1 stand per 1,000 sqm                    |
| Cash and Carry warehousing                      | 1 stand per 500 sqm     | No requirement                           |
| Open Air markets                                | 1 stand per 500 sqm     | 1 stand per 500 sqm                      |
| Garages   | 1 stand per 250 sqm     | No requirement                           |
| Car Sales Premises                              | 1 stand per 1,000 sqm   | No requirement                           |
| <b>e) Industry &amp; Industrial Warehousing</b> |                         |  |
| Industry  | 1 stand per 500 sqm     | 1 stand per 1,000 sqm                    |
| Industrial Warehousing & Storage Centres        | 1 stand per 500 sqm     | No requirement                           |
| <b>f) Places of Entertainment</b>               |                         |  |
| Assembly Halls:                                 | 1 stand per 10 staff    | 1 stand per 40 seats                     |
|   | Included in short stay  | 1 stand per 30 sqm                       |
|   |                         | 1 stand per 30 seats                     |
| Cinemas, Theatres & Conference Centres          | 1 stand per 10 staff    | 1 stand per 100 seats                    |
| Stadia  | 1 stand per 10 staff    |  |
| <b>g) Hotels and Restaurants</b>                |                         |  |
| Hotels & Public Houses                          | 1 stand per 5 bedrooms  | 1 stand per 4 sqm of public floor space  |
| Restaurants & Cafes (All types)                 | 1 stand per 10 staff    | No requirement                           |
| <b>h) Community Establishments</b>              |                         |  |
| Hospitals                                       | 1 stand per 20 beds     | 1 stand per 20 beds                      |
| Health Centres & Surgeries                      | Included in short stay  | 1 stand per consulting room              |
| Churches & Places of Worship                    | Included in short stay  | 1 stand per 50 sqm of public floor space |
| Public Leisure Centres                          | 1 stand per 10 staff    | 1 stand per 50 sqm of public floor space |
| Fitness Clubs                                   | 1 stand per 10 staff    | 1 stand per 25 sqm of public floor space |
| Leisure Clubs & Sports Clubs                    | 1 stand per 10 staff    | 1 stand per 10 facility users            |
| Libraries                                       | 1 stand per 10 staff    | 1 stand per 30 sqm of public floor space |

| Type of Development                               | Cycle Parking Provision                                  |                          |
|---|--|--------------------------|
|   | Long Stay  | Short Stay               |
| <b>i) Educational Establishments</b>              |  |                          |
| Day Nurseries & Crèches                           | Included in short stay                                   | 1 stand per 30 children  |
| Nursery, Infants & Primary Schools                | 1 stand per 5 staff and 1 stand per 20 children          | 1 stand per 100 children |
| Secondary Schools & Colleges of Further Education | 1 stand per 5 staff and 1 stand per 6 students of age 17 | 1 stand per 100 children |
| <b>j) Transport Facilities</b>                    |  |                          |
| Park & Ride Car Parks                             | 1 secure stand per 20 car parking spaces                 | No requirement           |

## APPENDIX 5

### MOTORCYCLE PARKING STANDARDS

1. Motorcycle parking should be located in a safe, secure and convenient location where other vehicles cannot encroach or obstruct the motorcycle parking area.
2. Motorcycles are prone to theft. For reasons of security, motorcycle parking facilities should be located in areas that are visible and therefore allow for informal surveillance. Surrounding high walls or shrubbery should be avoided as they could provide cover for thieves. In certain instances the introduction of CCTV or other security means could be necessary. In particular these facilities should be located where other larger vehicles, such as vans, could not be used to steal the motorcycles.
3. Robust anchor points must be provided to lock the motor cycles to, but the design of the anchor points must be such that they are able to accommodate a wide range of motorcycle wheel sizes, but without affording easy leverage for bolt croppers or other equipment used for the purposes of theft. Care must also be taken to ensure that locking facilities do not present a trip hazard to pedestrians, disabled persons and particularly people with sight problems.
4. Covered motorcycle parking would clearly be of benefit to riders, particularly for long term parking, as would the supply of convenient litter bins as riders have little space for carrying surplus articles. It is also important to consider the supply of lockers for storage of rider's protective clothing and helmets.
5. Motorcycle length and width dimensions are generally reduced when parked, as the front wheel will be turned to a locked position. The effective length and width vary between about 1600mm to 2,300 mm (length) and 650 mm to 900 mm (width). A bay size of 2.8 m x 1.3 m is recommended.
6. A further consideration is that of disabled riders. It is suggested that provision be made for disabled riders by way of special marked out bays of increased size. Any rider experiencing reduced mobility and strength will benefit from extra room to position themselves to the side of their bike when manoeuvring or mounting. As the rider population ages, stiffness and reduced range of movement will make this a common issue.
7. Motorcycle parking bays should not be surfaced with bitumen based material as it can soften in hot weather, causing the stand of the motorcycle to sink and the bike to topple. Concrete surfaces should avoid this problem.
8. Further guidance is available in Manual for Streets.

| Type of Development        | Motorcycle Parking Provision    |
|----------------------------|---------------------------------|
| All classes of development | 55 of provision for car parking |

## **DEFINITIONS AND NOTES**

**Operational Parking Space** - Sufficient space to allow the maximum number and size of vehicles likely to serve the development at any one time and to manoeuvre with ease and stand for loading and unloading without inconvenience to vehicles and pedestrians on the public highway or to other users of the site.

Space for staff cars which, by the nature of the business, is required for day to day operation, may also be included.

**Non-Operational Parking Space** -The space occupied by vehicles not necessarily used for the operation of the premises. This is divided into two classes:

Long term (i.e. commuter parking) mainly occupied by vehicles of staff/clients/customers whose attendance at the premises are of long single durations.

Short term parking space required by staff/clients/customers whose attendances at the premises are of short single durations.

**Residential Parking Space** -The space required for residents and space for cars of people visiting the residents.

**Gross Floor Area** -The standards that are related to floor areas are gross floor areas, i.e. including external walls, except where the text stipulates otherwise in respect of public houses, restaurants, cafes and places of worship.

**Extension or Development of Existing Buildings** - For industrial, office, commercial premises and pre-1914 public houses, under 235 sqm gross floor area, an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once and any parking displaced must be relocated.

**Public Transport Accessibility** - Public transport provision has the potential to reduce use of the car and where appropriate the level of this provision should be enhanced as planning gain through the planning process. Ease of access to public transport is related to the required parking levels through the zoning system introduced by this document.

**Employment Density** - The standards have been assessed on density norms (retail 19.5 sqm per employee; industrial 35 – 45sqm per employee, office 16.5 sqm per employee). Variations in density may be treated on their merits.

**Land Use** - for the purpose of applying the parking standards the following table outlines the land uses specified within the Town and Country Planning (Use Classes) Order 1987.

## USE CLASSES IN 1987 ORDER LAND USES IN PARKING GUIDELINES

| Use Classes in 1987 Order                   | Land Uses in Parking Guidelines   |
|---|---|
| Class A1: Shops                             | Shops<br><br>Supermarkets and Superstores<br><br>Retail Warehousing (Cash and Carry)  |
| Class A2: Financial & Professional Services | Offices (only in cases where premises are provided principally for visiting members of the public).   |
| Class A3: Food & Drink                      | Restaurants, Public Houses, Cafes, transport Cafes, Licensed Clubs.   |
| Class B1: Business                          | Offices (other than in A2 above) / Light industry   |
| Class B2: General Industrial                | Industry  |
| Class B3 – B7: Special Industrial           | Industry  |
| Class B8: Storage or Distribution           | Wholesale Warehousing   |
| Class C1: Hotels & Hostels                  | Hotels  |
| Class C2: Residential Institutions          | Homes for the Elderly, Children etc.<br>Nursing Homes<br>Hospitals  |
| Class C3: Dwelling Houses                   | General Purpose Houses & Flats Sheltered Accommodation  |
| Class C4: Houses in Multiple Occupation     | Shared houses or flats occupied by unrelated individuals as their only or main residence.   |
| Class D1: Non-residential Institutions      | Health Centres<br>Surgeries<br>Churches<br>Primary School / Nursery Schools<br>Secondary Schools<br>Colleges of Further education<br>Libraries<br>Assembly Halls e.g. Community Centres, Unlicensed Clubs |
| Class D2: Assembly and Leisure              | Leisure Centres<br>Sports Clubs<br>Assembly Halls e.g. Bingo Halls  |

### Note:

Certain uses within this document do not fall within any specific Use Class and therefore must be dealt with separately (see general uses) e.g. open air markets.

The Standards have not been defined in terms of the 1987 Use Classes Order as this would lead to wide ranges of recommended provision, e.g. Class B1 business encompasses some office uses and industry. A standard anticipating this interchangeability would be very wide and therefore, standards are only given for specific land use concerned e.g. office or industrial use.

In view of the interchangeability of uses it may be necessary to impose restrictions on development within these wider classes in order to reflect car parking requirements.

## **Draft Supplementary Planning Guidance Consultees**

The following provides a list of statutory and other consultees that will be contacted directly to advise of the SPG consultation.

### **All Vale of Glamorgan Councillors**

#### **Relevant Council Departments**

#### **Planning Consultants active within the Vale of Glamorgan**

#### **All Town & Community Councils in the Vale of Glamorgan**

#### **Statutory Consultees:**

- Natural Resources Wales
- CADW

#### **Adjacent Local Authorities:**

- Bridgend County Borough Council
- Cardiff County Council
- Rhondda Cynon Taff County Borough Council

#### **Other Consultees:**

- Campaign for Protection of Rural Wales
- Cardiff Bus
- Cardiff International Airport
- Civil Aviation Authority
- Country Land & Business Association
- Design Commission for Wales
- Disability Wales
- Dwr Cymru Welsh Water
- Easyway Minibus Hire Ltd
- Environment Wales
- Farmers Union of Wales
- First Cymru Buses Ltd.
- Friends of the Earth Cymru
- Barry and Vale Friends of the Earth
- Glamorgan Gwent Archaeological Trust Ltd
- Home Builders Federation
- Institute of Welsh Affairs
- MoD Planning Division
- New Adventure Travel Ltd (NAT)
- NFU Cymru
- Penarth Tourism and Visitor Association
- Renewable Energy UK
- RICS Wales

- Royal Society for the Protection of Birds (RSPB)
- South East Wales Energy Agency
- South Wales Fire & Rescue Service
- South Wales Police
- Sustrans Cymru
- Transport for Wales
- Visit Wales
- Vale Tourism Association
- Wales and West Utilities
- Welsh Government - Planning
- Welsh Local Government Association
- Western Power Distribution
- Wildlife Trust for South & West Wales