

THE VALE OF GLAMORGAN COUNCIL

PLACE SCRUTINY COMMITTEE: 18TH NOVEMBER, 2025

REFERENCE FROM CABINET: 6TH NOVEMBER, 2025

“C134 VALE OF GLAMORGAN REPLACEMENT LOCAL DEVELOPMENT PLAN (RLDP) 2021-2036 – HOUSING GROWTH IN BARRY CONSULTATION REPORT (CEERS) (SCRUTINY – PLACE SCRUTINY COMMITTEE) –

The Cabinet Member presented the report to advise Cabinet of the issues raised through representations received during the public consultation exercise undertaken between 16th June 2025 and 14th July 2025 in respect of future housing growth in Barry.

In total, 159 individuals and organisations made representations on the consultation, with the highest number made for the Northwest Barry site with 122 objections, 3 representations of support and 13 comments. A number of valid concerns were raised concerning traffic congestion, biodiversity and flooding.

The land at Neptune Road on Barry Waterfront received 14 representations of support, 11 objections and 10 comments with concerns about traffic congestions and infrastructure capacity. The third site at The Bendricks received 10 representations of support, 14 comments and 27 objections.

Councillor Sivagnanam referred to Paragraph 2.9 of the report which referred to the need for mitigation, further scrutiny and appropriate planning considerations, as well as further stakeholder engagement as part of ongoing processes.

The Leader was looking forward to the subsequent discussion at the Place Scrutiny Committee.

This was a matter for Executive decision.

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

- (1) T H A T the contents of the report be noted.
- (2) T H A T use of the urgent decision procedure as set out at Section 15.14 of the Council’s Constitution be agreed to allow the report to be considered by Place Scrutiny Committee on 18th November 2025.

(3) T H A T the report be referred to Place Scrutiny Committee for their consideration on 18th November 2025. Following their consideration, the Place Scrutiny Committee refers any recommendations back to Cabinet (20th November 2025) for their final consideration prior to Cabinet referring this report with the recommendations of the Place Scrutiny Committee and Cabinet's responses to Full Council (1st December 2025) for consideration and approval. Should Place Scrutiny Committee have no further recommendations to refer to Cabinet for consideration, that the report be referred to Full Council (1st December 2025) for:

- a. endorsement of the actions set out in the Consultation Report;
- b. approval to include the three potential housing sites as allocations in the Deposit Replacement Local Development Plan (RLDP).

Reasons for decisions

(1) To outline to Members the issues raised during the public consultation exercise on Housing Growth in Barry.

(2) To allow the relevant Scrutiny Committee to consider the report on 18th November 2025.

(3) To allow officers to progress with the preparation of the Deposit RLDP.”

Meeting of:	Cabinet
Date of Meeting:	Thursday, 06 November 2025
Relevant Scrutiny Committee:	Place Scrutiny Committee
Report Title:	Vale of Glamorgan Replacement Local Development Plan (RLDP) 2021-2036 – Housing Growth in Barry Consultation Report
Purpose of Report:	To advise Cabinet of the issues raised through representations received during the public consultation exercise undertaken between 16th June 2025 and 14th July 2025 in respect of future housing growth in Barry.
Report Owner:	Cabinet Member for Community Engagement, Equalities and Regulatory Services
Responsible Officer:	Director of Place
Elected Member and Officer Consultation:	Head of Sustainable Development, Operational Manager for Planning and Building Control, Lawyer - Legal Division, Operational Manager Accountancy, Operational Manager, Strategy and Resources, Project Manager, Sustainable Communities for Learning Operational Manager, Healthy Living and Performance, Head of Neighbourhood Services, Operational Manager Engineering, Group Manager Transport Services, Senior Sustainable Transport Officer, Engineering Manager – Environment, Engineering Manager Highways Development, Head of Housing and Building Services, Operational Manager Public Housing Services, Operational Manager Housing Development, Finance Support Manager, Operational Manager for Regeneration, Team Leader Countryside Services, Ecologist, Operational Manager (Property), Programme Manager Project Zero, Team Manager (Shared Regulatory Services), Operational Manager, Corporate Communications

	Elected Members for Barry wards (Baruc, Buttrills, Cadoc, Castleland, Court, Dyfan, Gibbonsdown, Illtyd)
Policy Framework:	This is a matter for Executive decision by Cabinet and for referral to Full Council for approval following referral to Place Scrutiny Committee.
Executive Summary: • The Replacement Local Development Plan (RLDP) Preferred Strategy, which was published for consultation in late 2023, identified five key sites for allocation, including one site located to the Northeast of Barry. Due to concerns over the deliverability of the site to the Northeast of Barry, it has been concluded that it would not be appropriate to allocate the site within the Deposit RLDP. Consequently, it has been necessary to consider alternative sites for the delivery of housing in the Barry area. Barry is a 'key settlement' in the RLDP settlement hierarchy and should accommodate a level of new housing development that is commensurate with its position as the largest and most sustainable settlement in the Vale of Glamorgan, and also the area with the highest need for affordable housing. • Following a review of available land in the Barry area, an alternative key site at Northwest Barry was identified to be considered for inclusion in the Deposit Plan, together with two new sites on Hayes Lane, The Bendricks and Neptune Road, Barry Waterfront. These proposals were detailed in a report on 'Housing Growth in Barry.' • On 1st May 2025, Cabinet resolved that a consultation document 'Housing Growth in Barry' be approved for public consultation (Cabinet Minute C333 refers) to allow residents and other key stakeholders to have their say on the three new proposed housing allocations. • Cabinet also resolved that a further report be presented to Cabinet and considered by the relevant Scrutiny Committee and Full Council to report the findings of the public consultation exercise, which would serve as part of the evidence base for the RLDP before the Deposit Plan was reported. • Following a consultation held between 16th June 2025 and 14th July 2025, a report of consultation has been prepared which details the issues raised and any proposed actions considering representations received. This report seeks endorsement of the actions set out within the Consultation Report and seeks approval to include the three proposed housing allocations in the Deposit RLDP. • The Consultation Report is attached at Appendix 1, with Annexes detailing the representations made on each of the three proposed housing sites.	

Recommendations

1. That the contents of the report are noted.
2. That use of the urgent decision procedure as set out at Section 15.14 of the Council's Constitution be agreed to allow the report to be considered by Place Scrutiny Committee on 18th November 2025.
3. That Cabinet refers this report to Place Scrutiny Committee for their consideration on 18th November 2025. Following their consideration, the Place Scrutiny Committee refers any recommendations back to Cabinet (20th November 2025) for their final consideration prior to Cabinet referring this report with the recommendations of the Place Scrutiny Committee and Cabinet's responses to Full Council (1st December 2025) for consideration and approval. Should Place Scrutiny Committee have no further recommendations to refer to Cabinet for consideration, that the report be referred to Full Council (1st December 2025) for:
 - a. endorsement of the actions set out in the Consultation Report.
 - b. approval to include the three potential housing sites as allocations in the Deposit Replacement Local Development Plan (RLDP).

Reasons for Recommendations

1. To outline to Members the issues raised during the public consultation exercise on Housing Growth in Barry.
2. To allow the relevant Scrutiny Committee to consider the report on 18th November 2025.
3. To allow officers to progress with the preparation of the Deposit RLDP.

1. Background

- 1.1 The RLDP is a key Council policy document that underpins many of the Council's corporate strategies. Based on a robust evidence base, the RLDP will allocate land for development, designate areas for protection, and contain policies that provide the basis for the determination of planning applications. The RLDP must be prepared in accordance with an agreed Delivery Agreement (DA), which sets out the timetable for plan preparation and who will be involved in the process and at what stage.
- 1.2 It will be noted that a public consultation was undertaken between December 2023 and February 2024 on the [Preferred Strategy for the RLDP](#). The Preferred Strategy provides the strategic direction for the development and use of land in the Vale of Glamorgan over the RLDP period (2021 to 2036) and identifies how much sustainable growth is needed and where this growth will broadly be located. As part of the Preferred Strategy, 5 new key housing-led sites were identified, in addition to rolling forward several deliverable adopted LDP housing sites. The 5 new key sites were located to the North East of Barry, and in Dinas Powys, Rhoose and St Athan (2 sites).

- 1.3 A number of representations were made through the Preferred Strategy consultation, including objections to each of the key sites. Following this consultation, an [Initial Consultation Report](#) was prepared which summarised and responded to the representations made as part of the consultation. The Initial Consultation Report was considered by Full Council on 30th September 2024, where the Preferred Strategy was endorsed and it was agreed that it should form the basis of the Deposit RLDP, the next stage in plan preparation (Minutes 424 and 425 refer).
- 1.4 To allow housing sites to be allocated as part of the RLDP, it must be demonstrated that they are financially viable and deliverable within the plan period. A deliverable site is one that is generally free from constraints, or where it can be demonstrated that any barriers to delivery can be overcome. The nature of constraints will differ on a site-by-site basis, but one of the considerations common to all sites is land ownership.
- 1.5 There were deliverability issues with the Land at Northeast Barry as agreement could not be reached with all of the necessary landowners. As a consequence, a report was presented to Cabinet in May 2025 which explained that Land at North East Barry could not be taken forward as an allocation in the RLDP and that other housing sites would need to be identified in Barry to ensure that sufficient housing was available to meet future needs, in a manner that accords with the approved Preferred Strategy.
- 1.6 Cabinet approved that a public consultation should be carried out on three potential sites in Barry – Land at Northwest Barry (376 units), Land at Neptune Road, Barry Waterfront (40 units) and Land at Hayes Lane, The Bendricks (70 units). This consultation took place between 16th June 2025 and 14th July 2025.

2. Key Issues for Consideration

- 2.1 In total, 159 individuals and organisations made representations on the Housing Growth in Barry consultation. The next section discusses the site-specific representations raised, but there were certain concerns about social infrastructure that were raised by respondents that were common across the three sites:
 - Education – Representors were concerned about the capacity of schools to accommodate additional pupils. The Council has undertaken an initial assessment of the educational need generated by the proposed developments, based on forecast future demand for primary and secondary school places. Where insufficient capacity is forecast, the developer will be required to fund additional school places through a Section 106 agreement.
 - Health - There were concerns about the capacity of health services across Barry. Cardiff and Vale University Health Board (CAVUHB) are responsible for the provision of appropriate health services to support the population of the Vale. It should be noted that the Health Board is a consultee on major planning

applications (50 units or more). In addition, Council officers meet regularly with Health Board officials to advise them of the location of planned new housing development and the timescales of delivery so that this can be factored into CAVUHB's own capacity assessments and forward work programme. If the Health Board identify that additional facilities are required, the planning policy framework set out within the Deposit Plan would be supportive of such provision.

Land at Northwest Barry

- 2.2 A total of 129 respondents made comments on Land at Northwest Barry. Several people made more than one representation on the site, resulting in a total of 139 duly made representations, comprising 3 representations of support for the proposed allocation, 13 comments and 122 objections. As a comparison, at Preferred Strategy the proposed key site at Northeast Barry, which is no longer being considered due to deliverability concerns, received 480 representations, of which 462 were objections.
- 2.3 The issues raised as part of the public consultation are detailed within the consultation report. However, a key area of concern from many residents was in respect of traffic congestion, particularly on Port Road West and at the Weycock Cross roundabout.
- 2.4 In response to these concerns, it should be noted that the Council's housing growth strategy for Barry is underpinned by a comprehensive Strategic Transport Assessment (STA), which is being undertaken by an independent transport planning consultancy on behalf of the Council. The STA is currently at an advanced stage. Its purpose is to review the combined transport impacts of all strategic housing sites proposed in the RLDP, ensuring their effects on the highway and sustainable transport networks are properly assessed and addressed.
- 2.5 The interim findings indicate that while there are locations where congestion is forecast at the end of the RLDP period, particularly during peak hours, these challenges can be managed through a balanced package of measures, including targeted highway improvements and initiatives to encourage more sustainable travel in line with Welsh Government policy.
- 2.6 One such location in Barry is Weycock Cross Roundabout, which is a known pinch point on the network during peak hours. This junction has been the subject of detailed assessment both within the STA and through individual site submissions, including the strategic housing site known as Land at Northwest Barry. Several potential mitigation options have been identified that are capable of improving traffic flow and managing development impacts. These include the possibility of widening the entry width and extending the approach lane capacity on constrained approaches.
- 2.7 Land at Northwest Barry proposes a new access approximately 150 metres west of Weycock Roundabout on Port Road West. The site promoters' Transport Consultant has undertaken detailed traffic modelling of this. This concluded that

a new signal-controlled access junction with associated local widening and realignment of Port Road can provide a safe and efficient access to the development. The modelling shows that with these improvements; the additional site traffic would have only a limited effect on how the Weycock Cross junction operates.

- 2.8 The junction has historically been busiest during school and commuter peaks and has operated more efficiently outside of these times, and this pattern is expected to continue. It should also be noted that these results are based on cautious assumptions and modelling that do not take account of potential benefits from more home working, greater use of sustainable travel, or traffic choosing alternative routes. All of these factors are expected to improve the junction's performance compared to the modelled results. Importantly, the design also supports walking and cycling by providing a new 3m shared-use path along the site frontage. Any future residential development will also be required to prepare a Travel Plan to help reduce car trips from the site and encourage sustainable travel choices across the wider area.
- 2.9 The principle of mitigation is embedded in the Council's RLDP strategy. All strategic housing sites that are identified as having a material impact on Weycock Roundabout, or indeed on any other part of the Vale's network, will be required to contribute towards appropriate highway and sustainable transport improvements. It is important to emphasise, however, that allocation in the RLDP does not remove the need for further scrutiny. All sites will still be required to secure planning permission at the appropriate time. Each will need to be supported by detailed Transport Assessments to evaluate site-specific impacts and put forward tailored mitigation strategies, including but not limited to measures identified in the RLDP. These mitigation strategies will be subject to further stakeholder engagement to ensure that they are sufficiently robust and ambitious.
- 2.10 All future highway works, and transport interventions will be designed to support and align with the Vale of Glamorgan's role in the Cardiff Capital Region (CCR), ensuring consistency with wider regional objectives for growth, connectivity, and sustainable travel.
- 2.11 Other site-specific issues raised include:
- Poor active travel and public transport – There are concerns that the area is poorly served by Active Travel routes and public transport. In response to this, the developer will be required to provide part of the Active Travel route between Barry and Cardiff Airport along their site frontage. The delivery of the remainder of this route remains a priority, with detailed design and discussions with landowners currently ongoing. There are also existing active travel routes near the site – to the east along Port Road West, linking to a range of facilities, and along Five Mile Lane to the north. In terms of public transport, there are bus stops near the entrance on Port Road West and also on Pontypridd Road, with regular bus services to Barry town centre and station, Llantwit Major and Cardiff.
 - Flooding, drainage, and sewage capacity – There are concerns that new development could lead to surface water flooding. New developments will need

to include appropriate sustainable drainage features which must be approved by the Sustainable Drainage Approval Body (SAB). The site layout identifies a wetland park at the lowest part of the site adjacent to the watercourse. Further work including a Flood Consequences Assessment will be required as the site progresses. Dwr Cymru Welsh Water have commented that sufficient capacity is available in the Cog Moors Wastewater Treatment Works to serve the development, and site-specific comments have been provided in respect of the sewerage pumping station, which will need to be modelled to determine capacity. If insufficient capacity exists, the developer will need to fund any upgrades.

- Biodiversity – there are concerns from the public that there will be an impact on biodiversity. An ecological study has been prepared which shows that the fields have no ecological value, but the boundary hedgerows, ditches, dense scrub, and woodland are more valuable habitats. It should be noted that NRW have not objected to the principle of development at the site but have provided comments on the need for European Protected Species surveys at planning application stage and have commented that there is a need for suitable accessible natural greenspace as part of the development to reduce potential pressure on Sites of Special Scientific Interest (SSSIs) in the area. These comments have been reflected in the layout.
- Loss of greenfield site – Concerns were raised that the site is greenfield when brownfield sites should be used in preference. The consultation document explained that there is insufficient viable and deliverable brownfield land in the area and therefore it has been necessary to consider greenfield land. The other two sites being promoted are previously developed land.
- Historic Environment – the site lies near several historic assets. The developers will be required to consider this in the layout and the Deposit RLDP will highlight the need for a desk-based archaeological assessment at planning application stage.
- Impact on the green wedge – the site is currently designated as a green wedge in the adopted LDP. However, this is a non-permanent local designation that should be reviewed as part of the development plan preparation process. It is legitimate for this to be amended when balanced against the need for development.
- Previous planning refusals – it is recognised that the site has a long planning history. However, the previous refusal and dismissal of a planning appeal in 2015 was on the basis that the proposal did not conform with the development plan at the time, rather than any fundamental constraints.

2.12 There was some support for the site as it would assist in addressing housing need in Barry and would safeguard natural features.

2.13 A detailed consideration of the representations on Land at Northwest Barry can be found in Appendix 1 Annex 1.

Land at Neptune Road, Barry Waterfront

- 2.14 A total of 33 representors made comments on Land at Neptune Road, with 35 duly made representations – 14 in support of the site, 11 objections and 10 comments.
- 2.15 There was support for the proposal due to its location, proximity to public transport, lack of environmental impact, and potential to deliver 100% affordable housing. The site is seen as a sensible location for housing with good access to amenities and active travel routes.
- 2.16 Concerns that were raised were on the grounds of traffic congestion, infrastructure capacity, and the proposed design. The site is currently identified for hotel/office use in the adopted LDP and there was concern about the potential loss of the site for tourism or employment use. However, as explained in the consultation document, the site has been marketed for a considerable length of time for its allocated use and there has been limited interest. Additional hotel capacity is also being delivered on the Premier Inn site opposite, where 21 additional rooms are under construction. When balanced against the significant need for affordable housing, it is considered that housing represents a more appropriate deliverable use.
- 2.17 A detailed consideration of the representations on Neptune Road can be found in Appendix 1 Annex 2.

Land at Hayes Lane, The Bendricks

- 2.18 A total of 48 representors made comments on Land at Hayes Lane, with 51 duly made representations – 10 in support of the site, 27 objections and 14 comments.
- 2.19 Support was on the grounds that it was seen as a good use of previously developed land, with limited constraints.
- 2.20 The site has historically been allocated for employment but has not been brought forward for this use. The character of this part of The Bendricks has changed following the development of two Council housing sites in close proximity. Views on this were mixed, with some respondents feeling that housing was a more appropriate use than employment and others wishing it should be retained for employment use.
- 2.21 In terms of other issues, some respondents were concerned about the lack of services and facilities in the area and the appropriateness of Hayes Road to serve the development, as Wimbourne Road, through Barry Docks, is a private road. There were also concerns about the potential impact on the ancient woodland adjoining the site and boundary treatments with the adjacent Hayes Point development.
- 2.22 A detailed consideration of the representations on Hayes Lane can be found in Appendix 1 Annex 3.

Ward Member consultation

- 2.23 Barry ward Members were consulted on the Cabinet report. Comments were received from Councillors Amelia Collins and Dr. Ian Johnson. Councillor Collins raised concerns in respect of Land at Hayes Road that The Bendricks had seen a substantial increase in population in recent years and requested that further development should be accompanied by a community needs assessment to consider what is required to support the Bendricks community.
- 2.24 Councillor Johnson expressed concerns about the sites at Hayes Lane and North West Barry on the grounds that they were very distant from frequent and reliable public transport. He echoed Councillor Collins' comments about increased development at The Bendricks and the needs to assess the cumulative impact. Concern regarding the impact on the green wedge and traffic issues at Weycock Cross were also referenced.
- 2.25 Councillor Johnson supported the proposed allocation for housing at Neptune Road.
- 2.26 Councillor Johnson also requested that further information be provided in the report on the status of other housing sites in Barry. This is included in the original consultation document, noted as a background paper to this report. In addition, he indicated that the report should include information on the numbers on the Council housing register that are not currently appropriately housed. This has been included in paragraph 2.28 to this report.

Overall Conclusion

- 2.27 Several legitimate concerns have been raised by residents and statutory consultees. These have been considered in detail within the report of consultation. As with any new housing developments, there will be a potential impact on infrastructure. However, by identifying the nature of the impact through consultation with stakeholders and the public, the development plan can identify how the impact can be mitigated. Based on robust evidence, the Deposit Plan will set out what measures will be necessary for development to be acceptable in planning terms, and at planning application stage, there will be a Section 106 agreement in place to ensure that any necessary mitigation measures are delivered.
- 2.28 The Council's latest Local Housing Market Assessment (2023) highlights a need for 1,075 affordable housing units per annum across the Vale of Glamorgan over the next five years. Almost half of this need—502 units per annum—is within Barry. Additionally, the most recent housing register data (as of June 2025) indicates that approximately 4,000 households registered on the Council's housing register have expressed a preference to live in Barry, with around 7,000 households on the waiting list in total across the Vale. Nearly 900 of these households on the register for Barry are deemed to be not appropriately housed, defined by banding which is Gold+, Gold, Silver+, and the accessible housing bands, AH1, AH2 and AH3.

- 2.29 Land at Northwest Barry would deliver 30% affordable housing, which equates to 113 affordable units. This is a valuable contribution in an area with such high levels of need. It is anticipated that the other sites will be delivered by an RSL and the Council and will collectively deliver a further 110 affordable homes.
- 2.30 As explained in the consultation document, the selection of the three sites identified is based on a robust assessment of available land within the area and they do represent the most appropriate areas for new development in Barry and best accord with the sustainable growth strategy of the RLDP.
- 2.31 It is essential that for the RLDP to be found sound by an Independent Planning Inspector at Examination, there must be a balanced approach to development in terms of its spatial distribution, with the expectation being that Barry, as a key settlement, accommodates an appropriate level of growth, including a key site allocation, in line with the plan objective of delivering homes for all.
- 2.32 It should be noted that there will be further opportunities for interested parties to make representations on any proposed site allocations. The Deposit Plan will be subject to a statutory six-week public consultation. As part of this consultation, stakeholders will be able to review the full evidence base which justifies the plan's strategy, policy framework and allocations and will be able to respond on these accordingly. This will include the Strategic Transport Assessment, and an Infrastructure Delivery Plan, which sets out how and when any necessary infrastructure required for developments will be delivered. Furthermore, representors on the Deposit Plan will have the opportunity to participate in the Examination into the RLDP, where they can present any concerns to an Independent Planning Inspector.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1 **Long term** – The RLDP sets out a long-term Vision for how the Authority is expected to change in land use terms over the plan period and provides certainty for developers and the public.
- 3.2 **Prevention** – The RLDP will contain policies that seek to ensure that new development has a positive impact on the economy, the built and natural environment as well as the social and cultural well-being of the Vale of Glamorgan.
- 3.3 **Integration** – The RLDP considers the PSB Well-being Plan and other relevant corporate strategies and policies that have been adopted by the Council. The influence of the RLDP is relevant to several service areas as well as numerous external organisations and agencies. Accordingly, it is recognised that they will all play an important role in the preparation of the RLDP. The RLDP will also be prepared in accordance with a range of national Planning Policy and guidance as well as environmental, social, and economic evidence gathered as part of the Council's Integrated Sustainability Appraisal (ISA).

- 3.4 **Collaboration** - The RLDP is subject to extensive statutory consultation in accordance with the LDP Regulations 2005 (as amended 2015) and the Development Plans Manual (Edition 3, 2020). To meet the objectives and targets set out in the RLDP, the Council will work in collaboration with external partners and agencies to ensure their successful delivery. The RLDP must also consider the impact of the RLDP on neighbouring Local Authorities, the Council is involved in several regional working groups which will influence the evidence base and emerging policies.
- 3.5 **Involvement** - Engagement is a key aspect of the RLDP preparation process and details of this are contained within the Community Involvement Scheme (CIS) section of the DA, which the Local Planning Authority must adhere to.

4. Climate Change and Nature Implications

- 4.1 The RLDP provides the local planning policy framework for delivering sustainable development in the authority up to 2036. It has a key role to play in making new development resilient to climate change, decarbonising society, and protecting and enhancing the natural environment and strategic policies will be set out within the Deposit RLDP to respond to these issues.
- 4.2 Climate change and biodiversity are identified as ISA themes in the Scoping Report.
- 4.3 The ISA framework contains relevant ISA objectives for the RLDP in respect of climate change and biodiversity.
- 4.4 Climate and nature concerns have been raised in the consultation (as noted in the Cabinet Report, the Report of Consultation and Combined Annexes). Responses, mitigations, and further investigation needed should the sites progress is noted in the Cabinet Report and in the 'actions' column in the Combined Annexes.

5. Resources and Legal Considerations

Financial

- 5.1 Revenue and reserve funding is available to progress the RLDP to adoption. It is anticipated that this will cover all expenditure relating to all elements of preparation of the RLDP and the Independent Examination.

Employment

- 5.2 There are no direct employment implications associated with this report.

Legal (Including Equalities)

- 5.3 The RLDP will be subject to an ISA to assess the environmental, social, and economic implications of the Plan's strategy and policies pursuant to Section 39(2) of the Planning and Compulsory Purchase Act 2004.
- 5.4 The adopted LDP remains the extant planning policy framework for the determination of planning applications and appeals in the Vale of Glamorgan while the RLDP is being prepared. Once the RLDP is adopted it will replace the current adopted LDP.

6. Background Papers

[Housing Growth in Barry Consultation Document.](#)

VALE OF GLAMORGAN REPLACEMENT LOCAL
DEVELOPMENT PLAN
2021-2036

HOUSING GROWTH IN BARRY REPORT OF PUBLIC CONSULTATION

November 2025



1. Introduction

- 1.1 The RLDP is a key Council policy document that underpins many of the Council's corporate strategies. Based on a robust evidence base, the RLDP will allocate land for development, designate areas for protection and contain policies that provide the basis for the determination of planning applications. The RLDP must be prepared in accordance with an agreed Delivery Agreement (DA), which sets out the timetable for plan preparation and who will be involved in the process and at what stage.
- 1.2 A public consultation was undertaken between December 2023 and February 2024 on the Preferred Strategy for the RLDP. The Preferred Strategy provides the strategic direction for the development and use of land in the Vale of Glamorgan over the RLDP period (2021 to 2036) and identifies how much sustainable growth is needed and where this growth will broadly be located. As part of the Preferred Strategy, 5 new key housing-led sites were identified, in addition to rolling forward several deliverable adopted LDP housing sites. The 5 new Key Sites were located to the North East of Barry, and in Dinas Powys, Rhoose and St Athan (2 sites).
- 1.3 A number of representations were made through the Preferred Strategy consultation, including objections to each of the key sites. Following this consultation, an Initial Consultation Report was prepared which summarised and responded to the representations made as part of the consultation. The Initial Consultation Report was considered by Full Council on 30th September 2024, where the Preferred Strategy was endorsed and it was agreed that it should form the basis of the Deposit RLDP, the next stage in the plan preparation process.
- 1.4 For housing sites to be allocated as part of the RLDP, it must be demonstrated that they are financially viable and deliverable within the plan period. A deliverable site is one that is generally free from constraints, or where it can be demonstrated that any barriers to delivery can be overcome. The nature of constraints will differ on a site-by-site basis, but one of the considerations common to all sites is land ownership.
- 1.5 The largest of the Key Sites, Land at North East Barry, was originally put forward through the candidate sites process by a national housebuilder and was identified in the Preferred Strategy as being able to deliver up to 900 units over the plan period up to 2036, with the potential for a further 600 units in subsequent plan periods. The site is within the ownership of several different landowners and through ongoing discussions with the site promoter, it became apparent that an agreement could not be secured with all relevant landowners to consider the whole site as deliverable. Options for the inclusion of only part of the site were considered. However, it was the view of officers that a smaller area would not deliver the quantum of dwellings that would provide the required mix of uses and accord with placemaking principles considered essential for a

large urban extension. An amended boundary based on landownership agreements would also not represent a logical extension to the settlement. It was reported to Cabinet in May 2025 that the Land at North East Barry should no longer be taken forward as an allocation within the Deposit RLDP.

- 1.6 The removal of the largest new housing site proposed in the RLDP has significant implications for the housing supply numbers in the Plan, as the shortfall will need to be accommodated by allocating other sites for housing. Following detailed consideration of the options, a report was considered by Cabinet in May 2025, where approval was given to consult on alternative sites for growth in Barry. Three replacement sites were identified as suitable for further consideration:
- Land at North West Barry.
 - Land at Hayes Lane, The Bendricks.
 - Land at Neptune Road, Barry Waterfront.
- 1.7 A public consultation on the suitability of these sites for potential inclusion in the RLDP has been undertaken. As a targeted non-statutory consultation, the timescale for the consultation is a matter for the LPA to determine. The consultation ran for a 4-week period between Monday 16th June 2025 and Monday 14th July 2025.
- 1.8 This Consultation Report has been prepared to outline how the Vale of Glamorgan Council has undertaken consultation in respect of Housing Growth in Barry. The report identifies the steps taken to publicise plan preparation, as well as the consultation methods used, who was consulted, summaries of the main issues raised and how the representations received have or will be addressed.

2. Consultation Methods

- 2.1 Effective community involvement is a key aim that the RLDP must meet to ensure a wide range of views are considered. The Council used a variety of consultation methods to encourage engagement and participation with the widest audience possible in accordance with the Community Involvement Scheme (CIS), which forms part of the Delivery Agreement.
- 2.2 Engagement was led by the Planning Policy team and undertaken in line with the Council's Public Participation Strategy. The Public Participation Strategy sets out how the Council seeks to encourage and facilitate public participation in the Vale of Glamorgan using a range of engagement methods. For this consultation, methods included directly notifying neighbours and interested parties, advertising on social media platforms and face-to-face engagement sessions. The key methods of engagement used in this consultation are explained in the following section.

Local Advertisement

- 2.3 There is no longer a statutory requirement for a formal notice of consultation to be published in local newspapers. However, the Local Democracy Reporter for the Vale of Glamorgan wrote articles about the Housing Growth in Barry consultation which were published in Barry and District News on 29th April 2025 and 6th May 2025. Articles were also published on the Wales Online website on 30th April 2025 and 24th June 2025. An example of the web page is provided in Figure 1 below.
- 2.4 As Land at North West Barry was identified as a potential key site, the LPA wrote to immediate neighbours of the site, together with other residents of Nant Talwg Way and St James Crescent to notify them of the proposals. A total of 137 letters were sent to interested parties on 9th June 2025.



Figure 1 - Article in Wales Online

Council Website and Public Inspection

- 2.5 A statement on 'resident consultation over Barry housing proposals' was published on the Council's website on 25th April 2025.
- 2.6 A dedicated consultation page was published on the Vale of Glamorgan Council's consultation website, Participate Vale, and also on the Planning pages of the Council's website. An email was sent to 4,563 residents, who have subscribed via Participate Vale to be kept informed of any consultations, advising them of the consultation.

- 2.7 A series of frequently asked questions (FAQs) and answers were provided on Participate Vale to clarify any common queries and to aid the public through the consultation process. The FAQs included general queries on the RLDP process and specifically the Housing Growth in Barry consultation, how to view the documents, how to make comments and what will happen after the end of the consultation.
- 2.8 An online representation form was made available in addition to the online consultation database for respondents to download, complete an electronic response and submit the form by email to LDP@valeofglamorgan.gov.uk. Respondents were also provided with the option to print the downloaded representation form to complete by hand and submit by post to the Planning Policy team, if preferred. The main consultation page of the Council's web site is shown in Figure 2.



Home / Consultation on the Replacement Local Development Plan (RLDP) 2021-2036

Consultation on the Replacement Local Development Plan (RLDP) 2021-2036

[Gweld y tudalen hon yn Gymraeg / View this page in Welsh](#)

Consultation on Housing Growth in Barry

The Council is consulting on proposals for potential housing sites in the Barry area as part of the Replacement Local Development Plan.

In September 2024, Full Council agreed that the Preferred Strategy should form the basis for the Deposit Plan, the next stage of plan preparation. The Preferred Strategy included 5 key sites, which will deliver a significant part of the overall housing requirement for the Vale of Glamorgan. Further assessment work has raised concerns around the deliverability of one of these key sites – Land at North East Barry, off Argae Lane – due to land ownership issues. As a consequence, it is proposed that this site is no longer taken forward as an allocation within the Deposit RLDP.

It is therefore necessary to look for alternative sites to replace this key site with other housing sites within Barry, as this is the most sustainable settlement in the Vale in terms of good public transport links, employment opportunities and a wide range of services and facilities and is also the area with the highest affordable housing need.

Following a detailed assessment of the available candidate sites, an alternative key site has been identified as being suitable for further consideration:

- Land at North West Barry – 376 units

In addition, two smaller sites have been identified as potential housing sites:

- Land at Hayes Lane, The Bendricks – 70 units; and
- Land at Neptune Road, Barry Waterfront - 40 units

Collectively these sites would deliver nearly 500 much needed homes, including affordable housing, as well as infrastructure improvements.

We are keen to hear your view on these sites. An informal public consultation will be held between **Monday 16th June 2025** and **Monday 14th July 2025**. All comments must be received in writing by 23.55 on Monday 14th July 2025.

A drop in public consultation event will be held at **Millwood Bowling Club, Pontypridd Road, Barry, CF62 7LX on Tuesday 24th June 2025 between 3pm and 7pm**.

This will provide an opportunity to share views and ask questions in respect of the proposed Barry sites.

The event will be attended by the site promoters of the proposed key site at North West Barry, to inform the masterplanning of this large site in line with placemaking principles.

Further details on the consultation can be found on the [consultation portal](#)

How to comment:

The Council encourages comments to be submitted electronically via its online [consultation portal](#) however comment forms submitted via post or email will also be accepted. Comment forms can be downloaded from the Council's website or are available at the Civic Offices and Council run libraries.

Completed forms can be emailed to ldp@valeofglamorgan.gov.uk or posted to LDP Team, Vale of Glamorgan Council, Civic Offices, Holton Rd, Barry, CF63 4RU

Background Information

The RLDP will help shape the Vale of Glamorgan for the next 15 years (from 2021 to 2036). It will help us to decide what developments will and will not be permitted at different locations and highlight areas that we need to protect.

A public consultation was undertaken between December 2023 and February 2024 on the Preferred Strategy for the RLDP. The Preferred Strategy sets out the Vision, Issues, Objectives and broad spatial strategy for the Vale of Glamorgan. It also included 5 key housing-led sites in Barry, Dinas Powys, Rhooose and St Athan. The RLDP Preferred Strategy was considered by full Council in September 2024 where it was agreed that the strategy should form the basis of the Deposit RLDP, the next stage in plan preparation.

For sites to be included in the Deposit Plan, it must be demonstrated that they are deliverable i.e. there are no barriers to development that would stop them from coming forward within the plan period. There are currently concerns around the deliverability of the key site proposed to the North East of Barry and it is therefore proposed not to include this site as an allocation in the Deposit Plan.

This informal public consultation will seek views on three alternative sites that could potentially replace the original key site in Barry.

Key Dates

- Consultation opens
16 June 2025
- Drop-in event
24 June 2025
- Consultation closes
14 July 2025

Frequently Asked Questions

- What is the Replacement Local Development Plan?
- How is the RLDP being Prepared?
- Where are we in the plan preparation process?
- Why do we need additional housing sites in Barry?
- What is happening with the key site proposed at North East Barry?
- What sites are being proposed?
- Is housing proposed in other parts of the Vale of Glamorgan?
- When and where can I view the consultation?
- Will people be able to see my comments?
- How will my comments be used?
- What happens after the consultation?

[More...](#)

Contact us

Local Development Plan Team
Planning Policy, Vale of Glamorgan Council

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Figure 2 - Housing Growth in Barry Consultation Page, Participate Vale

2.9 Bilingual printed copies of the Housing Growth in Barry consultation document together with representation forms were placed within all Council-run libraries and the Council's Civic Offices in Holton Road in Barry. The documents were available for public viewing during the usual office opening hours. Bilingual hard copies of the consultation document and representation forms were also made available at the in-person drop-in consultation sessions held on 24th June 2025 and the Barry Waterfront event on 23rd June 2025.

Social Media

- 2.10 The consultation was promoted through the Council's social media channels including Facebook and LinkedIn. A Facebook post on 17th June 2025 was viewed 54,599 times and had 416 interactions. Interactions can mean viewing an image, clicking on a link, expanding the text to 'read more', sharing the post or commenting on it. A subsequent Facebook story reminding followers of the drop-in consultation event was published on 23rd June and had 1,740 views. A LinkedIn post on 16th June had 41 reactions and 2 reposts. The Council's Facebook account has 26,000 followers and the LinkedIn account nearly 11,000 followers.

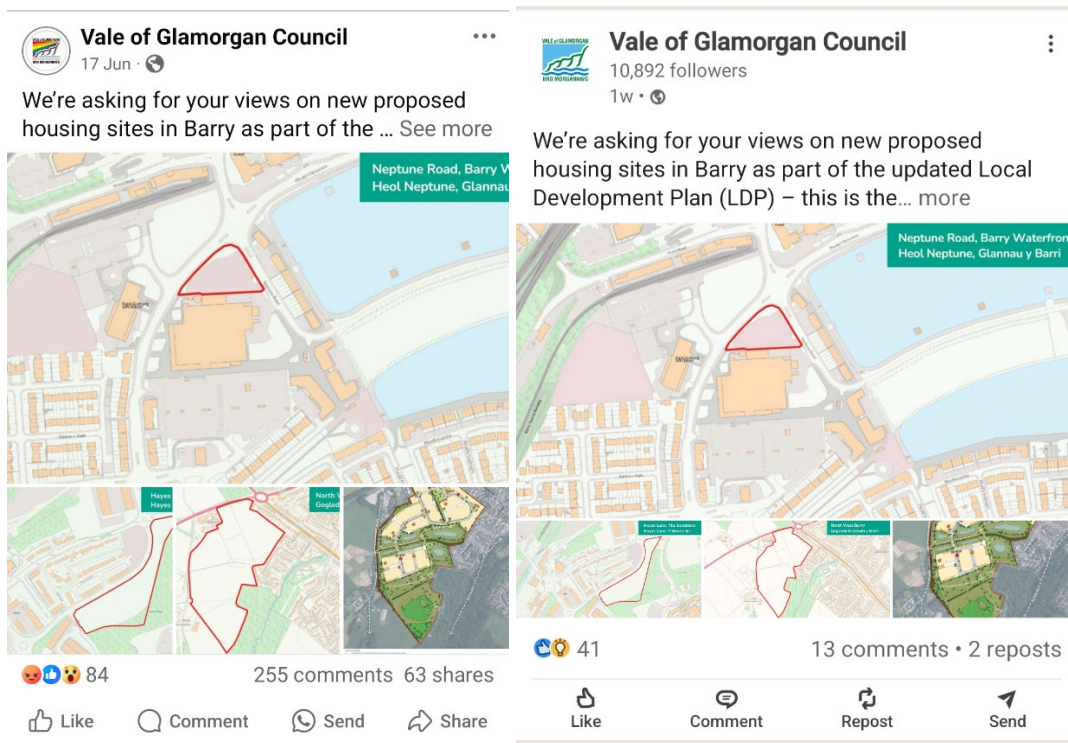


Figure 3 - Posts on Facebook and LinkedIn

LDP Consultation Database

- 2.11 Each individual and organisation listed on the LDP Consultation Database, including anyone who had registered to be kept informed of any updates related to the RLDP, and those that had made representations in earlier stages of the plan preparation were notified by letter or email, based on their chosen preference. Emails were sent on 2nd June 2025 to notify people of a forthcoming consultation, with a further email sent at the start of the consultation, on 16th June. In total, nearly 1,900 people and organisations on the database were contacted and provided with background information, details on how to access the consultation documents, as well as how to make comments and the date of the public consultation event.

- 2.12 A detailed list of the bodies engaged during the Housing Growth in Barry consultation is provided in the Delivery Agreement (Revised November 2023). As the consultation progressed, additional representors were added to the database upon request.

Public Engagement Sessions

- 2.13 Planning officers attended a drop-in session on Monday 23rd June 2025 between 5pm and 7pm at the Engine Room at Barry Waterfront. The session was arranged at the request of Barry Waterfront Residents Association to discuss problem parking in the area and opportunities to address the issues. As the proposed site at Neptune Road is located within the Waterfront area, officers also used this event as an opportunity to request the views of the public on the Neptune Road housing site, along with the other two proposed sites.

- 2.14 A drop-in public consultation event was also held on Tuesday 24th June 2025 at Millwood Bowling Club between 3pm and 7pm. The session was attended by VOG Planning Officers as well as representatives from Persimmon Homes (the site promoters for Land at North West Barry) and their consultant team, who were available to answer specific questions in respect of transport, landscape, drainage, ecology and design.

- 2.15 The session was very well attended by local residents from Barry and the wider area. At the session, residents were able to speak to representatives from the Council and the site promotion team, and view indicative plans and obtain information on how to make comments. Representation forms were available to take away, as were leaflets detailing how to make comments online. To encourage and facilitate engagement, the Council's display boards included a QR code that could be scanned to take interested parties directly to the consultation pages.



Figure 4 – Advert for drop-in event



Figure 5 – Drop-In Consultation Event at Millwood Bowling Club

Planning policy duty line and LDP mailbox

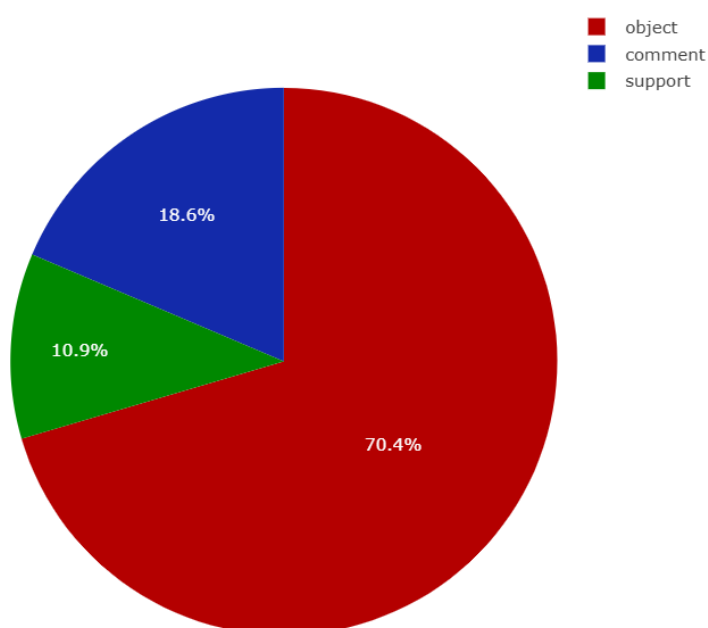
- 2.16 Officers were available to answer any queries the public had on the consultation during working hours, either by phone or by email.

3. Responses to the Public Consultation

3.1 A total of 159 individuals or organisations made representations on the RLDP Housing Growth in Barry consultation, with 139 of these representors raising objections. Many of the representors made more than one representation to the consultation by commenting on different elements and sites. In total there were 275 duly made representations. This is split as follows:

- Land between the B4231 and Argae Lane, North East of Barry – 2 duly made representations in support of not allocating the site.
- Land at North West Barry – 139 duly made representations, comprising 3 representations of support for the proposed allocation, 14 comments and 122 objections.
- North West Barry indicative layout – 45 duly made representations, comprising 1 support for the layout, 10 comments and 34 objections. All representations made on this question were from people who had also responded on the previous question about the principle of development.
- Land at Hayes Lane, The Bendricks – 51 duly made representations, comprising 10 support, 14 comments and 27 objections.
- Land at Neptune Road, Barry Waterfront – 35 duly made representations, comprising 14 representations in support of the allocation, 10 comments and 11 objections.
- Other matters including alternative sites and general comments – 3 duly made representations.

Representations overall by object, comment or support



- 3.2 There were no representations received on any of the other supporting documents.
- 3.3 Two representations were not accepted as they were received after the deadline and a further postal representation was rejected as the representor had not included any contact details.
- 3.4 In total, 55% of representations were submitted using the online consultation portal, 27% were submitted by email (including completed response forms that were emailed to the Council) and 18% were submitted using a paper form.

4. Key Issues Raised

Statutory consultees

- 4.1 Statutory consultees were consulted as part of the consultation. The following comments were received:
- Cardiff and Vale University Health Board commented on Land at North West Barry, highlighting that there were 3 GP practices serving the site and welcoming ongoing dialogue with the planning team on demands within primary care.
 - Dwr Cymru Welsh Water have provided site specific comments on the water supply, foul sewerage network and wastewater treatment works capacity, and have provided advice where sites are crossed by public sewers and water mains.
 - Heneb (formerly Glamorgan Gwet Archeological Trust) have provided comments on historic environment assets in the vicinity of the three sites. They have highlighted that an archaeological desk-based assessment will be required for Land at North West Barry.
 - The South Wales Police Secured by Design officer has provided standard advice on the importance of good design as a means of reducing crime and anti-social behaviour.
 - Natural Resources Wales provided comments on Neptune Road and Hayes Lane. They had been consulted on Land at North West Barry prior to this consultation, but for completeness, their earlier comments from October 2023 and April 2025 have been included within the report.

Land at North West Barry

- 4.2 A total of 129 respondents made comments on Land at North West Barry. Several people made more than one representation on the site, resulting in a total of 139 duly made representations, comprising 3 representations of support for the proposed allocation, 14 comments and 122 objections. A further 45 representations were made on a separate question about the indicative site layout, although all of these representations were made by people who had already commented on the principle of development of the site.
- 4.3 The issues raised in the representations are summarised below. The full detail of the comments and the Council's response to the issues raised is detailed in Annex 1.

Support

- Support due to housing need in Barry.

- Appreciation for safeguarding natural features.

Transport

- Concerns about congestion at Weycock Cross roundabout and Port Road.
- Some respondents felt that there was poor walking and cycling infrastructure in the area and limited public transport access.
- The location was considered by some to be car-centric with concerns that people would need to travel by car for shops, schools and services
- Concern about the position of the access road, the proposed signalisation of the access junction and the inclusion of only one access point.

Drainage, Flooding & Utilities

- There was concern that Nant Talwg pumping station was under strain and upgrades were felt to be needed.
- Concerns were raised about existing poor drainage and surface water pooling.
- Some respondents raised queries around the long-term maintenance of any drainage features.

Infrastructure Capacity

- Healthcare services are overstretched, and no new facilities are proposed as part of the development.
- Local schools are perceived to be at or over capacity.
- Concerns about emergency service response times due to congestion.
- Some residents felt that there was a lack of community facilities in the area.
- Concern about broadband capacity.

Biodiversity & Habitat Loss

- Residents highlighted that the site borders ancient woodland and could support protected species.
- Concerns about habitat fragmentation and impact on Porthkerry Country Park.
- The value of the hedgerows was identified.
- Queries around measures to deter offroad bikes.

Brownfield Development

- Brownfield sites should be used instead of greenfield sites

Loss of Green Wedge & Agricultural Land

- The site currently lies within a designated Green Wedge; concerns about urban sprawl.
- Concern about the loss of agricultural land.

Housing Provision

- It was the view of some residents that new housing isn't needed and that Barry has had its fair share of housing already.
- Empty properties should be used instead.
- There were mixed views on the inclusion of affordable housing as part of the development with some residents expressing concern that the housing won't be affordable or that the site should be developed for 100% social housing. Other residents felt that Barry had had sufficient affordable housing already.
- Concern that the houses would be large units.

Historic Environment

- The proximity to listed buildings and historic landscapes was highlighted as a concern.
- Heneb highlighted the need for an archaeological assessment and sensitive design.

Site Density and layout

- There were mixed views on the layout, with some respondents supportive of the amount of open space proposed and others feeling that the proposed density was too high.
- Concerns about privacy, noise, air pollution and visual impact.
- Some residents felt that the indicative plans did not show enough detail.

Other Issues

- Loss of views and property values.
- Concerns about anti-social behaviour in rear lanes.
- The site had previously been refused planning permission, and it was not clear why the situation had changed.

Lane at Neptune Road, Barry Waterfront

- 4.4 A total of 33 representors made comments on Land at Neptune Road, with 35 duly made representations – 14 in support of the site, 11 objections and 10 comments.
- 4.5 The issues raised in the representations are summarised below. The full detail of the comments and the Council's response to the issues raised is detailed in Annex 2.

Support

- Many respondents support the proposal due to its location, proximity to public transport, lack of environmental impact, and potential to deliver 100% affordable housing.
- The site is seen as a sensible location for housing with good access to amenities and active travel routes.

Highways and Transport

- Concerns about existing traffic congestion, especially at Neptune Road junction and due to the nearby college.
- Suggestions for road improvements and better active travel links.

Alternative Site Uses

- Some objected to changing the site from hotel/office use to residential, citing strategic vision and tourism needs.
- Other suggested uses include a sixth form college and a leisure centre.

Infrastructure Capacity

- Concerns about pressure on schools, health services, and community infrastructure.
- There have been delays in delivering infrastructure in the wider Waterfront development.

Housing Need

- Some questioned the need for more housing, citing empty properties and overdevelopment.
- Concerns about the amount of social housing.
- Future developments should be outside of Barry.

Design and Placemaking

- Criticism of outdated design and poor planning/placemaking.
- Insufficient parking.

Crime and Anti-Social Behaviour

- Concerns about existing anti-social behaviour issues in the area.

Impact on Property Prices

- Concerns about the financial impact on existing homeowners.

Land at Hayes Road, The Bendricks

- 4.6 A total of 48 representors made comments on Land at Hayes Lane, with 51 duly made representations – 10 in support of the site, 27 objections and 14 comments.

Support for the Development

- Seen as a good use of previously developed land.
- Quiet area with no traffic or flooding concerns.
- Preferable to commercial use and well-located for Cardiff commuters.

Highways and Transport

- Concerns about congestion, poor road infrastructure, and limited public transport.
- Need for better active travel links, dropped kerbs, and traffic calming.

Flooding and Drainage

- Concerns about surface runoff and access during flooding.
- Query about sewerage capacity.

Green Infrastructure and Biodiversity

- Concern about ecological impact.
- Lack of green space.
- Concerns about tree removal and encroachment on ancient woodland.

Pollution and Contamination

- Concern about noise and air pollution from nearby industrial estate and tip.

Infrastructure Capacity

- Limited amenities, oversubscribed schools, and healthcare concerns.

Housing Provision

- Concerns about social housing leading to noise, litter, and anti-social behaviour.

Location Suitability

- Industrial surroundings and distance from Barry/Sully questioned.

Policy and Consultation Process

- Criticism of inconsistency with previous decisions and lack of direct consultation.

Alternative Site Uses

- Suggestions to retain site for employment use.

Privacy and Amenity

- Privacy and security issues with Hayes Point.
- Issues with fly tipping.

Alternative sites

4.7 Several alternative sites were suggested by site promoters that had originally submitted sites as part of the call for candidate sites. These included candidate sites that had previously been ruled out for further consideration at Preferred Strategy stage due to identified constraints that meant they were not considered suitable for development:

- Land at West of Swanbridge Road, Sully – this site is Best and Most Versatile Agricultural Land (Grade 2) which national planning policy indicates should be protected.
- Walters Farm, Barry – ruled out for ecological reasons and as the site is poorly related to the existing built form and would represent sporadic development in the countryside.
- Swn Y Coed, Wenvoe – this site is Best and Most Versatile Agricultural Land (Grade 3a) which national planning policy indicates should be protected.

4.8 In addition, a site at Higher End, St Athan, which is currently allocated for housing, but was not submitted as part of the formal calls for candidate sites, has been submitted.

4.9 Three other sites were suggested by residents. The first site, Llandow Industrial Estate, has been submitted as a candidate site but was discounted as the scale of development and its distance from existing residential areas would class it as a new settlement, which cannot be designated at the local authority level in accordance with national planning policy.

4.10 The second site is Brocastle Industrial Estate, which is not within the boundary of the Vale of Glamorgan.

4.11 The third site, HMS Cambria, was ruled out through the candidate site process due to its distance from existing residential development.

Scrutiny Committee Comments

- 4.12 Prior to commencement of the public consultation, the Cabinet Report on the Housing Growth in Barry consultation was considered by Place Scrutiny Committee. At the meeting on 20th May 2025, the following recommendations were put forward:

RECOMMENDED – T H A T the following comments and feedback from the Committee meeting be provided, as part of the consultation exercise:

- 1) That Council officers, as part of the public consultation, discuss with Asda the potential use of land owned by them near to the proposed housing development site at Neptune Road, Barry Waterfront.
 - 2) That Council officers confirm whether there were any historic issues that prohibited the use of the Weycock Cross site when it was previously considered as a potential housing development site, and if so, whether these were subsequently addressed.
 - 3) That the Council notes the concern of this Committee about the potential loss of employment sites. However, the Committee also recognised that such considerations do need to be balanced with the current housing shortage and that Council officers have confirmed that no firm decisions had been made yet on these sites.
 - 4) That, as part of the consultation / plan, it would be helpful if details were provided on accessibility and walking distances to and from Weycock Cross and the other proposed housing sites, including to the nearest bus / train stations and routes, as well as regarding access to the nearest cycling lanes as part of the active travel approach.
 - 5) Finally, consideration should be given to the importance of sustainability for these developments, in terms of design, build quality and their carbon footprint, as well as providing any information that could be shared as part of the consultation process in relation to those issues which would also be helpful.
- 4.13 In respect of point 1, planning officers have written directly to the Asda head office and directly to the local Asda store and have sought to follow up these communications by phone with the store manager. To date no official response has been received from Asda on their long-term intentions for the undeveloped land adjacent to the store, but officers will continue to engage with Asda on this matter.
- 4.14 The matter of the previous planning application refusal on Land at North West Barry (point 2) is addressed in Annex 1. Notably the refusal and dismissal of the appeal was because the site was contrary to the development plan insofar as it was outside the defined settlement boundary and within a green wedge. The Inspector determined that a review of the development plan was the proper mechanism for considering changes to settlement and green wedge boundaries not through the consideration of individual applications.

- 4.15 Point 3 about the loss of employment sites is noted and is addressed in the Annex 3 on Hayes Lane.
- 4.16 With regards point 4, the consultation documentation for North West Barry included a site connectivity plan which shows the proximity of the site to a range of services and facilities including bus stops and train stations. Further analysis of the proximity of the other two sites to services, facilities and public transport is included in the responses to the representations for Neptune Road (Annex 2) and Hayes Lane (Annex 3).
- 4.17 On the final point, the detail on design, build quality and the carbon footprint are detailed matters that would not normally be available at this stage in the plan process, however the Deposit RLDP will include policies that require new developments to achieve high standards in respect of operational carbon emissions and embodied carbon.

ANNEXES

Annex 1 – Land at North West Barry

Support

Representor ID	Reason for support	Council response	Action
[2609] [1656] [2649]	- There is need for additional housing in Barry, and this site would help support this - Support the development in respect of safeguarding natural features adjoining the site	Support is welcomed.	N/A

Statutory Consultee Responses

Representor ID	Issue raised	Council response	Action
Cardiff and Vale University Health Board [2527]	The development is part of the Central Vale Primary Care Cluster. The Illtyd ward population is approximately 7,800 and a development of 376 homes will bring an average of 850 new residents into the area - an increase of 10.9%. The site is served primarily by 3 GP practices – the Vale Group Practice, the Waterfront Medical Centre and West Quay Medical Practice – with some patients having access to Court Road Surgery and the Practice of Health. We have previously submitted comments on the impacts of development on demand within primary care and welcome ongoing dialogue with the planning team.	Comments are noted.	The Council will continue to engage with the Cardiff and Vale UHB in the development of the RLDP and explore opportunities for health provision.
The Coal Authority [2582]	The site is not located within a defined coalfield and therefore we have no specific comments.	Comments are noted.	N/A

Dwr Cymru Welsh Water [1741]	Water supply: Clean water HMA required. Public sewerage: A foul sewerage network HMA will be needed to establish if nearby Sewage Pumping Stations (SPS) can accommodate foul flows from an additional 400 homes or whether an upgrade to the SPS will be required. If capacity does not exist within the water or sewerage networks to accommodate proposed sites, Hydraulic Modelling Assessments (HMAs) may be required to determine an adequate point of connection to the network and developers would be expected to fund investigations during pre-planning stages. The findings of a HMA would identify the extent of any necessary upgrades to the network which can be requisitioned under the provisions of the Water Industry Act 1991. WwTW catchment: Cog Moors WwTW has capacity to accept foul flows from the proposed development. Potential developers also need to be aware that where sites are crossed by public sewers and water mains, protection measures in the form of easement widths or a diversion of the pipe would be required which may impact upon the housing density achievable on site.	Comments are noted.	The comments of DCWW will be reflected in the infrastructure requirements for the site within the Deposit Plan.
Heneb (687)	The Historic Environment Record shows the area includes an enclosure of unknown date but which was identified during the Romano-British	Comments are noted. Heneb's comments will be forwarded to the site promoters for their consideration in advance of any future planning	The Council will require an Archaeological

	SE Wales Settlement Survey in 2001. Additionally, five assets, including areas considered to be of part of a field system with historic hedgerows, were previously identified in a DBA and this resulted in a recommendation for a planning condition, but the area now includes the enclosure. Desk-based assessment including geophysical survey prior to any determination of an application would inform mitigation, which may include further pre-determination work. The current proposed layout may need to be revised, however, this would be dependent on the results of the geophysical survey and any subsequent archaeological mitigation works, should archaeological deposits be identified. The significance of any archaeological deposits may impact on the layout, in that preservation in-situ of archaeological remains via redesign/relocation is an option following Welsh Government Policy and Advice.	submission.	Desk-Based Assessment, to identify any potential effects on the settings of designated heritage assets in the surrounding area of the site.
National Grid Electricity Transmission [582]	NGET have provided a map which shows that this site is not affected by their assets.	Comments are noted.	N/A
South Wales Police – Secured by Design Officer [694]	All new homes in the LDP, including those on proposed sites like Land at North West Barry, should be built to Secured by Design Gold standard, a requirement for Welsh Government grant-funded social housing. We also stress the importance of careful design for community facilities and open spaces, which if poorly designed, can increase crime and anti-social behaviour. Our Designing Out Crime	Comments are noted.	As a statutory consultee the Council will engage with South Wales Police Secured by Design Officers at the planning application stage

	Officers (DOCOs) should be consulted early to ensure natural surveillance, clear public/private boundaries, and appropriate security for areas like playgrounds. Footpaths should be safe, well-lit, and designed to deter crime, avoiding routes that provide access to the rear of dwellings. Lighting should enhance safety, with consideration for environmental factors and the use of LED lighting. Finally, we request early consultation for new transport infrastructure, walking, and cycling routes to ensure they meet SBD standards for community safety.		to ensure that the design and layout of a future development incorporate measures to design out crime and anti-social behaviour.
Natural Resources Wales [692]	No comments made as part of the consultation as they had commented on the candidate site prior to the consultation. <i>October 2023 comments</i> <i>We are aware of European Protected Species (EPS) records for the proposed site – dormouse. Dormouse are likely to be present within hedgerows and scrub on site and within woodlands just off site. Otters are also recorded using watercourses within the South of the site boundary. We therefore advise that any application that comes forward for this site should be supported by up-to-date ecological survey information, to include relevant protected species surveys as appropriate and appropriate mitigation/compensation. The full survey requirements should be determined in liaison with the Local Authority Ecologist. Where species are present, development should aim to retain and enhance supporting habitats and include appropriately sized buffers to</i>	NRW require European Protected Species surveys to be carried out at planning application stage. The Deposit RLDP will set out this requirement. An extended phase 1 habitat survey has been carried out for the site. This survey concluded “<i>The site comprises of six agricultural field parcels containing arable crops and improved grassland – the fields hold little to no ecological value and represent the most suited areas for any future development. A series of hedgerows, ditches, dense scrub and woodland border the fields, and these represent more valuable habitats, with native hedgerows and lowland deciduous woodland both listed as Priority Habitats. There are no habitats at the site that would qualify as a SINC (other than the boundary woodland which has already been designated).</i>” The comments regarding the need for a buffer for the watercourse are noted, although clarification will be sought from NRW on whether this relates	The Deposit RLDP will set out the requirement for relevant EPS surveys at planning application stage. Further clarification will be sought from NRW on the 10m buffer. The indicative masterplan included as part of the Deposit Plan will identify a significant area of greenspace.

	<i>watercourses and retained habitat features, including hedgerows. We would look to the applicant to deliver wider boundaries. Please note: Where EPS are present, sufficient information should be submitted to ensure that the three tests for licensing can be met.</i> <i>Protected Sites</i> <i>We would advise that a full Preliminary Ecological Appraisal is undertaken on the site. Given the proximity to protected sites, there is potential to improve connectivity between Coedydd y Barri / Barry Woodlands SSSI and Cliff Wood – Golden Stairs SSSI. This would benefit both protected sites, as well as the bat species present in the area. We highly recommend that Green Infrastructure be considered within the initial design phases of any proposed development, which should aim to work with the remnant hedges across the site.</i> <i>It is noted that a tributary of the Nant Talwg flows across the site. The Nant Talwg flows into the Cliff Woods – Golden Stairs SSSI. It is therefore a potential pathway for impacts on the SSSI. A 10m buffer from the watercourse should be maintained to mitigate for any potential pollution and protection for the river corridor. We advise that a CEMP would be required for any proposed development. This will mitigate potential impacts on the SSSI from this pathway.</i> <i>April 2025 comments</i> <i>We note the extension of the previous candidate site layout, which now extends further south to</i>	to temporary works, permanent works or both phases of the development and whether SUDs features and internal highways can be included within this buffer. The indicative masterplan identifies a wetland park running alongside the watercourse which will serve as an appropriate buffer. The indicative masterplan also shows a substantial area of open space and community woodland to the south of the site which can be used by residents, reducing pressure on SSSIs in the wider area.	
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	<i>accommodate an increase in residential units from 180 to 376. Our previous comments provided with regards to this candidate site still remain. We wish to note the potential for increased and inappropriate use of protected sites in the vicinity the site, in particular Walters Farm Site of Special Scientific Interest (SSSI) and Barry Woodlands SSSI.</i> <i>Whilst Walters Farm SSSI does not have any formal rights of way, development of the candidate site may result in an increased risk of unauthorised usage by the general public for recreational activities (e.g. dog walkers). We therefore wish to reiterate the importance of the provision of Suitable Accessible Natural Greenspaces (SANGs), which will be of even greater importance in providing opportunities for residents/the general public to access greenspace, in-turn reducing pressure on nearby protected sites. This will also benefit wider biodiversity interests and species present in the area.</i>		
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Transport Issues

Representor ID	Issue raised	Council response	Action
[2084] [697] [2532] [2531] [2534] [2533] [2535] [2539]	Traffic Congestion - Weycock Cross roundabout and surrounding roads (Port Road, Pontypridd Road, Five Mile Lane) are already heavily congested. - Concerns that an additional 376 homes (potentially 700–1,000 cars) would cause gridlock, increase accident risk, and delay emergency services.	Traffic Congestion The Council's housing growth strategy for Barry is underpinned by a comprehensive Strategic Transport Assessment (STA), which is being undertaken by an independent transport planning consultancy on behalf of the Council. The STA is currently at an advanced stage. Its purpose is to review the combined transport impacts of all	The Deposit RLDP will set out the necessary transport improvements associated with the development

[2541] [2543] [2547] [1497] [2550] [2553] [2556] [2557] [2565] [2567] [2563] [2564] [2568] [2573] [2574] [2511] [2575] [2576] [2577] [2578] [2566] [2580] [2563] [1324] [2584] [2587] [1276] [2589] [795] [2592] [2593] [2594] [1002] [2595] [2596]	- Access to Cardiff Airport could be severely impacted. This would significantly increase pressure on already congested roads, especially during peak hours. - Need to consider the impact of other developments in Rhose including the new college as well as St. Athan, Aberthaw and Llantwit Major. - Tailbacks cause issues with residential access on Port Road. - Five Mile Lane (A4226) has recently been upgraded and there is a risk that new development will negate recent improvements. The road is still limited in capacity and not designed for high-density residential traffic. - Pontypridd Road is a residential road not designed for through traffic. Likely to become a rat-run as drivers seek to avoid congestion. - Any accident on Port Road creates traffic backlog affecting huge swathes of West Barry right back down Pontypridd Road and further up Port Road towards Colcot.	strategic housing sites proposed in the RLDP, ensuring their effects on the highway and sustainable transport networks are properly assessed and addressed. The interim findings indicate that while there are locations where congestion is forecast at the end of the RLDP period, particularly during peak hours, these challenges can be managed through a balanced package of measures, including targeted highway improvements and initiatives to encourage more sustainable travel in line with Welsh Government policy. One such location in Barry is Weycock Roundabout (A4226/B4266/Weycock Road/Port Road West). This junction has been the subject of detailed assessment both within the STA and through individual site submissions, including the strategic housing site known as Land at North West Barry. Several potential mitigation options have been identified that are capable of improving traffic flow and managing development impacts. These include the possibility of widening the entry width and extending the approach lane capacity on constrained approaches. Land at North West Barry proposes a new access approximately 150 metres west of Weycock Roundabout on Port Road West. The site promoters' Transport Consultant has undertaken detailed traffic modelling which concluded that a new signal-controlled access junction with associated local widening and realignment of Port Road can provide safe and efficient access to the	of the site as informed by the Strategic Transport Assessment and the requirements of the Council's Highways department.
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[1006] [1018] [2549] [2600] [920] [2602] [2606] [2599] [2614] [2616] [2617] [2618] [2609] [1009] [2619] [2620] [1009] [2624] [2625] [2626] [2627] [2630] [2631] [2632] [2633] [2163] [2635] [2639] [1348] [2645] [2644] [2528] [2647] [2648] [712]		development. The modelling shows that with these improvements, the additional site traffic would have only a limited effect on how the Weycock Cross junction operates. Modelling of future scenarios which factor in traffic generated by the development as well as junction improvements, indicate some adverse impacts during the evening peak but minor improvements during the morning peak. The junction has historically been busiest during school and commuter peaks and has operated more efficiently outside of these times, and this pattern is expected to continue. It should also be noted that these results are based on cautious assumptions and modelling that do not take account of potential benefits from more home working, greater use of sustainable travel, or traffic choosing alternative routes. All of these factors are expected to improve the junction's performance compared to the modelled results. Importantly, the design also supports walking and cycling by providing a new 3m shared-use path along the site frontage. Any future residential development will also be required to prepare a Travel Plan to help reduce car trips from the site and encourage sustainable travel choices across the wider area. The principle of mitigation is embedded in the Council's RLDP strategy. All strategic housing sites that are identified as having a material impact on Weycock Roundabout, or indeed on any other part of the Vale's highway network, will be required to contribute towards appropriate	
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[2651] [2652] [2653] [2650] [2654] [879] [2659] [2657] [2660] [2661] [2662] [2583] [2634] [2663] [2592] [2666] [2598] [2667] [2668] [2672] [2317]		highway and sustainable transport improvements. It is important to emphasise, however, that allocation in the RLDP does not remove the need for further scrutiny. All sites will still be required to secure planning permission at the appropriate time and each application will need to be supported by detailed Transport Assessments to evaluate site-specific impacts and put forward tailored mitigation strategies, including but not limited to measures identified in the RLDP. These mitigation strategies will be subject to further stakeholder engagement to ensure that they are sufficiently robust and ambitious. All future highway works and transport interventions will be designed to support and align with the Vale of Glamorgan's role in the Cardiff Capital Region (CCR), ensuring consistency with wider regional objectives for growth, connectivity, and sustainable travel. Port Road West, Five Mile Lane and Pontypridd Road are all considered to be of sufficient standard to accommodate traffic flows.	
	Active Travel and Public Transport Poor Walking and Cycling Infrastructure - The proposed site lacks safe, continuous footpaths, dedicated cycle lanes, and crossings at key junctions. - Existing roads are narrow, busy, and unsafe for pedestrians and cyclists. - The terrain is steep in places, making	Active Travel improvements are proposed as part of the development, including a designated route across the site frontage along Port Road. This will form part of a new Active Travel corridor between Barry and Rhoose. In addition, enhanced connections will be provided to existing Active Travel routes to the north and east of the site, including those along Five Mile Lane and Port Road West. These improvements will make	The Deposit RLDP will set out the Sustainable Transport requirements for the site.

	walking and cycling difficult for children, elderly residents and people with mobility issues - There are pedestrian safety concerns, especially for schoolchildren. - Active travel along A4226 is not enjoyable. Car Dependency - The development is seen as car-centric, with no nearby shops, schools, or services within walking distance. - Residents would be forced to drive for most daily needs, increasing traffic congestion. - Carbon emissions and parking pressure in surrounding areas. Public Transport Limitations - Poor access to public transport. - Bus services are infrequent and unreliable. - Poorly connected to key destinations like schools, hospitals, and train stations. - Train stations are too far to walk for most residents and not easily accessible by bike or bus. - Important that bus routes to Cardiff are extended to include Pontypridd Road - Additional buses serving the stations in Barry should be provided. Conflict with National Policy - Active Travel (Wales) Act 2013 – requires new developments to support walking and cycling. - Planning Policy Wales (PPW) – prioritises	Active Travel a safer and more accessible option for journeys to and from the site. New crossings will be designed to meet Active Travel standards. While parts of Barry are acknowledged to be steep, the bus stops in the local area are located close to the site entrance and are broadly on the same gradient. The site benefits from proximity to a range of services and facilities. A neighbourhood food store is located near Weycock Cross roundabout, and a major supermarket, GP surgery, community centre, three primary schools (English Medium, Welsh Medium, and Church in Wales), and two secondary schools (English and Welsh Medium) are all within reasonable walking distance. An Active Travel route runs along Port Road West. Bus stops near the site entrance provide access to Service 304, which connects to Barry town centre, Barry station, Dinas Powys, and Cardiff, as well as Rhoose and Llantwit Major in the opposite direction. Additionally, Services B1 and B2, which serve Barry, can be accessed from Pontypridd Road. Barry station is approximately 1.3 miles from the site. Travel time mapping from Transport for Wales indicates the site is within a 5–10 minute cycle of the station, which is corroborated by Google Maps. The walking time is approximately 28 minutes, and there is also a bus link to the station. In line with national policy, the RLDP Strategy	
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	sustainable transport and promotes a reduction in car use. - Future Wales: The National Plan 2040 – promotes compact, connected communities.	focuses development in areas where housing is aligned with employment, services, and facilities, thereby reducing the need to travel. As outlined above, the site is located in an area with good access to services and facilities, many of which are reachable via Active Travel routes. National policy also supports locating new development in areas well-served by public transport and Active Travel infrastructure. This principle is reflected in the RLDP Strategy, which prioritises development in locations with rail stations and strong bus connectivity. Barry benefits from four train stations and is served by bus routes connecting to neighbouring settlements. The proposed development will also deliver part of the Rhose to Barry Active Travel route across the site frontage, providing opportunities for new and enhanced Active Travel infrastructure.	
	Highways Access - The proposed plan shows no access in or out of the development. - Exit from site + chaos at peak times for traffic. - The proposed signalised junction on to Port Road at Weycock Cross will not on its own be enough to ease the severe congestion already experienced. - It does not show how the road junction will be implemented to prevent increased traffic congestion and thus increased pollution to the local residents.	The site will be accessed via a new signalised junction on Port Road West, as illustrated in the consultation documents. As outlined in the section on traffic congestion above, the proposed junction has been extensively modelled, and it has been demonstrated that a safe and efficient access arrangement can be achieved. The junction will be signalised to ensure safe ingress and egress. Cwm Ciddy Lane is a narrow, unadopted road that is not under the control of the site promoter.	

	- Access point is too close to the Weycock Cross roundabout. This will cause significant issues with traffic travelling towards the airport backing up onto the roundabout if there are lights to let traffic out. A possible solution would be to develop Cwm Ciddy Lane and access the main road further from the roundabout (Close to the Cwm Ciddy Pub). - The same ingress and egress point combined with traffic on Port Road will inevitably mean that residents will regularly face severe difficulty leaving the development regardless of any further traffic management measures implemented. - One road in/out of this large development is not suitable.	As such, it does not represent a realistic alternative access point to the proposed junction.	
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Issue- Sewage, Drainage and Flood Risk

Representor ID	Issue raised	Council response	Action
[697] [2084] [2530] [2563] [2580] [2563] [795] [2594] [920] [2606] [1009] [2599]	Utilities and Drainage - Sewage infrastructure is reportedly at capacity - Nant Talwg pumping station is under strain. - Risk of sewage overflows into local watercourses and beaches. - Additional housing could worsen overflow events, posing public health and environmental risks. - Welsh Water infrastructure is already unable to cope - Nant Talwg Brook off Nant Talwg Way has a permanent bad smell - this will	Utilities and Drainage The Council has consulted Dŵr Cymru Welsh Water (DCWW) to identify existing water and mains sewage capacity issues within the Vale of Glamorgan, including the capacity requirements for Weycock Cross. DCWW has advised that an assessment of the Barry Nant Talwg Sewage Pumping Station (SPS) may be required to determine whether current flows can be accommodated or if an upgrade to the SPS will be necessary to enable development to proceed. This assessment would need to be	The Council will continue to engage with Dwr Cymru Welsh Water to identify necessary infrastructure upgrades. The comments of DCWW will be reflected in the infrastructure

[2626] [2627] [2630] [2631] [2635] [2641] [2645] [2648] [2659] [2657] [2661] [2663] [2607] [2667] [2668] [2671]	potentially worsen. Increased Flood Risk and Surface Water Runoff - The site is known to have clay-heavy soil, which has poor permeability, leading to surface water pooling and slow drainage. Fields already retain water after rainfall, suggesting a high flood risk even before development. - Concerns that the proposed Sustainable Drainage Systems (SuDS) may not be suitable for the site's soil type and have not been properly tested or modelled and could fail during heavy rainfall events. - Development would replace green fields with impermeable surfaces (roads, driveways, rooftops). - Reduced natural absorption of rainwater. This could lead to increased runoff into surrounding areas and flooding of nearby homes, roads, and gardens. - No clear plan for long-term maintenance of drainage systems - Once that farmland is covered, where will the resulting rainwater go? We all know we are getting much heavier rain at times and there are a lot of homes lying below the level of these fields. - The proposed drainage system looks to be a source of stagnant water for mosquitos. - The 6 water reservoirs indicate water runoff, and flooding is a significant issue and the safety and ongoing cost of maintenance of those water areas would be a concern.	undertaken at the planning application stage. DCWW has confirmed that sufficient capacity exists at Cog Moors Wastewater Treatment Works. Increased Flood Risk and Surface Water Runoff The site is not located within a flood risk zone for river or coastal flooding. However, the central part of the site lies within a flood zone associated with small watercourses. This area has been identified as a wetland park, where no built development is proposed. A drainage strategy has been submitted and was published as part of the consultation documentation. This strategy will need to be further refined, and any future planning application must be accompanied by a Flood Consequences Assessment. Since 2019, Sustainable Drainage Systems (SuDS) have been required in Wales to support sustainable development in relation to flooding and drainage for new developments. This process is administered by the Council through the SuDS Approval Body (SAB), which must approve a SuDS scheme before development can commence. SuDS mimic natural drainage by managing surface runoff at or near the surface and as close to its source as practicable. They control flow (volume and rate of runoff) and offer a range of additional benefits. The aim is to address flooding and	requirements for the site within the Deposit Plan. The Council, including the SuDS Approval Body, will work with the developer and NRW to ensure that that flood risk both on and offsite is appropriately managed. A Flood Consequences Assessment will be required.
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	- Who would be responsible for maintenance of the SUDS, the 'park', trees bordering existing properties' fences? - Attenuation ponds on this site are located at the top of the development and given the landscape, the flooding risks would be further towards the bottom of the site. How is drainage at the bottom of the site being controlled?	drainage issues on-site and prevent adverse off-site impacts. The indicative masterplan for the site identifies areas of SuDS infrastructure that will manage surface water runoff. Securing a sustainable funding mechanism for the lifetime of the development is a key objective of the SAB. The SAB is responsible for the management and maintenance of SuDS assets once adopted. The effectiveness of SuDS and their associated benefits depends on appropriate maintenance. A commuted sum will be secured to ensure the SAB has the resources to maintain and, where necessary, replace the adopted assets.	
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Infrastructure Capacity

Representor ID	Issue raised	Council response	Action
[2532] [2503] [2534] [2535] [2539] [2541] [2544] [2546] [2547] [2549] [2550] [2557] [697] [2567] [2561] [2564] [2569] [2562] [2557] [2585] [2531] [2574] [2577] [2578] [2580] [1324] [2584] [2587] [1276] [2589] [795]	Education - No new schools are included in the scheme. - Local schools are at or over capacity, particularly Whitmore High School – turning away local children. - Primary schools in the area are also under pressure. - Concerns that the development would exacerbate overcrowding. - Require new school places without clear plans or funding. - Force children to travel further, increasing traffic and reducing community cohesion. Healthcare - GP surgeries and dental practices are already oversubscribed. - Experiencing long waiting times for appointments. - No indication of new healthcare facilities being planned or additional NHS resources to support population growth. - No new health centre is included in the scheme. Emergency Services - Increased population could stretch police, fire, and ambulance services, delay emergency response times due to traffic congestion.	Education The Council has undertaken an initial assessment of the educational need generated by the proposed development, based on forecast future demand for primary and secondary school places. This assessment indicates that the development would generate approximately 90 primary and 80 secondary school places. The site falls within the catchment areas of Whitmore High School (English Medium), Ysgol Bro Morgannwg (Welsh Medium), and St Richard Gwyn Catholic High School (Roman Catholic). Ysgol Bro Morgannwg and St Richard Gwyn are forecast to have sufficient capacity to accommodate the projected number of pupils from the development. However, Whitmore High is forecast to have insufficient capacity. As a result, the developer will be required to fund additional school places through a Section 106 agreement. This agreement will ensure that financial contributions are phased in line with the progression of the development. At primary level, the site is within the catchment areas of Romilly Primary School (English Medium), All Saints Church in Wales Primary School, Ysgol Sant Curig (Welsh Medium), and St Helen's RC Primary School. All of these schools are forecast to have sufficient capacity	The Deposit Plan will set out any site-specific contributions required. Continued engagement with CAVUHB on the location of future developments in the Vale. A series of background papers will be published alongside the Deposit Plan which will consider infrastructure capacity.

[2593] [2594] [1006] [1018] [2549] [2600] [2602] [2606] [2599] [2612] [2614] [2616] [2617] [1009] [2619] [2620] [2626] [2628] [2627] [2630] [2631] [2632] [2163] [2635] [2639] [2641] [2642] [2643] [2645] [2528] [2647] [2648] [2652] [2649] [2650]	- No evidence of additional resourcing or planning for emergency services. Community Facilities - There are no shops included in the scheme. - Lack of nearby shops, leisure centres and youth services. - Concerns that new residents would be isolated or forced to travel for basic services, increasing car dependency. Digital Infrastructure - Concerns about limited broadband capacity in the area and potential strain on telecoms infrastructure without upgrades.	to accommodate the projected number of pupils. There will also be a need for additional capacity at Ysgol y Deri special school, as a result of the development. A financial contribution will be secured towards this provision. Healthcare Cardiff and Vale University Health Board (CAVUHB) are responsible for the provision of appropriate health services to support the population of the Vale. The Health Board is a consultee on major planning applications (50 units or more). In addition, Council officers meet regularly with Health Board officials to advise them of the location of planned new housing development and the timescales of delivery so that this can be factored into CAVUHB own capacity assessments and forward work programme. If the Health Board identify that additional facilities are required, the planning policy framework set out within the Deposit Plan would be supportive of such provision. Emergency Services South Wales Fire and Rescue Service, South Wales Police and the Welsh Ambulance Service are statutory consultees in the RLDP process. South Wales Police's Secured by Design Officer has made comments on the design of the development, but neither the Police nor the other Emergency Services have objected to the principle. Community Facilities	
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[2654] [879] [2659] [2660] [2661] [2583] [2634] [2666] [2598] [2671] [2672]		As discussed above in relation to transport, there are services and facilities within reasonable walking distance in the local area. In addition, there will be a requirement for the development to make a contribution towards the additional provision or enhancement of community facilities in the wider area as part of the Section 106 process. Digital Infrastructure Broadband coverage in the Vale is excellent with 99.3% of the area covered by Superfast broadband, and 91% coverage for Gigabit capability. In July 2025, Building Regulations approved document R Infrastructure for electronic communications was amended and there is now a requirement for all new dwellings to be equipped with gigabit-ready physical infrastructure, which will ensure that all future developments have the necessary digital infrastructure in place.	
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Biodiversity and Habitat Destruction

Representor ID	Issue raised	Council response	Action
[2531] [2533] [2546] [697] [2561] [2564] [2577] [1006] [2625] [1656] [2628] [2627] [2630] [2631] [2642] [2528] [2647] [2652] [2654] [2657] [2634] [2663] [2666] [2667] [2668]	- What ecological surveys have been undertaken and what measures are proposed to safeguard wildlife? - The area supports a rich ecosystem, including protected species such as bats (e.g. Barbastelle bats), birds (e.g. Eurasian Jay, Bullfinch), and foxes. - The site borders ancient woodland and contains hedgerows and lowland deciduous woodland—features protected under Section 7 of the Environment (Wales) Act 2016. - Habitat fragmentation, increased disturbance from noise, light, and human activity, and lack of binding biodiversity net gain plans. - What measures will be put in place to deter offroad bikes accessing neighbouring woodlands? - The proposed buffer is too close to the Mill wood and will likely cause major disruption to and likely loss of wildlife e.g. rare bats and birds, foxes, especially in the construction phase and beyond. - The design doesn't show the brook, consider the impact on wildlife (close proximity to ancient woodland) or the potential ASB/noise of the play areas. - Hedgerows & trees once removed cannot - particularly hedgerows – be replaced. These hedgerows in particular are vital	An extended phase 1 habitat survey has been undertaken for the site. This has considered the biodiversity within and adjoining the site and has identified mitigation measures. The survey was made available as part of the consultation documentation. The study concludes “<i>The site comprises of six agricultural field parcels containing arable crops and improved grassland – the fields hold little to no ecological value and represent the most suited areas for any future development. A series of hedgerows, ditches, dense scrub and woodland border the fields, and these represent more valuable habitats, with native hedgerows and lowland deciduous woodland both listed as Priority Habitats. There are no habitats at the site that would qualify as a SINC (other than the boundary woodland which has already been designated).</i>” Records of protected species within 1km include bats, Hazel Dormice, Badgers, Otters, Slow Worms, Common Frogs, and various bird species. Evidence of Hazel Dormice was found within the site boundaries in 2013. The survey recommends the following: - Boundary hedgerows, stream, and dense scrub are of greater ecological importance and should be retained as	The Council will require appropriate mitigation measures as detailed with the extended phase 1 habitat survey to be implemented by the developer as part of any future development. The Deposit Plan will set out what additional information will be necessary to be submitted as part of any future planning application. In addition, the Council will require that through the design and layout of any development the

	'wildlife corridors' to Porthkerry Country Park - a wildlife haven!! - The wildest, most natural part of Porthkerry Park would be bordered by housing and un-natural parkland and spoilt for everyone - Completing this kind of work will create a concrete barrier around a county park and have a negative impact on the wildlife.	part of the local green infrastructure network. - Strengthen existing defunct/species-poor hedgerows with new native tree planting. - Conduct further surveys for bats and Hazel Dormice to inform specific mitigation measures. - Implement a precautionary approach to vegetation clearance to minimize risks to nesting birds and common reptiles/amphibians. - Implement controls to minimize pollution risk during construction and ensure drainage design maintains water quality. - Install bat and bird boxes on new buildings and retained trees. - Create Hedgehog corridors to ensure continued habitat connectivity. - Design SuDS features to benefit biodiversity and use native species in landscaping. These measures aim to balance development with ecological preservation and enhancement. The Council has also consulted with Natural Resources Wales on this site. In their response (detailed above) NRW highlight the need to ensure existing protected sites in the vicinity the site is protected from inappropriate uses such as unauthorised access for recreational uses at Walters Farm Site of Special Scientific Interest (SSSI) and Barry Woodlands SSSI. NRW has advised that the site layout should	site will incorporate measures to deliver an overall net benefit gain in biodiversity in line with national and local policies. The Council will also continue to engage with NRW at the planning application stage.
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		incorporate sufficient open spaces within the development to reduce this risk and benefit the wider biodiversity interests and species present in the area. Additionally, any future development at the site would have to provide a detailed green infrastructure strategy for the site that will incorporate green infrastructure to deliver a biodiversity net benefit. More detail on this will be determined as part of any future planning application process. Nevertheless, at this stage principles for protection and net-benefit opportunities have been identified as part of the initial site master planning. The appropriate management of the open space and its relationship with adjoining woodlands is a detailed matter that would need to be considered at planning application stage. However, the concerns in respect of off-road bikes is noted, and the developer will be asked to consider how this can be appropriately managed.	
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Brownfield Development

Representor ID	Issue raised	Council response	Action
[697] [2567] [2561] [2563]	- There are numerous existing brown and grey field sites nearby (with adequate infrastructure) and within the Vale of Glamorgan that could be utilised if needed.	The Adopted LDP has been successful in terms of bringing forward redevelopment of brownfield land, such as that at Barry Waterfront.	The Council will continue to encourage development of

[2562] [2578] [2580] [2563] [1324] [2594] [2595] [2596] [1006] [1018] [2549] [2600] [920] [2602] [2599] [2620] [1009] [2623] [2624] [2625] [2626] [2628] [2627] [2630] [2631] [2632] [2633] [2639] [2641] [2642] [2643] [1348] [2648] [2651] [2652]	- Planning Policy Wales states and insists that Brownfield Sites are to be used in preference to Greenfield Sites. - Future Wales: The National Plan 2040, through Policies 2 and 7, instructs planners to pursue compact growth, brownfield development, and sustainable infrastructure. This site delivers none of those outcomes. - Explore alternative locations or solutions that would have a less detrimental impact on the community.	The RLDP Preferred Strategy and Barry Housing Growth Consultation Paper indicates that there is not sufficient viable and deliverable brownfield land to accommodate all the proposed growth for the within the Vale of Glamorgan over the plan period and accepts that greenfield land will also therefore need to be released. Notwithstanding this, it should be noted that the other two sites within the consultation (Hayes Lane and Neptune Road) are both previously developed sites. In preparing the RLDP the Council has undertaken an Urban Capacity Study that has assessed potential of brown field land opportunities within Barry. Whilst identifying potential sources of brownfield sites the majority of these are limited in scale and would be considered as windfall developments over the plan period. For example, conversion of existing buildings, upper floors of existing retail uses, reuse of land currently used for employment. Given these existing uses, these sources are not immediately available or may not come forward for redevelopment. The Housing Growth in Barry consultation sets out the considerations that the Council has undertaken in the identification of sites including the assessment of alternative sites promoted through the RLDP process. This indicates that there are limited opportunities within Barry for additional housing land elsewhere due to environmental and physical constraints.	appropriate brownfield sites within Barry as part of the contribution of windfall developments in delivering the housing requirement of the RLDP.
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[2653] [2654] [879] [2657] [2663] [2598] [2667]			
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Loss of Green Wedge and agricultural land

Representor ID	Issue raised	Council response	Action
[697] [2567] [2561] [2563] [2562] [2578] [2580] [2563] [1324] [2594] [2595] [2596] [1006] [1018] [2549] [2600] [920] [2602] [2599] [2620] [1009] [2623]	Loss of Green Wedge - The site lies within a designated Green Wedge, intended to prevent urban sprawl between Barry and Rhoose, preserve the rural character and openness of the landscape. - The site's Green Wedge status should not be overlooked without robust justification. - The green wedge background paper put in place by the Vale of Glamorgan Council in 2011 emphasises the importance of this green wedge and how it should be afforded protection from future development. - This development breaches the Vale's own Local Development Plan, Policy MG18 (Green Wedge): a designation explicitly created to prevent the urban sprawl that this very scheme would accelerate. - Planning Policy Wales, Edition 12 (2024), paragraphs 3.64–3.72 reiterate that Green Wedges must include only land "necessary to keep open in the longer term."	Loss of Green Wedge Planning Policy Wales identifies green wedges as local designations that serve a similar purpose to Green Belts: to prevent coalescence, manage urban form, protect the countryside from encroachment, and safeguard the setting of urban areas. Unlike Green Belts, green wedges are not permanent and are expected to be reviewed as part of the development plan preparation process to reflect changing circumstances. In this context, such a review allows green wedge designations to be amended in response to evolving needs—such as the requirement for housing in Barry that aligns with its role as a key settlement in the RLDP settlement hierarchy, alongside a significant need for affordable housing. These factors necessitate a re-evaluation of previously accepted local land use planning priorities.	

[2624] [2625] [2626] [2628] [2627] [2630] [2631] [2632] [2633] [2639] [2641] [2642] [2643] [1348] [2648] [2651] [2652] [2653] [2654] [879] [2657] [2663] [2598] [2667]	Encroachment has not nullified the land's value but has made its protection even more vital. - Reduction in clear boundaries with Rhose - Falls outside the development boundaries under the current Unitary Development Plan. - Development on this site would extend Rhose / Barry beyond its natural boundary and constitute urban sprawl - Rhose and Barry will merge. Loss of Agricultural Land - The land is classified as Grade 3 agricultural land, considered valuable for food production in South Wales. - Low grade agricultural land- but is regularly for cattle grazing and arable farming. - Further investigation is required of the agricultural land value through soil sampling as it is well known that the agricultural maps for the Vale of Glamorgan are poor and inaccurate.	The current housing crisis in the Vale of Glamorgan represents such a circumstance, justifying a reassessment of green wedge boundaries. While the assessment concluded that a continuation of the green wedge between the settlements of Barry and Rhose is justified, in line with changing local planning priorities, the boundary of the green wedge will be amended to reflect the development site. However, the assessment also identifies a continued justification for maintaining a green wedge between the settlements of Barry and Rhose. Additionally, a settlement boundary for Barry will ensure that future development is contained within its limits, thereby safeguarding the distinct identities of Barry and Rhose. While the character of the countryside in this location will inevitably change development of the site offers the opportunity to improve the boundary between the urban edge of Barry and the agricultural land included within the green wedge. Enhanced landscaping will improve the existing settlement edge and strengthen the transition to the open countryside while also providing green infrastructure and biodiversity benefits. The masterplanning of the site will be guided by placemaking principles, taking into account its relationship with surrounding development. Loss of Agricultural Land The candidate site assessment indicates that the land is classified as Grade 4 agricultural	
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		land. National planning policy requires local authorities to avoid development on Grades 1, 2, and 3a agricultural land, which are considered the best and most versatile (BMV) agricultural land. When assessing sites where predictive Agricultural Land Classification (ALC) maps indicate the presence of BMV land, the Council consults with the Welsh Government's Landscapes, Nature and Forestry Division within the Department for Climate Change and Rural Affairs. However, there is no requirement to consult or investigate land quality where ALC maps indicate that the land is Grade 3b or lower.	
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Housing Provision

Representor ID	Issue raised	Council response	Action
[2532] [2535] [2553] [697] [2562] [2576] [2578] [1276] [2642] [2644] [697] [2562] [2609]	Need for Housing - Barry does not need any more houses. - This area is not required for housing and other sites should be considered. - There are lots of space in the Vale, Barry has its fair share already. - Large number of units unnecessary other than to meet Welsh Government targets.	All local authorities in Wales are required to plan for future population and household growth and to publish a Local Development Plan (LDP) for their area. Accordingly, following established principles and practise, the Vale of Glamorgan Council has undertaken an assessment of forecast population change and household formation for the period 2021–2036. The projections indicate that the Vale's population will increase by approximately 13,154 people (+9.7%), resulting in the formation of around 7,587 additional households. This equates to a need for approximately 7,890 new dwellings over the	N/A

		plan period. The housing proposals put forward by the Council will contribute to meeting this identified requirement. Barry is identified as a Key Settlement and is expected to accommodate a level of growth proportionate to its size and position within the settlement hierarchy. The consultation document outlines that a number of alternative sites have been considered, although many were deemed unsuitable for further consideration. New development is also planned for other settlements across the Vale, where this aligns with the overall Strategy.	
	<u>No justification for identifying the site</u> - This site was not selected through evidence-led strategic planning. It was included late when preferred options failed. That alone should disqualify it under the Vale's own RLDP Preferred Strategy. - The Council previously deemed this site unsuitable compared to North East Barry due to its smaller scale and limited placemaking potential. - A site on the East of Barry is preferred to ease congestion and provide access to main routes.	The site at North West Barry was originally submitted as a candidate site and, following assessment, was shortlisted as a potential housing allocation. The Council's assessment concluded that the Weycock Cross site would only be considered if the key sites identified in the Preferred Strategy for the Barry area do not proceed. It should be noted that the original site boundary has since been extended to provide greater placemaking opportunities and to support the delivery of necessary infrastructure. The amended site boundary has formed part of this consultation to ensure that interested parties were not prejudiced and had the same opportunity to comment on the site as they had with the sites included within the Preferred Strategy.	N/A

		As explained in the consultation document, the only potential site to the east of Barry has not been carried forward due to deliverability issues.	
	<u>Housing mix</u> - The proposed houses will not be social housing or houses for first time buyers - houses will be large (4/5 bedroom) to maximise Council Tax. - Only a small amount of homes will be 'affordable'. - Provision of affordable housing needed to be exactly that - for rent and buy. - Barry is seen as the dumping ground for affordable housing. - The site should provide 100% social housing/ housing association houses and no executive 4-bedroom houses. Building larger homes will just encourage more people to move out of the unaffordable Cardiff housing market. - Housing types need to include 'smaller/lower' end of market - developers tend to go for more valuable, larger town houses, which aren't always the right mix.	The Council's latest Local Housing Market Assessment (2023) highlights a need for 1,075 affordable housing units per annum across the Vale of Glamorgan over the next five years. Almost half of this need, 502 units per annum, is within Barry. Additionally, the most recent housing waiting list data (as of June 2025) indicates that approximately 3,963 individuals are registered on the Council's housing waiting list, with around 7,000 people in total across the Vale. The site at Weycock Cross will be required to deliver 30% affordable housing, comprising a mix of social rented housing (with rents capped at Welsh Government benchmark levels) and intermediate housing (where prices or rents are above social rent levels but below market rates). This may include low-cost home ownership, where properties are sold at 70% of open market value. Both tenures meet the Welsh Government's definition of 'affordable housing' as set out in national planning policy. The Council's Housing Department has specified that the majority of affordable units should be one- and two-bedroom properties, with a smaller number of three-bedroom homes, reflecting the type of housing most needed in Barry.	N/A

		The proposed housing developments in Barry will make a positive contribution toward meeting the identified affordable housing need. In addition, the RLDP will seek to ensure that new developments provide a range and choice of housing types, enabling residents, such as young families and older people, to remain within their local communities. While acknowledging the significant need for affordable housing in Barry, it would not be appropriate for the entire site to be allocated for affordable housing, as this would not support the creation of mixed-tenure communities, which is a key principle of placemaking for the site. To deliver affordable housing through Section 106 agreements, developers must also be able to sell market units. Therefore, it will be necessary for the development to include a mix of housing types, including larger family homes.	
	Reinstating Empty Properties There are hundreds of properties for sale, to rent, vacant etc. in the Barry area currently on the market (Many properties have been on the market for a considerable time)	There are over 500 long term empty homes across the Vale of Glamorgan. The Council is proactively working to bring Empty Homes back into beneficial use. However, the situation around many long-term empty properties is often complex, with many homes in poor condition, making them unsuitable for immediate use without significant investment. In addition, many are privately owned and would not necessarily be made available to those on the housing waiting list. Empty homes alone	

		cannot meet the scale of current housing need.	
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Historic Environment

Representor ID	Issue raised	Council response	Action
Heneb [687] [2667]	Proximity to Historic Sites - The proposed development lies near several heritage assets, including Porthkerry Country Park, which contains historic woodland and structures. - Listed buildings and farmsteads in the surrounding rural landscape. Concerns were raised that the development would diminish the setting of these assets, reducing their historical and visual significance. Impact on Landscape Character - The area forms part of a historic rural landscape, with ancient field boundaries, hedgerows and traditional agricultural patterns - Development would erode the historic character of the area, replacing it with suburban housing. - The development does not value and respect the positive, distinctive qualities and identity of this existing place or recognise and respond to the unique features and opportunities of this location, including its heritage, culture, and natural environment or minimize environmental impact or protect	Proximity to Historic Sites A Heritage Setting Assessment has been prepared as part of the supporting documentation for the consultation. This concluded that “<i>heritage matters do not represent an ‘in principle’ or overriding constraint to the delivery of the Site for residential development.</i>” However it was recognised that the site forms part of the setting for four listed buildings at Cwm-Ciddy Farm. To mitigate any impact on the setting of the listed buildings the initial master planning has sought to maintain an appropriate buffer between built development and the listed buildings in the area so as the safeguard their integrity and setting. This will be considered in more detail at planning application stage when further design details will be known. Impact on Landscape Character The site promoter has undertaken tree and landscape assessments which identify opportunities for incorporating existing natural feature within the development alongside the incorporation of sensitive landscaping.	The Council will require an Archaeological Desk-Based Assessment at planning application stage to identify any potential effects on the settings of designated heritage assets in the surrounding area of the site.

	biodiversity and ecological networks. Loss of Archaeological Potential - The site may contain undiscovered archaeological remains, given its proximity to known historic sites. No thorough archaeological assessment has been published.	Loss of Archaeological Potential The Council will require an Archaeological Desk-Based Assessment to identify any potential effects on the settings of designated heritage assets in the surrounding area of the site.	
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Site Density and Layout

Representor ID	Issue raised	Council response	Action
[879] [2649] [2631] [2578] [2577]	- The design and layout look very good, giving some spacious outdoor spaces. - There appears to be a housing saturation in certain areas which is out of kilter with the surrounding area. - This layout is not a true reflection of how many houses are going to be shoehorned into the greenfield space - it will have a negative impact on local residents and knock on effects across the town. - Medium/high density housing should be along western edge, not eastern - the developer is only thinking about sales and ignoring existing residents who would suffer from noise and air pollution. - This illustration is vastly increased from the original plan which was rejected several years ago. - The indicative plan is sparse and does not clearly show how affected surrounding houses will be. It is also not in keeping with	The indicative site layout proposes a mix of housing and green infrastructure, with a 2.3 Ha area of open space to the south of the site and a wetland park as a centre feature. The Vision document, which was published as part of the consultation, indicates that there will be lower density development on the more sensitive boundary and medium density within the body of the site. The layout that has been provided is illustrative at this stage to show the broad parameters of the development. The detailed design will form part of any future planning application. It is acknowledged that the site is larger than the previous site that was subject to a planning application in 2014, which proposed a development of up to 200 dwellings. However, the increased site size is considered commensurate	The Council will advise the developer of the concerns raised on the layout.

	all of the houses in the vicinity. - This plan seems to be rather pointless as it is only indicative of what could be potentially built. - Unsuitable, considering the number of proposed houses. - There is little if any thought to the wellbeing and privacy of existing residents nearby. There will be trees on the entrance to soften the interface with Port Road West but how about putting trees to soften the interface with the houses on Pontypridd Road & Nant Talwg Way. - Development is far too close to existing properties. The loss of privacy would seriously impact mental health.	with the role of Barry in the settlement hierarchy and the site boundary and is necessary to deliver much needed affordable housing. Any issues of privacy, such as overlooking from the site, will be addressed at planning application stage and privacy standards will be maintained in line with the Council's published standards. Additional consideration of the privacy of existing residents through measures such as sensitive landscaping, the proximity of gardens and boundary treatments will be considered as part of the ongoing masterplanning of the site. The Council's Shared Regulatory Services (SRS) team have advised that air quality impact assessments will be required where vehicle generation is greater than an annual average of 500 movements a day. The air quality assessment should also include construction impact assessment for construction traffic and dust generation. SRS have not raised concerns about noise pollution.	
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Other Issues

Representor ID	Issue raised	Council response	Action
[2565] [2561] [2563] [2578] [2596] [1006] [2600]	<u>House Values/loss of views</u> - The residents of Nant Talwg who have enjoyed countryside views for many years and paying hefty council tax bills for the privilege must be extremely upset at the thought of this development. - Property values will go down but not	It is a long-standing principle in UK land use planning that impacts to home values and loss of views are not considered to be a material planning consideration for restricting new development.	N/A

[2599] [2619 [2620] [2626] [2628] [2643] [2654] [2659] [2634] [2607] [2668] [2671]	council tax bills. - Blocking beautiful views of the countryside.		
	<u>Anti-Social Behaviour and Crime</u> The development will have lanes leading to the rear of the houses. These lanes as all other lanes would, in time, become a place of anti-social behaviour. How will the developers intend to go about alleviating this?	The site layout is presently indicative and further detail work shall be undertaken to refine the site layout. Additionally, on large developments the Council formally consult the South Wales Designing Out Crime Officer who provides advice in respect incorporating measure to ensure developments are safe and reduce opportunities for anti-social behaviour.	The Council will consider the concerns raised through further site design and in consultation with the local Designing Out Crime Officer at the formal planning application stage.
	<u>Previous refusal of planning permissions</u> - The site was refused planning permission in 1990 and attempts to build on Green Farm were halted for reasons unknown. What has changed? - Previous planning permission for a development site in Barry was refused in 2015 by the Vale Council and this decision was upheld by the Welsh Assembly. The primary reasons for refusal, which are still considered valid, focused on the impact on the green wedge and surrounding countryside, potential strain on infrastructure like schools and highways, and the sustainability of the location in terms of transport links.	Whilst the Council previously defended its decision to exclude Land at Weycock Cross from the current adopted LDP, the Council is now of the opinion that the proposed development would contribute to the delivery of the RLDP strategy and consistent with the role and function of Barry as the Key Settlement within the Strategy. At the time of the Inquiry on the previous planning application the appointed Planning Inspector considered the matters raised and concluded that at the time the planning application was contrary to the then adopted UDP and the emerging LDP.	N/A

		<i>“A decision on the appeal is required to be made in accordance with the development plan unless other material considerations indicate otherwise. The UDP is the development plan and whilst the relevant policies to this appeal are of some age I find they remain in accordance with national policy in respect of defining settlement boundaries and green wedges to manage the location of new housing development. As such they are neither outdated or superseded.</i> <i>The Council is progressing its LDP which will review settlement boundaries, green wedge designations and housing allocations in light of the overall strategy for housing in the Vale of Glamorgan and with regard to all representations received. The LDP review is the proper process for considering changes to the boundaries of settlements and green wedges, not through the consideration of individual applications.</i> <i>The proposal fails to accord with the principles of the adopted development plan and national policy as it proposes development outside any defined settlement boundaries, within the countryside on greenfield land and within a green wedge.”</i> In this respect, the Council is progressing a new RLDP and has undertaken a review of the current adopted LDP strategy and future housing needs, as well as a review of existing plan designations which include the existing green wedge and settlement boundary	
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		designations. Based on the review of the adopted LDP and agreed Strategy for the RLDP it is considered that the Land at North West Barry would assist in the delivery of the RLDP Strategy and identified housing requirement, whilst also providing a valuable source of affordable housing within the Vale of Glamorgan. Additionally, the amendment to the green wedge to facilitate this development would not cause a detrimental impact to the green wedge designation. With regards to the impact on infrastructure the Inspector stated: <i>“The Section 106 agreement provides for contributions to services such as education, community facilities and open space. I am satisfied that these would be beneficial in providing additional services and facilities in the locality to serve the development.”</i> Furthermore, in respect of the sustainability of the location, the Inspector was <i>“satisfied that the appeal site lies within a sustainable location in so far as it is within close proximity to a range of transport options and services that would reduce the reliance on the private car.”</i>	
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Annex 2 - Land at Neptune Road, Barry Waterfront

Support

Representor ID	Reason for support	Council response	Action
[2535] [2563] [2596] [1006] [2612] [2614] [1009] [2645] [1737] Vale Veloways [2317] [2607] [2651] [2667] [2609]	- Good proposal in an already populated area and well-located to travel links with two train stations located within walking distance. - Quiet area, already developed and no loss of green space. - Good public transport. - No possibility of flooding. - Only 40 dwellings and no traffic congestion. - No impact on the environment and is a continuation of the existing developments. - Expanding area and every effort should be made to continue the expansion. - There is substantial space and scope for extra capacity. - High density housing where there is no adjoining housing seems appropriate. - If it is 100% affordable then it will provide the type of housing that the area needs. - Great opportunity to provide social housing in an area with good access to public transport, shops, GP, school etc. - Fits with the Active Travel Guidance to encourage a modal shift away from driving. - Sensible location for housing.	Support is welcomed.	N/A

Statutory Consultee Responses

Representor ID	Issue raised	Council response	Action
South Wales Police – Secured by Design Officer [694]	All new homes in the LDP, including those on proposed sites like Land at Neptune Road, should be built to Secured by Design Gold standard, a requirement for Welsh Government grant-funded social housing. We also stress the importance of careful design for community facilities and open spaces, which if poorly designed, can increase crime and anti-social behaviour. Our Designing Out Crime Officers (DOCOs) should be consulted early to ensure natural surveillance, clear public/private boundaries, and appropriate security for areas like playgrounds. Footpaths should be safe, well-lit, and designed to deter crime, avoiding routes that provide access to the rear of dwellings. Lighting should enhance safety, with consideration for environmental factors and the use of LED lighting. Finally, we request early consultation for new transport infrastructure, walking, and cycling routes to ensure they meet SBD standards for community safety.	Comments are noted.	As a statutory consultee the Council will engage with the South Wales Police Secured by Design Officer at the planning application stage to ensure that the design and layout of a future development incorporates measure to design out crime and anti-social behaviour.
The Coal Authority [2582]	Not located within a defined coalfield and therefore we have no specific comments.	Comments are noted.	N/A
Dwr Cymru Welsh Water [1741]	Water supply: Clean water HMA required. There is a 150mm watermain crossing the southwest corner of the site, and 2 x 160mm watermains crossing the north part of site and easements will be required.	Comments are noted.	The comments of DCWW will be reflected in the infrastructure requirements for the site within

	Public sewerage: The sewerage network is expected to be able to accommodate this site. A 300mm surface water sewer crosses the east part of the site and easements will be required. WwTW catchment: Cog Moors WwTW has capacity to accept foul flows from the proposed development. If capacity does not exist within the water or sewerage networks to accommodate proposed sites, Hydraulic Modelling Assessments (HMAs) may be required to determine an adequate point of connection to the network and developers would be expected to fund investigations during pre-planning stages. The findings of a HMA would identify the extent of any necessary upgrades to the network which can be requisitioned under the provisions of the Water Industry Act 1991. Potential developers also need to be aware that where sites are crossed by public sewers and water mains, protection measures in the form of easement widths or a diversion of the pipe would be required which may impact upon the housing density achievable on site.		the Deposit Plan.
Natural Resources Wales [692]	We are aware of European Protected Species (EPS) records on/near the proposed development site. Therefore, any application that comes forward	Comments are noted.	The Deposit RLDP will set out the requirement for relevant EPS surveys at

	for this site should be supported by up-to-date ecological survey information, to include relevant protected species surveys as appropriate. Where species are present, development should aim to retain and enhance supporting habitats and appropriate mitigation/compensation. The survey requirements should be determined in liaison with the Local Authority Ecologist. If EPS are present, we advise that any assessments consider current conservation status and favourable conservation status in accordance with published guidance. Further site investigations would therefore be required to determine whether any contamination is present at the site and the risk to controlled waters.		planning application stage.
National Grid Electricity Transmission [582]	NGET have provided a map which shows that this site is not affected by their assets.	Comments are noted.	N/A
Heneb [687]	The site is located on what was the sea separating Barry Island from the mainland, the area has been reclaimed and built up since the latter part of the 19th century. Historic mapping shows rail and dock infrastructure, subsequently demolished. The site has undergone remediation, and we would be unlikely to request archaeological mitigation.	Comments are noted.	N/A

Highways and Transport

Representor ID	Issue raised	Council response	Action
[2557] [2558]	- Recognise the need but the traffic is already at a bottle neck. How will this be	An indicative layout was published as part of the consultation, illustrating that access to the	The Deposit Plan will detail the

[2579] [2645] Vale Veloways [2317] [2586]	ameliorated? - The junction off Neptune Road is already always backed up with traffic. - This road is a busy area with traffic queues during the summer, and this development will add to that. - Traffic will further be exacerbated by the building of the college across the road. - It would be better to use this land to widen the road/create a slip road to help alleviate some of the traffic pressures. - Local roads may need improvement. Traffic in the area is extensive at peak times. - Desirable to have better active travel links from the site to local shops, schools and train stations to encourage and enable residents to use modes of transport other than a private car.	proposed site will be provided via the existing entrance constructed off Neptune Road. The Highways Department has acknowledged that vehicles turning right into the site may cause congestion, potentially leading to traffic backing up along Ffordd Y Mileniwm. As such, it recommends that an investigation be undertaken into the feasibility of providing a dedicated right-turn facility into the development. The Highways Department has further advised that any future planning application should be accompanied by a Transport Statement and a Travel Plan. These documents should outline the transportation and highway implications of the proposals and assess the impact of the development on the surrounding highway network. The impact of the new Cardiff and Vale College campus on the local highway network was previously considered during the planning application process. It was concluded that local junctions would operate within capacity. In the determination of that application, the availability of realistic and readily usable alternatives to private car travel was also recognised. In terms of proximity to services, the site is located in a highly sustainable urban area within Barry Waterfront. A range of local facilities are within walking and cycling distance, including the Innovation Centre and Goodsheds to the north, the Waterfront Retail Park and town centre to the northwest, and the Asda supermarket immediately	planning application requirements for the site, which will include the need for a Transport Statement and Travel Plan.
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		to the south. A new primary school is also located to the west. Additionally, Barry benefits from regular public transport services, and the site is particularly well positioned in relation to three of Barry's four train stations: Barry, Barry Island, and Barry Docks. There are existing active travel links connecting the wider Barry Waterfront development to Barry town and beyond. Walking, cycling, and public transport will be prioritised within this scheme, with safe and convenient bike storage provided, along with pedestrian access to both road frontages and nearby retail centres and amenity areas. There will also be a requirement for the site frontage along Neptune Road to incorporate a cycleway/footway facility, connecting to the existing infrastructure along Ffordd Y Mileniwm.	
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Alternative uses for the site and wider area

Representor ID	Issue raised	Council response	Action
[2542] [2586] [1465] [2583] [2534]	- The site was designated for hotel, tourism or office uses and changing it to residential is an example of avoiding delivery of infrastructure and services originally promoted and goes against the strategic vision. - Two years of marketing is not sufficient. - A hotel in the area would better serve the tourism market. - A new and improved sixth form College in Barry should be developed instead. - Let's have an updated leisure centre. - Develop the docks into a marina or a leisure	At Preferred Strategy stage, it was concluded that, as the site is currently allocated for a hotel and B1 offices in the Vale of Glamorgan's adopted Local Development Plan 2011-2026, "<i>the suitability of the site will depend on an assessment of whether these allocated uses are still required in this location.</i>" While there is a recognised need for hotel accommodation in Barry as part of the town's wider tourism offer, the Premier Inn hotel located opposite the site has recently been granted planning permission for an extension. This will	N/A

	centre instead of more houses. - More outlets for young people.	provide an additional 21 bedrooms, bringing the total to 101, and increasing the overall hotel capacity in the area. As a result, the Council had to consider whether this site remains the most appropriate location for the continued allocation of a hotel, particularly given that it has not been brought forward for development to date. A marketing report was submitted, indicating that the site has been actively marketed through various channels over a two-year period. Although there was limited interest from one company in developing a hotel, this was not pursued due to viability concerns. The report notes that the cost of delivering hotel accommodation has increased significantly in recent years. With regard to office accommodation, a market report was also submitted, concluding that the office market remains challenging and that it is unlikely a privately funded office development would come forward on this site. Ultimately, it is essential that allocations within the RLDP are deliverable. Given the lack of interest and viability concerns associated with the site for either hotel or office use, consideration was given to whether alternative uses would be more appropriate. In light of the identified need for affordable housing in the area, and the opportunity this site presents to deliver 40 affordable homes on a brownfield site in a sustainable location, it is considered, on balance, that the site should be reallocated for housing instead.	
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		The Council recently granted planning permission for a new Cardiff and Vale college campus at Barry Waterfront, which offers further education qualifications. With an anticipated opening date towards the end of 2026, the campus will cater for up to 1,000 full time and part time students and nearly 80 staff. There would not be a need for a further 6th form college on this site. There are no plans to develop a new leisure centre in this area, as it is within reasonable distance of Barry Leisure Centre, which has recently been subject to investment to provide a new gym facility. The Council confirmed that plans to deliver a new marina at the Mole on Barry Waterfront have been withdrawn due to rising operational costs and evidence that the scheme was no longer financially viable. However, other proposals on the Mole, including a new purpose-built water sports centre, are still intended to proceed. This will increase the offer for young people. There will be a requirement for the development to make a contribution towards the enhancement of community facilities in the area as part of the Section 106 contribution.	
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Infrastructure Capacity

Representor ID	Issue raised	Council response	Action
[2579] [2542] [2586] [2558]	Impact of development on doctors, dentists, schools and local services. Adding even more houses without any balance in tenure or proper infrastructure risks creating long-term issues for residents, both old and new. Original commitments from the Waterfront have not been met. Approving 40 new apartments without any meaningful progress on the promised infrastructure will add pressure to an already overstretched area. Allowing more housing without first delivering on existing obligations is unacceptable. Concerns that the Council will not manage this development correctly as current residents have felt unsupported through consortium and management issues for years. The Council needs to invest in existing residents before expanding it to others.	The Council will seek appropriate contributions from site developers through Section 106 agreements towards enhancing community infrastructure where appropriate. This will include contributions towards education facilities, sustainable transport, community facilities and open space where required. Cardiff and Vale University Health Board (CAVUHB) are responsible for the provision of appropriate health services to support the population of the Vale. The Health Board is a consultee on major planning applications (50 units or more). In addition, Council officers meet regularly with Health Board officials to advise them of the location of planned new housing development and the timescales of delivery so that this can be factored into CAVUHB own capacity assessments and forward work programme. If the Health Board identify that additional facilities are required, the planning policy framework set out within the Deposit Plan would be supportive of such provision. The Education department have been consulted on capacity of schools in the area. It is the Council's policy to exclude 1 bed properties from the calculation of education needs as 1 bed properties are unlikely to be occupied by children. Based on a calculation of pupils that are likely to be generated for the remaining units, 6 primary school pupils and 5 secondary school pupils are	Continued engagement with CAVUHB on the location of future developments in the Vale. The Deposit Plan will set out any site-specific contributions required.

		forecast to be generated. The Education department have concluded that there is sufficient capacity at catchment schools primary level to accommodate these pupils, but at secondary school level there will likely be need for a financial contribution towards English medium Education, secured through Section 106. It is acknowledged that there have been delays in the delivery of certain infrastructure as part of the Waterfront development and the Council is working closely with the consortium to ensure that the remaining infrastructure elements are delivered as soon as possible. Management issues are outside the remit of the development plan process.	
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Need for further housing

Representor ID	Issue raised	Council response	Action
[2572] [2578] [2586] [795] [1465] [2583]	- No more housing needed with all the empty properties and shops in Barry. - This area is getting overdeveloped and overcrowded. - The area is already oversaturated with social housing. - Should be looking outside the Barry area for future developments. - While affordable homes are important, this development is not suitable for the location. - Existing allocated sites should be used in favour of new allocations. - Using this site should not be a consideration,	There are over 500 long term empty homes across the Vale of Glamorgan. The Council is proactively working to bring Empty Homes back into beneficial use. However, the situation around many long-term empty properties is often complex, with many homes in poor condition, making them unsuitable for immediate use without significant investment. In addition, many are privately owned and would not necessarily be made available to those on the housing waiting list. Empty homes alone cannot meet the scale of current housing need. The Council's latest Local Housing Market	N/A

	particularly with the new college and no infrastructure improvements.	Assessment (2023) highlights that there is a need for 1,075 affordable units in the Vale per annum over the next 5 years. Almost half of the need (502 units per annum) is within Barry. In addition, the latest housing waiting list information, as of June 2025 indicates that there were some 3,963 persons registered on the Council's Housing waiting list, and some 7,000 in total across the Vale as a whole. The site is located within the Barry Settlement Boundary, which is in the Strategic Growth Area, so this is a location where sustainable growth should be targeted. The site is being promoted by the site owner alongside a Housing Association, and it is anticipated that the site would be brought forward for a 100% affordable housing scheme comprising apartments, as the site is in a highly sustainable location that would lend itself to high density development. The site could accommodate approximately 40 units, which would make a valuable contribution to the significant affordable housing need in Barry. The land use for affordable housing is very efficient, delivering high density development in a prominent, brownfield site that is in a well-connected location. It has been suggested that existing allocations should be used in favour of new allocations. All existing LDP allocations have been reviewed and those that can be demonstrated to be deliverable will be included within the Deposit Plan.	
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Design and Placemaking Principles

Representor ID	Issue raised	Council response	Action
[2558] [2578] [2579] [2586] [1465]	- The design of houses/flats are outdated and lifeless. - One car parking space per unit and four visitor spaces is not enough. This will create parking issues for existing residents in the surrounding area. - This area needs more parking availability to encourage the commercial units to evolve. - Concerns that the neighbourhood will simply become a 'place to live' rather than a functioning community. - No placemaking, just bad infill development. - This goes against good planning principles of creating mixed communities.	The new affordable homes will be built to Welsh Development Quality Requirements (DQR) standards. The design aims to foster the growth of a new community by providing desirable affordable accommodation that meet the needs of the local area, as well as respecting and integrating with the existing communities through the scale of the development and connections to existing communities. The plans presented as part of the consultation were high level indicative plans and will be subject to refinement prior to the submission of any future planning application. The development will need to adhere to good design and placemaking principles. The proposed parking arrangement provides 40 no parking spaces and 4 visitor bays with a total parking provision of 44 bays. The Council's Highways Department have been consulted and have concluded that the parking provision was appropriate as the site lies in a sustainable location with good access to sustainable travel modes. A percentage of parking will also be provided to allow for EV charging points and disabled bays. The development will provide a mixture of 1 and 2 bed properties and whilst it may be the case that apartments are all of a single tenure, the site will be located in an area that has a high proportion of private homes, contributing to a wider mixed community.	N/A

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Crime and anti-social behaviour

Representor ID	Issue raised	Council response	Action
[2579]	There is anti-social behaviour on the Waterfront estate including threatening comments, with hardly any police presence.	In their representations to this consultation, South Wales Police have not identified any capacity issues or concerns that increased social housing will increase any crime or anti-social behaviour. All proposals will have regard to Secured by Design principles and be designed to deter criminal activity and anti-social behaviour by minimising opportunities to commit crime or to impact negatively on the quality of life of those using the development. The levels of policing and anti-social behaviour within local communities are not issues for the RLDP and should be directed to South Wales Police.	As a statutory consultee, the Council shall engage with South Wales Police Secured by Design Officer at the planning application stage to ensure that the design and layout of a future development incorporate measures to design out crime and anti-social behaviour.

Impact on property prices

Representor ID	Issue raised	Council response	Action
[2579]	Has the Council considered the financial impact on the homeowners in the area?	There is an identified housing need in Barry, and it is a long-standing principle in UK land use planning that impacts to home values is not considered to be a material planning consideration for restricting new development.	N/A

Annex 3 - Land at Hayes Lane, The Bendricks

Support

	Reason for support	Council response	Action
[2557] [2563] [795] [2596] [1006] [2603] [2645] [2651] [2607] [2667]	- Good use of Brownfield land - It's a quiet area with no traffic problems, no loss of green space and no possibility of flooding. - Only 70 dwellings and no traffic congestion generated. - This is an appropriate place for development and does not impact the environment - The use for housing is preferable to commercial use. - The site is on the correct side of Barry for Cardiff commuters and there are good road links. - This seems a good repurposing of the area.	Support is welcomed.	

Statutory Consultee Responses

Representor ID	Issue raised	Council response	Action
South Wales Police – Secured by Design Officer [694]	All new homes in the LDP, including those on proposed sites like Land at Hayes Lane, should be built to Secured by Design Gold standard, a requirement for Welsh Government grant-funded social housing. We also stress the importance of careful design for community facilities and open spaces, which if poorly designed, can increase crime and anti-social behaviour. Our Designing Out Crime Officers [DOCs] should be consulted early to ensure natural surveillance, clear public/private boundaries, and appropriate security for areas like playgrounds. Footpaths	Comments are noted.	As a statutory consultee the Council will engage with the South Wales Police Secured by Design Officer at the planning application stage to ensure that the design and layout of a future

	should be safe, well-lit, and designed to deter crime, avoiding routes that provide access to the rear of dwellings. Lighting should enhance safety, with consideration for environmental factors and the use of LED lighting. Finally, we request early consultation for new transport infrastructure, walking, and cycling routes to ensure they meet SBD standards for community safety.		development incorporates measure to design out crime and anti-social behaviour.
The Coal Authority [2582]	Not located within a defined coalfield and therefore we have no specific comments.	Comments are noted.	N/A
Dwr Cymru Welsh Water [1741]	Water supply: Clean water HMA required. There is a 6" diameter watermain crossing the northeast corner of the site and easements will be required. Public sewerage: The sewerage network is expected to be able to accommodate this site. WwTW catchment: Cog Moors WwTW has capacity to accept foul flows from the proposed development. If capacity does not exist within the water or sewerage networks to accommodate proposed sites, Hydraulic Modelling Assessments [HMAs] may be required to determine an adequate point of connection to the network and developers would be expected to fund investigations during pre-planning stages. The findings of a HMA would identify the extent of any necessary upgrades to the network which can be	Comments are noted.	The comments of DCWW will be reflected in the infrastructure requirements for the site within the Deposit Plan.

	requisitioned under the provisions of the Water Industry Act 1991. Potential developers also need to be aware that where sites are crossed by public sewers and water mains, protection measures in the form of easement widths or a diversion of the pipe would be required which may impact upon the housing density achievable on site.		
Natural Resources Wales [692]	Biodiversity and Protected Species Requirement: We are aware of European Protected Species [EPS] records on/near the proposed development site. Therefore, any application that comes forward for this site should be supported by up-to-date ecological survey information, to include relevant protected species surveys as appropriate. Where species are present, development should aim to retain and enhance supporting habitats and appropriate mitigation/compensation. The survey requirements should be determined in liaison with the Local Authority Ecologist. If EPS are present, we advise that any assessments consider current conservation status and favourable conservation status in accordance with published guidance. Where EPS are present, sufficient information should be submitted to ensure that the three tests for licensing can be met. Land Contamination Requirement: The site is considered to be of a higher environmental sensitivity with regards to controlled waters, as it lies directly over bedrock	Comments are noted.	The Deposit RLDP will set out the requirement for relevant EPS surveys at planning application stage.

	designated as a Principal Aquifer. The site appears to be brownfield in nature, therefore there may be potential for sources of contamination associated with historical use. Further site investigations will therefore be required to determine whether any contamination is present at the site and the risk to controlled waters.		
National Grid Electricity Transmission [582]	NGET have provided a map which shows that this site is not affected by their assets.	Comments are noted.	N/A
Heneb [687]	The Historic Environment Record notes prehistoric and medieval remains within 35m of the site. For previous proposals for development in this area, we have recommended mitigation by Condition, for mitigation to be agreed by a written scheme of historic environment mitigation, and our understanding of the archaeological resource has not changed. Therefore, mitigation could again be addressed by condition.	Comments are noted.	N/A

Highways and Transport

Representor ID	Issue raised	Council response	Action
[2571] [2588] [2595] [2601] [2604] [2605] [2571] [2613] [2629]	- There are problems with congestion particularly on lower Hayes Road and the docks near Atlantic Café. - The road infrastructure is extremely poor already in this area with just one access road in and out as Wimborne Road is not suitable for car use and the number of residents. - The Transport Assessment has put little	The Deposit RLDP will be informed by a Strategic Transport Assessment which will assess the cumulative impact of new development on the strategic highways network in the Vale and highlight where mitigation may be required. A Transport Statement was published as part of the consultation. The assessment concluded that the traffic generated from the development would	N/A

[2638] [1737] [2658] Vale Veloways [2317] Barratt Redrow Homes [1010]	thought into how people might use modes of transport other than the private car and how encouraging this can be built into the design. - The bus service is irregular and unreliable and it's difficult to get anywhere without a car. - Only one bus an hour and the service is unreliable and ends early evening - Access to Barry Docks and Cadoxton stations is not easy from this site and promotes car dependency - The train stations are suggested to be accessed via Sully Moors Road rather than a safe walking and cycling route being provided through the docks which would make these train stations within reach to residents. - The priorities of the Active Travel Guidance should be adhered to. Improved active and sustainable travel links need to be created. - There are no dropped kerbs for pushchairs or disabled access and safety concerns in areas with no pavements. - There is a need for more 20mph signs and traffic calming strips on Hayes Lane as traffic currently speeds through. - Trains are running 2 carriages in rush hour.	have a very limited impact on the local highway network due to low levels of trip generation. The development will also provide necessary pedestrian and cyclist infrastructure to encourage residents to engage in active travel by having the available facilities. There will also be a requirement for the developers to produce a travel plan as part of the planning application process. The travel plan will contain various measures to enhance the attractiveness of sustainable transport in the area on top of what is included within the development contributing to reducing private car use. There are two bus stops close to the site in the Bendricks area with the local population served by two routes, the 88 and 94, also identified by the preliminary transport assessment. The 88 provides an hourly service towards Barry or Penarth from approximately 7am and 4pm. Outside of the hours that the 88 bus does not operate, the 94 provides services in both directions and, in the evening, up until 11:30pm. These services combined provide a reasonable connection between the site and other towns and facilities including nearby stations. It is recognised that bus services have been subject to funding cuts in recent years and the future funding position remains uncertain. However, the Council will continue to liaise with bus operators in respect of the delivery of their services. New development in an area will increase the population base of potential bus	
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		users, which can help their sustainability. Wimborne Road runs through Barry Docks and is a private road owned by Associated British Ports and is therefore not adopted highway and managed by the Council. Consequently, there is no scope for active travel routes on Wimborne Road and it currently has no pedestrian access. The site has existing footpaths in place to Sully and Barry and is located on a proposed future walking and cycling active travel route that runs down Hayes Lane, the Atlantic Trading Estate and across the barrage to link with Barry Island. This looks to improve active and sustainable travel on top of the existing bus routes into Barry. The roads around the proposed Bendricks site have existing dropped kerbs across roads and at junction points and suitable pathways as identified in the Transport Statement. The proposed development will be required to adhere to the Council's policies on design standards to ensure that all developments are accessible and inclusive and achieve the aims and objectives of the RLDP. Furthermore, proposals are required to provide safe pedestrian access and integrate active travel measures for walking and cycling. Safe access and egress from the site will have to be assured. The comments on traffic calming and signage are noted. The operational management of rail services is not a matter for the RLDP and issues regarding such issues should be carriage numbers should	
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		be taken up with Transport for Wales.	
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Flooding and Drainage

Representor ID	Issue raised	Council response	Action
[2601] [2604] [2605] [2571] [2613] [2638] [2629]	- Is the sewage system adequate? - Flooding on Hayes Road and Sully Moors Road means the only access point is through the Docks, which is a private road. - Will there be increased flooding from increased surface runoff?	DCWW have advised that the sewerage network is expected to be able to accommodate this site. The Council recognises that Hayes Road is vulnerable to instances of flooding that would potentially block the access point to residences in the Bendricks area and comments have been noted. The Council will require the developer of the site to undertake a Flood Consequences Assessment (FCA) and Drainage Assessment to identify potential flood risks associated with the site. The Council's Drainage Team and Natural Resources Wales will have to be satisfied that the drainage and flooding measures proposed on site are sufficient to deal with the associated risk prior to any development taking place. The FCA must consider the potential impacts of offsite flooding on access/egress. Compliance with the Welsh Statutory standards for sustainable drainage systems administered through the SuDS Approval Body process will also ensure no detriment in flood risk or increase in surface water run-off.	A Flood Consequences Assessment will be required at planning application stage. This will need to consider the potential impacts of offsite flooding.

Green Infrastructure and Biodiversity

Representor ID	Issue raised	Council response	Action
[2633] [2578] [2588] [2640] [2601] [2604] [2605] [2571] [2613] [2615] [2591] [2629] [2638] [2637]	- There is a short, medium and long term ecological impact on neighbouring woodland and wildlife. - No open areas or parks for leisure. - Don't turn Barry into a concrete jungle. - There will be removal of a considerable amount of trees. - The plan is to remove established woodland which is unacceptable. - Ancient woodland and ecotone habitat will be encroached upon and damaged. - Buildings would unlawfully encroach into the 15m buffer zone of the ancient woodland which has not been considered and further structures cut into the roots of TPO and other trees failing to observe a suitable ecozone between differing habitats.	A preliminary ecological appraisal has been received for the site which shows the site is open grassland. The appraisal concluded that there would be no significant adverse impacts on wildlife provided that adequate mitigation measures are implemented. The report provides recommendations for measures for mitigation and ecological enhancements. Further work will be undertaken to ensure there is no significant ecological harm and local habitats and species that are identified are protected. There is a requirement for biodiversity net benefit as part of the development and national planning policy, so in the case of any unavoidable losses, suitable mitigation over and above what is lost would be required. A balance needs to be struck between delivering much needed affordable housing and the delivery of appropriate levels of open space. The layout for the development identifies areas of shared amenity space. Where the required levels of open space provision cannot be secured on site, a commuted sum towards off-site provision will be secured. The majority of the site is open grassland. Only a small section of the total site area in the southeast corner is woodland. It is intended that the trees in this section are maintained with the removal of only low value and dead trees.	Biodiversity benefits to be detailed in the site masterplan and detail of any necessary mitigation and ecological enhancements to be provided at application stage.

		NRW advise that planning permission be refused for any developments resulting in the loss or deterioration of ancient woodland. Additionally, proposals should have a buffer zone of at least 15m from the boundary of the ancient woodland to avoid root damage. It is recognised that ancient woodland is located outside of but adjacent to the site boundary. The indicative plan for the development situates houses on the site at least 15m away from the ancient woodland that borders the site boundary. A tree constraints plan has also been produced plotting the location, desirability and root protection areas of surrounding trees.	
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Pollution and Contamination

Representor ID	Issue raised	Council response	Action
[2571] [2601] [2605] [2613] [2591]	- The industrial estate is extremely noisy and there is sound contamination especially at night. - There is air pollution from the huge amount of passing vehicles and vehicles heading to the tip. - Have the Council investigated the land to ensure it is not a risk to the public? Land around Hayes Road has been contaminated and has military equipment. - Is the development of homes suitable being so close to the tip?	The Council's Shared Regulatory Services (SRS) team have advised that the site is recorded on historical maps as a former sports ground adjacent to Spider Camp and woodland. In addition, former landfill is recorded with 250m of the enquiry site. Historical activities at and adjacent the site may pose a risk from contamination and ground gas. It is likely that any associated contamination and/or ground gas issues could be addressed by remediation to make the site suitable for use. The SRS team have advised that a contamination	The Council will ensure that land contamination issues are fully assessed prior to the determination of any planning application.

		and ground gas assessment, a remediation strategy and a ground gas protection strategy be submitted prior to the commencement of development. As part of the planning application process there may be a need for a noise assessment to be carried out to assess the noise impact of existing uses on the proposed residential properties. Housing has recently been developed on adjacent land, in accordance with the recommendations set out in a noise report. SRS have not stated any objection to the location of the site in relation to the recycling centre. The SRS team have advised that air quality impact assessments will be required where vehicle generation is greater than an annual average of 500 movements a day. The Transport Statement indicates that movements from this site will be below this figure.	
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Infrastructure

Representor ID	Issue raised	Council response	Action
[2550] [2570] [2595] [2601] [2604] [2605] [2571]	Amenities There are no amenities whatsoever in the area to support further housing. - There is no access to local shops without transportation or at least a 30-minute walk - The infrastructure in place is underfunded and does not have the capacity to support	Amenities Whilst facilities are limited in the immediate area, the site is just over a mile from Sully, which has a range of services including a primary school, community centre, GP surgery and retail provision. The Bendricks is currently served by the 88 and 94 bus routes, providing links to	The Deposit Plan will set out any site-specific contributions required. Continued

[2613] [2638] [2640] [2646] Barratt Redrow Homes [1010]	the development. - No community run programmes. Education - Schools are oversubscribed. Healthcare - Need more GPs and dentists instead of houses. - GPs are oversubscribed. - GP surgeries have already had to cope with demand from recent development in Sully	Penarth and Barry, and also an early morning and evening service to Cardiff. This enables residents to take public transport instead of walking or driving. The Council will seek appropriate contributions from site developers through Section 106 agreements towards enhancing community infrastructure where appropriate. This will include contributions towards education facilities, sustainable transport, community facilities and open space where required. Education Schools are oversubscribed. The Education department have been consulted on capacity of schools in the area. It is the Council's policy to exclude 1 bed properties from the calculation of education needs as 1 bed properties are unlikely to be occupied by children. Based on a calculation of pupils that are likely to be generated for the remaining units, 14 primary school pupils and 12 secondary school pupils are forecast to be generated. The Education department have concluded that there is insufficient capacity at English Medium catchment schools at both primary level and secondary level, and also no projected capacity in the catchment for the Church in Wales primary school to accommodate these pupils. A financial contribution towards additional school places will therefore be required, secured through Section 106. Healthcare Cardiff and Vale University Health Board	engagement with CAVUHB on the location of future developments in the Vale.
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		[CAVUHB] are responsible for the provision of appropriate health services to support the population of the Vale. The Health Board is a consultee on major planning applications [50 units or more]. In addition, Council officers meet regularly with Health Board officials to advise them of the location of planned new housing development and the timescales of delivery so that this can be factored into CAVUHB own capacity assessments and forward work programme. If the Health Board identify that additional facilities are required, the planning policy framework set out within the Deposit Plan would be supportive of such provision.	
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Type of Housing Provision

Representor ID	Issue raised	Council response	Action
[2554] [2614]	- There is no mention of the type of dwellings proposed. - Large proportion of social housing will bring increased noise, litter, traffic and anti-social behaviour to what was originally a quiet, peaceful area.	As part of the consultation documentation, a concept layout was provided which showed that the development would be a mix of common access flats, walk up flats and 2, 3 and 4 bedroom properties. This mix is indicative and the exact mix may be subject to change but it does indicate that a mix of dwellings is proposed. The development is proposed for 100% affordable housing. The Council's latest Local Housing Market Assessment (2023) highlights a need for 1,075 affordable housing units per annum across the Vale of Glamorgan over the next five years.	N/A

		Almost half of this need, 502 units per annum, is within Barry. Additionally, the most recent housing waiting list data (as of June 2025) indicates that approximately 3,963 individuals are registered on the Council's housing waiting list, with around 7,000 people in total across the Vale. The Council has a duty to provide affordable housing to meet this need. South Wales Police are a consultee in the planning process. Comments have been received from the Secured by Design Officer, who has states that the site should be built to Secured by Design Gold standard, which is a requirement for Welsh Government grant-funded social housing. Positive masterplanning and placemaking on site will seek to minimise such issues.	
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Location of Development

Representor ID	Issue raised	Council response	Action
[2588] [2638] Barratt Redrow Homes [1010]	- Largely industrial surroundings means this site is not suitable for residential purposes. - It is over 2km away from Barry and Sully exceeding TFW's acceptable distances for residential development and undermining the transport orientated growth strategy. - Impact on Ty Hafan and Beechwood College.	The site is located approximately 1.3km from Sully and is linked to both Sully and Barry by 88 and 94 bus routes that run a service each way approximately every 1 hour 20 minutes and additionally provide access to Cadoxton and Barry Docks train stations as further sustainable transport options.	N/A

Conformity with Policy and Legislation

Representor ID	Issue raised	Council response	Action
[2588] [2597] [2608] [2604] [2605] [2571] [2591] [2640]	The Council objected to the private holiday development that was proposed further along Hayes Road only to submit plans for this development. By the Council's standards this site is clearly not suitable for development. The Council has not followed the legislation as residents have not received individual notices and there are no site notices on lamp posts in the surrounding area. More consideration needs to be given to the Welsh Government's ethos outlined in the Well-being of Future Generations [Wales] Act which does not seem to be fully implemented.	Each proposed development must be considered on its merits. The site at Hayes Lane is directly adjacent to existing residential development and is a natural extension to the settlement of The Bendricks. As this is a non-statutory consultation on potential sites for the RLDP, rather than a planning application, there is no legislative requirement to directly consult neighbours. The consultation has, however, been carried out in accordance with the requirements of the RLDP Delivery Agreement, which sets out who should be involved in the process and methods for communication. The core ethos of the Welsh Governments set out in the Well-being of Future Generations [Wales] Act 2015 in summary is to create a sustainable, fairer, healthier and more resilient Wales. The delivery of good quality new affordable housing for those in need will help achieve this.	N/A

Alternative uses for the site

Representor ID	Issue raised	Council response	Action
[2597] [2604] [2605] [2571] [2591]	- The site would be better utilised as employment land, providing essential services and encouraging businesses that contribute positively to the wider community and economy.	The site at Hayes Lane was allocated as an employment site in the adopted LDP 2011 - 2026 and before that as employment land in the Unitary Development plan 1996 – 2011. There have been no planning applications for industrial use since	N/A

[2640]	- Allocating for housing over employment would hinder the ability to attract economic investment and displace businesses. - The Council's Employment Land Review confirms demand for uses that this land is designated for in Barry making it logical for employment growth.	the 1990s and no recent interest in bringing the site forward for B1, B2 or B8 use. The site was considered as part of an Employment Land Review, the study recognised that the land adjacent has had planning permission and is being developed for housing, which will impact on the nature of the employment uses that would be acceptable on the site i.e. there would be concern about B2 uses. This site is also not the only available employment land in the area with vacant land and development opportunities across the Atlantic Trading Estate and Barry Docks that can be taken up and developed for employment uses. These other designations would have less of an impact on existing residential development as a result of being further away from housing. Therefore, it is also not considered that reallocating this land would hinder the Vale's ability to attract economic investment.	
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Privacy and amenity

Representor ID	Issue raised	Council response	Action
[2588] [2601] [2604] [2605] [2571] [2613] [2591] [2640] [2646]	The neighbouring woodland is part of the Hayes Point estate, with only small wire fence separating the two. How would the privacy and security of each site be maintained? There needs to be a suitable fenced area to create a secure boundary at the border to Hayes Point. Fly tipping is a problem on Hayes Road and	The Council's housing team are promoting the site. They have advised that a 2-metre-high perimeter timber close boarded fence would be erected along the length of the woodland boundary. This will be mandated by the DOCO, as the development will be required to achieve the Secured by Design Gold standard.	Details of the boundary treatment will be provided at planning application stage.

	Dock Road and surrounding streets. How will the Council tackle this and ensure residents are safe from dangerous waste?	The Council's waste department is a consultee in the planning process and developments are required to ensure that suitable bin storage is included within new development. Any instances of fly tipping on Council maintained land can be reported directly to the Council. On private land this would be the responsibility of the landowner.	
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Annex 4 – Other Representations

General Comment on Infrastructure Requirements

Representor ID	Issue raised	Council response	Action
[2540]	Where will all the extra sewage be going?	DCWW have been consulted as part of the RLDP process and have provided comments on sewerage capacity and any necessary mitigation/upgrades that may be required.	The comments of DCWW will be reflected in the infrastructure requirements for the site within the Deposit Plan.

General comment on the spatial distribution of new development

Representor ID	Issue raised	Council response	Action
[2589]	We should look outside the Barry area for future developments.	Barry is the only 'key settlement' within the Strategic Growth Area of the RLDP, due to its population, provision of key services and facilities, public transport infrastructure, and employment opportunities. It is the most sustainable location in the Vale and holds the highest affordable housing need in the Vale. There is therefore a need for housing growth that is commensurate with Barry's role and function. A significant proportion of the overall housing growth in the Vale will be in settlements within the Strategic Growth Area that are located outside of Barry.	N/A

Land between the B4231 and Argae Lane, North East of Barry

Representor ID	Issue raised	Council response	Action
Taylor Wimpey [386] Barratt Redrow Homes [1010]	- The justification and reasoning behind the proposed removal of Land between the B4231 and Argae Lane, Northeast of Barry (Ref. SP4 KS1) is understood. - Only sites that can clearly demonstrate deliverability as required in the Development Plans Manual (3rd Ed) 2020 should be supported	The support of the removal of the site is noted.	N/A

Allocation of alternative sites

Representor ID	Issue raised	Council response	Action
[2163] [2634]	Provide visionary plans to provide infrastructure to available land in other areas e.g. Llandow should be considered.	Proposals for new settlements such as a new village at Llandow would be contrary to national planning policy which considers that such proposals should only be identified through the Strategic Development Plan process.	N/A
[2578]	Land at Brocastle which has laid unused for years since a car maker pulled out of developing a site is a prime location for a large development of housing which would solve a lot of Vale housing issues.	This site lies outside of the Vale of Glamorgan and as such the Council cannot identify land outside its boundary to meet specific housing needs of the Vale of Glamorgan.	N/A
[2578] [2603]	There is a substantial area of disused land nearby at HMS Cambria that would be a more suitable alternative for this type of development.	The HMS Cambria site was submitted in the first call for candidate sites for the RLDP. The site failed the stage 1 assessment as the site is not within or adjoining a settlement boundary and is separated from the existing residential uses at The Bendricks by uses on the Atlantic Trading Estate. It is therefore considered to be an inappropriate extension of the Barry settlement	N/A

		and unsuitable for residential development, as set out in national planning policy.	
Taylor Wimpey [386]	The consultation document offers little justification for why the VoG is moving away from the strategic approach to addressing housing needs to pursue a significantly smaller site that was previously subjected to numerous planning applications that were refused and dismissed at appeal. Having considered the potential allocation of North West Barry within the context of the additional sites suggested, this would only account for 485 homes – leaving a shortfall of 1,015 homes that would not be re-allocated within the Deposit Plan. This number is also reliant upon the possible extension to the existing North West Barry site which would deliver 375 homes in total. Taylor Wimpey strongly considers there to be other alternative sites within nearby settlements that perform better than North West Barry in the Integrated Sustainability Appraisal (ISA) which should be given further consideration and should be allocated, either in addition or instead of North West Barry. Taylor Wimpey have undertaken a thorough review of the relevant housing sites performance against the 17 objectives of the ISA and generated a suggested scoring of North West Barry, including its extension, and Land West of Swanbridge Road. The Candidate Site Assessment of Land West of Swanbridge Road failed the subject site where the 'Development of the site would lead	The Housing Growth in Barry consultation document sets out the Council's reasoning and justification for identifying alternative sites to meet housing requirements over the plan period to 2036. With regard to the North East Barry site, it was originally anticipated to deliver 1,500 dwellings— 900 within the plan period and 600 beyond 2036. Therefore, it is incorrect to suggest that there is a shortfall of 1,015 dwellings. The housing land supply outlined in the Preferred Strategy was based on a base date of 1 April 2023. The Deposit Plan will reflect the most up-to-date evidence on land supply, including recent housing completions, planning permissions, revised site capacities following further detailed work, and updates to windfall assumptions. It is considered that any shortfall in housing can be addressed through increases in the overall committed supply, including new planning permissions and additional allocations, particularly affordable housing-led schemes not identified at the Preferred Strategy stage. Windfall sites will also make a significant contribution, with several known opportunities in Barry specifically. Furthermore, when considering the spatial distribution of development over the plan period, the large number of housing completions in Barry since 2021 will also be taken into account.	N/A

	to a loss of the Best and Most Versatile Grade 3a agricultural land contrary to national policy'. Whilst Taylor Wimpey acknowledge that the site does contain areas of BMV agricultural land, the site has previously been considered of limited value from a farm business perspective. This comes through in the Agricultural Assessment initially undertaken by The Andersons Centre in August 2013 to support the original planning application for Phases 1 and 2. An updated Agricultural Assessment was prepared in February 2024 and submitted in support of Taylor Wimpey's response to the Preferred Strategy. The updated report concluded that the area of land that could be lost to development is relatively small as a proportion of the total land area farmed by the current tenant. The report continued to identify appropriate mitigation for the loss of agricultural land which included purchasing forage from elsewhere. Taylor Wimpey maintain their concerns that an approach where the Subject Site is dismissed from further assessment by virtue of it comprising elements of BMV agricultural land is considered to be wholly unsound. It is important to note that previous sites allocated for residential development within the emerging Local Plan contained areas of agricultural land, including BMV land e.g. North East Barry Site.	The site known as Land West of Swanbridge Road, promoted by Taylor Wimpey, was previously excluded from the adopted LDP due to the loss of Grade 2 agricultural land. This position remains unchanged, and the site was therefore discounted following its assessment through the Council's candidate site process. Additionally, the strategy for the RLDP differs from the current adopted LDP, focusing development within a defined strategic growth corridor and identifying five key sites that will deliver the majority of the housing requirement for the plan. However, it should be noted that a number of existing LDP sites have been carried forward. These include Phase 2 of the Swanbridge Road site, meaning that future growth in Sully is accommodated within the RLDP through the inclusion of this site.	
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Walters Land Ltd [1107]	North West Barry (aka Weycock Cross and land to the south) is located immediately to the south west (to the south of the A4226 (Port Road West)) of Walters Farm. We do not propose to discount the allocation of Weycock Cross, we agree that delivery of the site would help make a significant contribution to housing delivery in Barry. Noting the Council's assessment of North West Barry, the LPA recognise the site's sustainable location – good transport and active travel links as well as being well connected to services and facilities. The same conclusions apply to Walters Farm given the sites proximity. The site was previously rejected due to concerns about its impact on a local Site of Importance for Nature Conservation (SINC), but recent ecological surveys show the grassland on the site is 'species poor' with limited ecological value. The site was also previously rejected due to concerns about its impact on a local Site of Specific Scientific Interest (SSSI). It is proposed that development on the farm could help fund the ongoing management and maintenance of the adjacent SSSI.	The candidate site assessment published at Preferred Strategy stage concluded that the site was not suitable for further consideration as <i>"Development of the site would have a significant negative impact on a locally designated SINC and have detrimental impact on protected or priority species, habitats, stepping stones or wildlife corridors. The site is poorly related to the existing built form and would represent sporadic development in the countryside."</i> Whilst it is accepted that Walters Farm is a similar distance to the site at North West Barry from services and facilities in Barry, this was not the reason that the site was discounted, rather it was due to ecological concerns and the relationship of the site to the existing pattern of development.	N/A
Avant Homes and SJG Property [2664]	It is considered that the Council should re-allocate the existing residential allocation 'Land at Higher End, St Athan' (as per the extant LDP Policy MG2(2)), as opposed to allocating new sites within the forthcoming Replacement LDP.	Whilst 'Land at Higher End, St Athan' is allocated within the adopted LDP, the site was not resubmitted for consideration in the RLDP by the landowner as stipulated by the Council during the call for candidate sites which was carried out between 20th June 2022 and 13th September	N/A

		2022, nor during the second call held between 6th December 2023 and 14th February 2024. On this basis the Council considered that there was no longer interest from the landowner to develop the site, and as such the Council was of the view that the site was undeliverable and therefore discounted the site from further consideration. The landowner as only recently sought to engage with the Council on this site for inclusion on the RLDP, and insufficient information has been submitted to demonstrate that the site is deliverable.	
Barratt Redrow Homes [1010]	The site at Swn Y Coed, Wenvoe, is promoted for 80+ homes. Barratt Redrow proposes that the 70 dwellings intended for Hayes Lane be reallocated to Swn Y Coed, Wenvoe, for the following reasons: • Sustainable Location: Wenvoe is a primary settlement with excellent accessibility to public transport, active travel routes, and local services, aligning with Welsh Government strategic objectives. • Housing Provision: The 2.91ha site can provide 80+ high-quality, mixed-tenure homes (open market and affordable). • Early Delivery: Its inclusion in the Replacement Local Development Plan (RLDP) would allow for early housing delivery, providing flexibility and supporting the Council's housing trajectory without reliance on major infrastructure improvements.	Candidate site 437 Swn Y Coed, Wenvoe, was ruled out at Preferred Strategy stage for the reasons that <i>“Development of the site would lead to a loss of the Best and Most Versatile Grade 3a agricultural land contrary to national policy. The proposal is in a green wedge and could harm the integrity of the designation.”</i>	N/A

	• Environmental Benefits: The proposal includes retaining and enhancing ecological features, providing flood attenuation, and creating public open spaces. • Improved Infrastructure: It facilitates improvements to the local highway network (new junction off Old Port Road, widening Walston Road) and retains/enhances Public Rights of Way to promote active travel. • Good Connectivity: Despite not being near a railway station, it has excellent connectivity via walking, cycling, and public transport (bus routes 96, 96a, X2 with services every half an hour) to local facilities in Wenvoe village centre and broader amenities in Cardiff City Centre and Culverhouse Cross Retail Park. • Comparable to North West Barry: Its sustainable transport and bus route connectivity along the A4050 are comparable to the proposed North West Barry site. In summary, Barratt Redrow asserts that Swn Y Coed, Wenvoe, is a suitable, deliverable, and viable location for residential development that aligns with sustainable growth principles, unlike the problematic Land at Hayes Lane.		
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