

Vale of Glamorgan Local Development Plan 2011 - 2026

Local Development Plan

Written Statement

June 2017



Foreword

I am pleased to introduce the Local Development Plan which provides a framework for sustainable development within the Vale of Glamorgan up to 2026. It is an extremely important Policy document that will guide the growth of the Vale of Glamorgan over a fifteen year period and identifies the infrastructure needs of our communities in terms of employment, facilities and services needed to support that growth.

In setting this framework for the future development of the Vale of Glamorgan, we have been mindful of the need to regenerate and support our communities and in doing so the Plan seeks to achieve a balance between economic growth, social cohesion and environmental impact.

Wherever possible the Plan's emphasis is on re-using previously developed land and minimising the need to develop on green fields. Nowhere is this more apparent than in Barry where the emphasis is very much on the continued regeneration of the Waterfront. In addition, we have ensured that sufficient emphasis is being placed on providing for an appropriate level of growth in other communities throughout the Vale thereby ensuring their long term sustainability and vitality.

In reading the document you will see that the evidence base that has informed the Plan and its policies is wide ranging and robust. I am particularly pleased that in progressing this Plan we have been able to comprehensively identify and allocate land for the services and facilities that will be needed to support additional residential and employment growth during the Plan period. In doing so the Plan contains detail and evidence on where new education, community and healthcare facilities are required and also identifies new transport proposals and the open space needed to support and facilitate additional housing and employment allocations.

The Plan seeks to grasp the opportunities offered by the St Athan - Cardiff Airport Enterprise Zone and demonstrates the essential role that the Vale of Glamorgan plays in the success of the wider City-Region Area. It also demonstrates a firm commitment to the on-going regeneration of Barry and the Vale of Glamorgan.

The Plan has been subject to widespread consultation throughout the various stages of Plan preparation and the Council has listened to the views expressed. As a result a number of changes have been made to the Plan throughout the process. The Plan has been subject to public examination by an independent Planning Inspector who, having considered the evidence base and the views of stakeholders, has concluded that the Plan is sound. As Cabinet Member for Regeneration and Planning, I am pleased to present the Vale of Glamorgan Local Development Plan and would like to thank all of those who have contributed to the development of this key strategic document.



Councillor Jonathan Bird
Cabinet Member for Regeneration and Planning

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Section 1

Introduction



- 1.1 The Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005, require the Vale of Glamorgan Council (the Council) to prepare a Local Development Plan (LDP) for its administrative area, setting out the Council's strategy for future land use and development. The Vale of Glamorgan Local Development Plan was formally adopted on 28th June 2017 and will be used for consistent and rational decision-making during the Plan period to ensure the most efficient use of land and other limited resources, whilst at the same time promoting the regeneration and stimulation of the local economy for the benefit of the present and future population.

Local Development Plan Process

- 1.2 The Delivery Agreement approved by the Welsh Government contains a Community Involvement Scheme (CIS) which sets out the Council's approach to community and stakeholder involvement and engagement throughout the LDP process. The Delivery Agreement also includes a timetable for the production of the Plan which set out the timescale for each stage in its preparation as well as the resources allocated to each stage. Figure 1 on the next page illustrates that the LDP process has 8 distinct but interrelated stages. Adoption of the LDP represents the final stage in the process. Monitoring and Review will continue over the lifetime of the Plan.
- 1.3 In addition to fulfilling each of the stages in the plan making process the Council was required to undertake a combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the LDP. These are progressed as one integral assessment process, given that the SEA forms an integral part of the SA. This ensures that sustainability is at the heart of the plan preparation process and that the social, environmental and economic effects of the Plans proposals and policies are appraised to comply with the principles of sustainable development. The European Habitats Directive (92/43/EEC) also requires that a Habitat Regulation Assessment (HRA) is undertaken for the LDP. This ensures that an appropriate assessment is undertaken of the impact of the Plan on European Designated Habitat Sites.
- 1.4 Further information in respect of the LDP process in the Vale of Glamorgan can be found in the Delivery Agreement (June 2013) and on the Council's web site at www.valeofglamorgan.gov.uk/ldp.

Structure of the Local Development Plan

- 1.5 **This section** sets out the context for the LDP.
- 1.6 **Section 2** describes how the Plan takes into account relevant local, regional and national strategies, plans and programmes.
- 1.7 **Section 3** of the Plan identifies the key socio-economic and environmental issues in the Vale of Glamorgan. The issues have been identified through consultation and the analysis of the research contained in the LDP evidence base.

Introduction

Figure 1



1.8 **Section 4** sets out the Council's Vision for the Vale of Glamorgan over the Plan period and provides a detailed framework of land use objectives. The role of the Vision is to clarify the core purpose of the Plan and provide a framework for developing policies. The Vision and Objectives of the Plan have therefore been developed to take into account the characteristics and key issues relevant to the Vale of Glamorgan.

1.9 **Section 5** outlines the Strategy of the Plan that will guide development and use of land throughout the Plan period. This Strategy seeks to promote development in the South East Zone, an area that accommodates the main centres of population and urban settlements with a range of facilities and services accessible by a range of transport modes. Within the South East Zone, Barry is identified as a key settlement, providing opportunities for sustainable growth with a particular focus on the

regeneration of Barry Waterfront and Barry Island. The strategy also includes St. Athan, which is identified as a Strategic Opportunity Area, and the 'St Athan – Cardiff Airport Enterprise Zone', with a focus on the aerospace sector and investment in and around the land holdings of the Welsh Government and the Ministry of Defence. The Strategy also identifies Cardiff Airport as a focus for transport and employment investment. It also recognises the need for appropriate levels of growth and development in and around other sustainable settlements, which will support and enhance existing facilities and services as well as the wider rural areas of the Vale of Glamorgan.

- 1.10 **Section 6** sets out a series of location specific policies, land allocations and designations intended to provide a framework for the management of growth in the Vale of Glamorgan.
- 1.11 **Section 7** contains criteria based policies intended to provide a framework for managing development throughout the area, against which all future planning applications will be assessed. These policies will ensure that future development in the Vale of Glamorgan makes a contribution to achieving the LDP Vision and Strategy.
- 1.12 **Section 8** outlines the detailed infrastructure planning that has been undertaken as part of the LDP and matters relating to delivery and implementation of sites allocated for development in the Plan.
- 1.13 **Section 9** provides a detailed monitoring framework for the Plan. The section sets out a series of core, local and sustainability targets and indicators intended to monitor the performance of the Plan.
- 1.14 **Appendices** include a full glossary of terms, details of allocated housing and employment sites, key statutory designations such as Conservation Areas, Sites of Interest for Nature Conservation (SINCs) and Sites of Special Scientific Interest, retail boundaries and primary shopping areas.
- 1.15 Detailed allocations, statutory designations and areas of protection are illustrated on the accompanying proposals and constraints maps.

How to use this document

- 1.16 The LDP contains the Vision and Objectives for the Plan, Strategy, Strategic Policies, Development Management Policies and Policies for Managing Growth. It outlines the requirements for the delivery and implementation of the sites allocated for development and provides a monitoring framework for measuring the effectiveness of the Plan.
- 1.17 The LDP includes a Proposals Map and a Constraints Map that are presented as individual 1:20,000 scale maps. The Proposals Map identifies those areas which have been specifically allocated for development or are subject to protection through relevant policies within the Plan. The Constraints Map is a separate plan to be read alongside the Proposals Map that identifies constraints to development within the Vale of Glamorgan. Please note the Constraints Map is correct at the time of publication and should be used for indicative purposes only. When preparing detailed proposals the most up-to-date constraints information should be referred to from the relevant responsible designing body such as Natural Resources Wales, Welsh Government or Cadw.
- 1.18 The LDP should be read as a whole. Many of the Plan's objectives, strategies and policies are cross-cutting and inter-related. Decisions on development proposals will have regard to the relevant policies in the Plan and the requirements of National Planning Policy, which is contained in a wide range of policy documents, statements and advice notes published by the Welsh Government. These documents can be viewed online at www.wales.gov.uk.

Section 2

National, Regional and Local Policy Context



National, Regional and Local Policy Context

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

National Policy Context

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

Environment Strategy for Wales (2006)

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

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

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

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

- 2.7 The WSP proposes distinct approaches for the three areas that make up the Capital Region. The three areas are:
 - City/Coast;
 - Heads of the Valleys Plus; and
 - Connections Corridor
- 2.8 The WSP identifies 14 hub settlements which it sees as vital to the success of the city-region including the settlement of Barry.
- 2.9 In addition to the strategy areas and hub settlements the document also identifies three Strategic Opportunity Areas (SOA). The SOAs are centred around:
 - St Athan, Vale of Glamorgan
 - Llantrisant and North West Cardiff
 - The Heads of the Valleys Road (A465).

National, Regional and Local Policy Context

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

Economic Renewal: A New Direction (2010)

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

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

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

- Reducing greenhouse gas emissions and other environmental impacts;
- Improving public transport and better integration between modes;
- Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;
- Enhancing international connectivity; and
- Increasing safety and security.

National Transport Plan (2010)

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

The Collections, Infrastructure and Markets Sector Plan (2012)

2.14 The Collections, Infrastructure and Markets Sector Plan covers the management of all waste in Wales and suggests where improved recycling is needed and aims to facilitate infrastructure developments to address the waste management capacity needs for Wales. For the South East Wales region, the Plan identifies a requirement for additional waste management facilities capable of handling between 421,000 and 871,000 tonnes by 2024-2025.

National, Regional and Local Policy Context

Our Healthy Future (2009)

2.15 Our Healthy Future is the Welsh Government's strategic framework for public health in order to guide government, the health service and local government up to the year 2020. It focuses on health and wellbeing throughout life, healthy sustainable communities, reduced health inequities, prevention and early intervention, and health as a shared goal. It contains a number of priority outcomes which include reducing unhealthy eating, increasing physical activity and reducing the number of accidents and injuries.

Creating an Active Wales (2009)

2.16 Creating an Active Wales sets out the Welsh Government's plan to get more people engaged in regular physical activity and sets targets to increase the average activity in adults and children by 2020. It aims to ensure that those who aren't physically active are encouraged and to further support those who already are. One of its main themes is to encourage the development of a sustainable environment which promotes and encourages physical activity rather than inhibiting it.

Setting the Direction (2010)

2.17 Setting the Direction – The Welsh Government's Primary & Community Services Programme (2010) sets out the strategic vision for the health care sector across Wales. It aims to ensure the delivery of community-based services across Wales which are reliable and accessible irrespective of where people live. It aims to ensure that health care services enable people to maintain their independence as long as possible and remain safely in their home. This health care strategy together with other national Welsh Government strategies highlights the importance of delivering healthy environments as part of developing sustainable communities. They set out the vision for the health care provision which is to build upon existing provision and deliver decentralised care within local communities wherever possible. This will become increasingly important when considering the needs of specific age groups with an ageing population.

National Planning Policy and Technical Advice Notes

2.18 National planning policy and advice in respect of spatial and land-use planning is contained in a range of policy documents, statements, circulars and Technical Advice Notes (TANs). Of particular significance are Planning Policy Wales and the series of Technical Advice Notes produced to provide further advice and guidance on planning matters. These can be viewed at www.wales.gov.uk/planning.

Planning (Wales) Act 2015

2.19 The Planning (Wales) Act 2015 sets out a series of legislative changes to deliver reform of the planning system in Wales, to ensure that it is fair, resilient and enables development. The Act addresses 5 key objectives:

- A modernised framework for the delivery of planning services – the Act introduces powers to allow planning applications to be made directly to Welsh Ministers in limited circumstances.
- Strengthening the plan led approach - the Act introduces a legal basis for the preparation of a National Development Framework and Strategic Development Plans.

National, Regional and Local Policy Context

- Improved resilience - the Act will allow the Welsh Ministers to direct local planning authorities to work together and for local planning authorities to be merged.
- Frontloading and improving the development management system – the Act will introduce a statutory pre application procedure for defined categories of planning application.
- Enabling effective enforcement and appeals – the Act enables changes to enforcement procedures to secure prompt, meaningful action against breaches of planning control and increase the transparency and efficiency of the appeal system.

Regional Policy Context

Regional Technical Statement for Aggregates (2014)

2.20 The Regional Technical Statement (RTS) has been produced by the South Wales Regional Aggregates Working Party (SWRAWP). Minerals TAN 1 (paragraph 1.45 refers) sets an overarching objective, which seeks to ensure a sustainably managed supply of aggregates essential for construction by striking the balance between environmental, economic and social costs. The RTS has been formulated to help guide individual Local Authorities in South Wales on how to implement these mineral planning policies in the formulation of their individual LDP policies and allocations.

Regional Transport Plan (2010)

2.21 The South East Wales Transport Alliance (Sewta) was an alliance of 10 South-East Wales local authorities working with others to deliver better transport in the South East Wales region.

2.22 Sewta's vision for the RTP was to provide a modern, integrated and sustainable transport system for South East Wales that increased opportunity, promoted prosperity and protected the environment, where public transport, walking, cycling and sustainable freight provide real travel alternatives.

2.23 The priorities of the RTP remain relevant and have informed the preparation of the Local Transport Plan. The RTP priorities were to:

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

National, Regional and Local Policy Context

City Regions (July 2012)

2.24 A 'Task and Finish Group' was established by the Welsh Government to consider the evidence for city regions as economic drivers, and to identify potential city regions in Wales. The main objective was seen to be determining whether a city region approach appeared likely to deliver more jobs and greater prosperity in and for Wales than current approaches to economic development. The final report was published in July 2012 and concluded that a City Region approach in Wales could deliver three main economic benefits:

- Larger and more efficient labour markets, so the chances of a good match between employer needs and workers' skills are increased;
- Larger potential markets for goods and services because of the concentration of activity and transport cost savings; and
- A greater exchange of knowledge, ideas and innovation. Its success is dependent on the presence of a substantial population with relevant skills, efficient communication networks, and political will.

2.25 The report incorporated 22 recommendations including recommending the establishment of a City Region for South East Wales and in November 2013 the Minister for Economy, Science and Transport established the Cardiff Capital Region Board. The Board comprises representatives from the business community, education sectors and local authorities and has the role to provide strategic leadership and advice on the development and growth of the Region. In 2015 the Cardiff Capital Region published its strategic vision for the Region entitled "Powering the Welsh Economy". This focusses on the opportunity for improved regional alignment and collaboration around four key themes centring on connectivity, skills, innovation and growth, and identity.

2.26 In March 2016, the 'Cardiff Capital Region City Deal' was agreed by the 10 local authorities in South East Wales, Welsh Government and the UK Government. The City Deal includes £1.2 billion of investment over 20 years and it is anticipated that the programme could deliver up to 25,000 new jobs and leverage an additional £4 billion of private sector investment in the Region. The deal aims to build on the region's sectoral strengths and will provide opportunities to tackle barriers to economic growth by: improving transport connectivity; increasing skill levels still further; supporting people into work; and giving businesses the support they need to innovate and grow. Key projects are expected to include delivery of the South East Wales Metro and modernisation of the Valleys lines. Decisions on other key schemes will be taken by the Cardiff Capital Region Cabinet as the City Deal programme develops. These could include, for example, further transport schemes; investment to unlock housing and employment sites; and development of research and innovation facilities which address the objectives for the Region.

Local Policy Context

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

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

National, Regional and Local Policy Context

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

2.29 The Community Strategy contains 10 priority outcomes as follows:

- People of all ages are actively engaged in life in the Vale and have the capacity and confidence to identify their own needs as individuals and within communities.
- The diverse needs of local people are met through the provision of customer focused, accessible services and information.
- Vale of Glamorgan residents and organisations respect the local environment and work together to meet the challenge of climate change.
- Older people are valued and empowered to remain independent, healthy and active. They have equality of opportunity and receive high quality services to meet their diverse needs.
- Children and Young people in the Vale of Glamorgan are well informed and supported to access a broad range of quality services that enable them to take full advantage of the life opportunities available in their local communities and beyond.
- People of all ages are able to access coordinated learning opportunities and have the necessary skills to reach their full potential, helping to remove barriers to employment.
- The underlying causes of deprivation are tackled and the regeneration of the Vale of Glamorgan continues, opportunities for individuals and businesses are developed and the quality of the built and natural environment is protected and enhanced.
- The Vale of Glamorgan maximises the potential of its position within the region working with its neighbours for the benefit of local people and businesses, attracting visitors, residents and investment.
- Residents and visitors are safe and feel safe and the Vale of Glamorgan is recognised as a low crime area.
- Health inequalities are reduced and residents are able to access the necessary services, information and advice to improve their wellbeing and quality of life.

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

Vale of Glamorgan Destination Management Plan 2015

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

2.32 The Destination Management Plan seeks to ensure that the Vale of Glamorgan continues to flourish as a successful visitor destination in future years and continues to derive maximum benefit from the visitor economy. The Council's Vision is to 'develop a prosperous visitor economy in the Vale of Glamorgan based on its unique strengths and character, which generates higher spend and local income, enhances its image and reputation and improves the quality of life for local communities.'

National, Regional and Local Policy Context

Corporate Plan (2016 – 2020)

2.33 The Corporate Plan details how the Council intends to help deliver the overarching Community Strategy vision for 2016 - 2020, provides a framework for Service Plans and underpins the Council's budget. It reflects the Council's aspiration to continually improve the services it delivers to the local community, and is founded on the following Core Values:

- **Delivering Good Services:** We believe in providing high quality, value-for-money services, and will always strive to do so while abiding by the other values. We will embrace innovative ideas so that services continue to deliver improved outcomes and meet the needs of our customers;
- **Transparency:** Council decisions will be open and transparent, and we will make changes to the way the Council works to accomplish this;
- **Engagement:** Before making significant decisions we will engage with the individuals, groups and communities who are affected by them;
- **Empowerment:** We will strive to enable all sections of the community, including those whose voices have not been heard in the past, to take control over their lives.

Vale of Glamorgan Local Housing Strategy (2015 - 2020)

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

Severn Estuary Shoreline Management Plan 2 (2010) and Lavernock Point to St Ann's Head Shoreline Management Plan 2 (2012).

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

Vale of Glamorgan Local Biodiversity Action Plan

2.36 The Vale of Glamorgan Local Biodiversity Action Plan (LBAP) recognises the diversity of plants and animals and the places they live (Habitats), identifying them as local priorities. The overall objective of the Vale of Glamorgan LBAP is to conserve and enhance the biodiversity of the Vale by:

- Protecting all habitats and species important at a local as well as national or international level for nature conservation;
- Promoting optimum management for these sites;
- Where appropriate, improving degraded habitats of creating new habitats; and creating a healthy environment in which the commoner species can thrive; and
- Creating public awareness of local biodiversity through education and information to all sectors.

Vale of Glamorgan Local Transport Plan 2015 - 2030

2.37 The Council's Local Transport Plan (LTP) seeks to identify the local sustainable transport measures required to ensure the Vale of Glamorgan adheres to requirements set by Welsh Government and current good practice guidance. The LTP sets out a number of short term objectives to 2020 and includes medium and longer term objectives to 2030. The LTP has been informed by proposals within the Council's Local Development Plan and is also consistent with the Wales Transport Strategy objectives. In identifying schemes the LTP seeks ways to secure better conditions for pedestrians, cyclists and public transport users and to encourage a change in travel choices away from the single occupancy car. The LTP also seeks to tackle traffic congestion by securing improvements to the strategic highway corridors for commuters who may need to travel by car as well as providing better infrastructure for freight. It also seeks to address the key road safety priorities for the Vale. The Local Transport Plan supports proposals for the Cardiff Metro and the LTP will inform future regional transport planning.

Section 3

The Spatial Profile in the Vale of Glamorgan



The Spatial Profile in the Vale of Glamorgan

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

Location and Regional Context

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

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

Socio Economic Portrait

3.4 The 2014 mid-year estimates indicate that the population of the Vale of Glamorgan is 127,685 of which approximately 52,000 reside in Barry. A further 49,000 are distributed amongst the larger towns of Penarth, Llantwit Major, Dinas Powys and Cowbridge. The remaining population is accommodated throughout the Vale of Glamorgan's smaller rural villages and hamlets.

3.5 The Population Projections (2011) indicate that the population of the Vale of Glamorgan is set to rise from 126, 700 in 2011 to 132,500 by 2026. Whilst the gender profile will remain largely unchanged with 49% males and 51% females, the age of the population shows a projected increase of 8% in children under 18 and 37% in people of retirement age.

3.6 The Welsh language is part of the social and cultural fabric of Wales and the Welsh Government is committed to ensuring that the Welsh language is supported and encouraged throughout Wales. The importance of Welsh culture and heritage has been recognised in the Plan. However, having assessed the densities of Welsh language use across the Vale of Glamorgan it is not considered to be an issue which requires addressing in the Plan. As a result the proposals contained in the LDP are not considered to have a detrimental impact upon the Welsh language and culture or materially affect the linguistic balance of the Vale of Glamorgan or the communities within the Vale of Glamorgan.

3.7 The Vale of Glamorgan exhibits considerable socio-economic diversity containing some of the most affluent and the most deprived communities in Wales. The Index of Multiple Deprivation

The Spatial Profile in the Vale of Glamorgan

(2014) shows that of the 79 Lower Super Output Areas (LSOA) in the Vale of Glamorgan, 4 LSOAs in Barry fall within 10% of most deprived areas in Wales. Particular areas of concern relate to high indices of deprivation in respect of employment, income, education, health and community safety. As a result of these socio economic factors the Welsh Government designated the town as a Strategic Regeneration Area in 2011. The designation will help to provide a focused approach to regeneration and assist in delivering both economic and social benefits to the town.

- 3.8 Conversely, many of the other towns and villages in the Vale of Glamorgan are prosperous. The Index of Multiple Deprivation (2014) shows that 18 of the LSOAs in the Vale of Glamorgan are in the top 10% of least deprived areas in Wales. However, whilst the Welsh Index of Multiple Deprivation identifies a concentration of the most deprived LSOAs in Barry, it is acknowledged that smaller pockets of deprivation also exist within the rural and south eastern corner of the Vale of Glamorgan.
- 3.9 In terms of health inequalities, figures from the Public Health Wales Observatory show that life expectancy in the Vale of Glamorgan, as in Wales in general, is increasing. However, this improvement is not experienced equally across all areas with inequality gaps existing between the most and least deprived areas for life expectancy. There are also inequalities in the quality of life relating to healthy life expectancy and disability-free life expectancy. The Slope Index of Inequality (SII) for the Vale of Glamorgan shows, for example, that the gap in life expectancy in males between the most and least deprived fifth is about 8 years. When considering healthy life expectancy the gap is even greater at around 20 years.
- 3.10 The proximity of the Vale of Glamorgan to Cardiff coupled with the rich and diverse nature of the towns and villages in the area have resulted in significant pressure for new residential development. An average house building rate of 426 dwellings per annum between 1998 and 2009 clearly demonstrates the strength of the housing market. The net result of this pressure is exhibited through relatively high land values and house prices. The Land Registry – House Price Index (May 2016) indicated that the average house price in the Vale of Glamorgan was £199,577.
- 3.11 High property prices contribute to an increase in the number of residents unable to enter the private property market. The Local Housing Market Assessment (2015-2020) shows an overall housing need of 559 affordable dwellings per annum for the period 2015-2020. The findings of the assessment make clear that there is an affordable housing need across the Vale of Glamorgan, with the highest areas of need identified in the wards of Penarth and Llandough, and Barry, followed by Llantwit Major, Dinas Powys, Cowbridge, Rhoose, Sully, St Athan, Wenvoe, Peterston Super Ely, Llandow/Ewenny and St Bride's Major.
- 3.12 The economic profile of the Vale of Glamorgan is one of diversity. The Employment Land and Premises Study (2013) indicates the range of the employment sectors currently operating in the Vale, and identifies that most of the Vale's businesses employ less than ten employees (84.5%). Almost a third (32.4%) of people in the Vale of Glamorgan are employed in professional and associate professional and technical occupations, compared with the Welsh national average of just over a quarter (26.6%). Conversely, 5.4% of people in the Vale are employed in occupations such as process, plant and machine operatives and elementary occupations (Welsh national average 8.1%). Hotels and restaurants provide nearly 5.2% of the employment base. The number of persons employed in agriculture and fishing, once dominant in the Vale of Glamorgan, accounts for less than 1% (0.7) of the employment market, compared to national average of 1.7%.

The Spatial Profile in the Vale of Glamorgan

- 3.13 The Office of National Statistics Annual Population Survey (April 2015 - March 2016) indicates that unemployment in the Vale of Glamorgan is 4.3% below the Welsh average of 5.4%. The Office of National Statistics, Personal Income by Tax Year Statistics 2013 - 2014 indicates that the average income in the area is £30,900 significantly above the Welsh average of £25,600.
- 3.14 The Council's Employment Land and Premises Study (2013) indicates that the economic downturn has affected long term employment land take up, identifying an annual requirement over the Plan period of 2.65 hectares (previously 4.1 hectares in the 2007 employment land study). Despite this, the 2013 study indicates that there is a strong demand for small to medium size premises and plots of land, particularly in the Barry area, which attracts business from Cardiff seeking budget accommodation. Additionally, the study identifies that Cowbridge and Penarth support a buoyant office premises market. Consequently, the study recommends that the Council should protect existing employment land and premises, and also work with land owners to bring forward underused/vacant land in areas of demand.
- 3.15 The designation of the 'St Athan - Cardiff Airport' Enterprise Zone in September 2011 is of regional importance, and focuses on the aerospace and defence sector. This represents a significant opportunity to bring aerospace related inward investment to the area. A further major employment opportunity is located at the former Bosch factory at M4 Junction 34. This was acquired by Renishaw in 2011 and has outline planning permission for the development of the site to include Class B1, B2 and B8 uses; a hotel/residential training centre (Class C1/C2 uses); ancillary uses within Classes A1, A2, A3.
- 3.16 A key factor in the employment market is the proximity of the Vale of Glamorgan to Cardiff. At 2015, annual statistics on commuting published by the Welsh Government show that at 51.5%, the Vale has the highest rate of out-commuting in Wales compared to the national Welsh average figure of 30.6%. The majority of out commuting is into Cardiff (34.4%) and adjacent authorities of Bridgend (4.8%), Rhondda Cynon Taf (3.6%) and Newport (1.9%). Conversely, 14,300 people commute into the Vale to work. Nearly a half (47.6%) of in-commuters come from Cardiff and 17.5% come from Bridgend.
- 3.17 The retail sector in the Vale of Glamorgan is made up of a range of convenience and comparison stores centred principally in the settlements of Barry, Penarth, Llantwit Major and Cowbridge. The Retail Study (2013) indicates that the retail sector in the Vale of Glamorgan is worth £554 million per annum. Currently nearly 85% of the total expenditure in relation to convenience goods and 30% of expenditure in relation to comparison goods is retained within the area.
- 3.18 The study indicates that there is potential to retain a greater proportion of the expenditure on convenience goods by providing additional floorspace in Barry, Penarth and Cowbridge. The leakage of comparison spend out of the area is attributable to a number of factors, the most significant of which is the proximity to Cardiff.

Environmental Portrait

- 3.19 The Vale of Glamorgan benefits from a wide range of environmental resources, some of which are recognised for their value by international and national designations such as the Severn Estuary and the Glamorgan Heritage Coast. There are also a large number of national and locally important

The Spatial Profile in the Vale of Glamorgan

designated sites of nature conservation value which provide important habitats for local biodiversity including protected species. The Vale of Glamorgan has 27 Sites of Special Scientific Interest (SSSI's), 1 Special Protection Area, 2 Special Areas of Conservation and one adjoining the Vale of Glamorgan at Kenfig (Bridgend) and 1 RAMSAR site.

- 3.20 In terms of cultural heritage, the Vale of Glamorgan has approximately 740 listed buildings, over 100 Scheduled Ancient Monuments, 39 Conservation Areas, 18 areas included in the Register of Historic Parks and Gardens and 2 areas on the Register of Landscapes of Historic interest in Wales. A full list of these designations is contained in Appendix 8. The long term management of these important cultural assets is a key consideration.
- 3.21 As a coastal authority, potential rises in sea levels as a result of climate change may pose a threat to the Vale of Glamorgan's coastal environment as well as the towns and villages situated on the coast. The Shoreline Management Plans (2010) for the Vale of Glamorgan paint a picture of erosion and cliff falls causing some small scale recession along the coastline. The Plans indicate a need for limited long term intervention to prevent erosion in key areas such as Barry. The remainder of the coast line will be subject to non-intrusive management to prevent further erosion.

Challenges and Opportunities for the LDP

- 3.22 The socio-economic and environmental analysis in this section of the Plan indicates that although the Vale of Glamorgan is a comparatively affluent area, there are still a number of factors that need to be managed if the Vale of Glamorgan is to meet the needs of current and future residents in a sustainable manner. These issues include:
- High levels of unemployment, low levels of income and educational deprivation in certain areas within Barry;
 - House prices significantly above the Welsh average resulting in a considerable number of residents needing assistance to enter the property market;
 - High levels of out commuting for work resulting in peak time congestion on the main distributor roads in the eastern Vale of Glamorgan;
 - The need to diversify the employment market and provide opportunities for rural enterprise and tourism;
 - The leakage of expenditure in the retail sector to Cardiff and Bridgend; and
 - The need to manage the natural, coastal and built environment of the Vale of Glamorgan.
- 3.23 The LDP provides a policy framework which:
- Maximises the opportunities presented by the designation of Barry as a Strategic Regeneration Area;
 - Manages the housing supply effectively in order to provide a range of good quality, affordable homes in sustainable locations;
 - Capitalises on the opportunities presented by the designation of the St Athan – Cardiff Airport Enterprise Zone to attract inward investment that will benefit the region as a whole;

The Spatial Profile in the Vale of Glamorgan

- Provides a range of employment sites to meet local need and promote opportunities to diversify the rural economy;
- Reduces out-commuting by providing opportunities for new housing, retail and employment development in accessible locations in the Vale of Glamorgan;
- Improves and enhances key transport links to and within the Vale of Glamorgan for the benefit of residents, visitors and business;
- Supports the retail centres and retain retail expenditure by providing opportunities for new retail development; and
- Manages the natural, coastal and built environment of the Vale of Glamorgan for future generations and maximises tourism and visitor potential.

Section 4

Vision and Objectives



Vision

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

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

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

LDP Objectives

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

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

Vision and Objectives

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

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

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

4.6 The LDP will seek to ensure that new development makes a positive contribution towards reducing the impact of and mitigating against the adverse effects of climate change. New development will be located in sustainable locations that minimise the need to travel, incorporate sustainable design and building solutions. The Council's Renewable Energy Assessment (2016) has identified opportunities in the Vale of Glamorgan for a range of renewable energy schemes, particularly from standalone solar PV developments, small clusters of wind energy potential, biomass, and micro generation including Building Integrated Renewables [BIR]. Accordingly, to contribute towards meeting national renewable energy targets the Plan includes monitoring targets to meet 21.19% of projected electricity demand and 1.48% of projected heat demand in the Vale of Glamorgan through renewable sources by 2026. Therefore, the LDP will also promote energy conservation and local renewable energy generation. To mitigate the adverse effects of climate change new development will avoid areas susceptible to flooding.

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

4.7 One of the main contributors to climate change is people's propensity to travel by private car. The LDP will seek to increase the use of sustainable transport and reduce congestion by concentrating new development within the South East Zone and the settlements identified within the sustainable settlement hierarchy which are, or can be, well served by public transport or by walking or cycling. The LDP will also seek to ensure that appropriate local infrastructure is provided as part of development proposals to enhance the opportunities for the adoption of sustainable travel patterns.

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

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

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

4.9 Appropriate and conveniently located community facilities are an important component of sustainable communities, reducing the need for people to travel and improving the quality of life.

Vision and Objectives

The LDP will support the retention of community facilities and services, and seek to ensure that new development, particularly housing, does not impose undue pressure on schools, community facilities and health facilities and adequately provides for the needs of the local population as well as contributing to the health and well-being of the community.

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

- 4.10 The vitality, viability and attractiveness of retail centres will be supported by directing new retail proposals to the existing town, district, local and neighbourhood centres of the Vale of Glamorgan.
- 4.11 Within the established town and district centres of Barry, Penarth, Cowbridge and Llantwit Major, diversity will be encouraged to maintain a range of services and facilities while retail uses will be protected in local and neighbourhood centres.

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

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

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

- 4.13 A strong and diverse economy is an essential component of sustainable communities providing employment opportunities and attracting investment. The LDP will seek to maximise the opportunities presented by the Vale of Glamorgan's location within the South East Wales Capital Region and capitalise on the designation of the St Athan – Cardiff Airport Enterprise Zone to attract inward investment, and focus on its economic assets such as MoD St Athan and Barry Docks to benefit the region as a whole. With regard to Barry Docks, the Council will favour development proposals which assist the long term viability of Barry's Port to facilitate the efficient and reliable movement of freight by sea.
- 4.14 The LDP will give particular emphasis to new high quality employment that increases prosperity but reduces local deprivation and daily out-commuting. In the rural Vale of Glamorgan, the Plan will support initiatives that aid the development of a strong rural economy, particularly where this promotes sustainable tourism.

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

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

Vision and Objectives

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

- 4.16 The inappropriate use of finite resources can impact on the ability of future generations to fulfil their needs. The LDP through favouring the use of previously developed land and the sustainable use of natural resources of whatever kind and wherever they are located, will contribute to preserving their availability for future generations.
- 4.17 The ten objectives identified above have been translated into the spatial framework provided by the LDP and have informed the development of the Strategy, development management policies, as well as policies for managing growth. A detailed monitoring framework for the Plan is contained in Section 9 of the LDP, which will allow the Council to assess the delivery of the LDP objectives over the plan period.

Section 5

LDP Strategy



LDP Strategy

- 5.1 The LDP Strategy identifies broad areas where new development will take place in order to achieve the Vision and Objectives set out earlier in the Plan. The Strategy has been derived having full regard to the National, regional and local policy context, the key social, economic and environmental issues relevant to the Vale of Glamorgan, as well as the availability and deliverability of sites. In addition, it takes into account the findings of the Sustainability Appraisal, the results of previous stakeholder engagement and involvement, subsequent public consultation and recent National and regional policy development and initiatives on various spatial options.
- 5.2 The ten strategic objectives identified in Section 4 have also had a significant influence on the development of the Strategy, which seeks to balance the need for growth with the need to protect the Vale of Glamorgan's distinctive natural and built environment. In order to reduce the impact of and mitigate the adverse effects of climate change, the Strategy seeks wherever possible to favour the re-use of previously developed land, avoids areas of flood risk and promotes a range and choice of new housing sites in sustainable locations with good access to employment, public transport, community facilities and shops. In addition, the Strategy aims to protect and enhance the area's unique natural and built assets and recognises the potential economic benefits that can arise from the promotion of appropriate sustainable tourism. Throughout the LDP process, four key themes have been identified, namely Living, Working, Managing and Enjoying and these have been incorporated where appropriate throughout the Plan including the Strategic Policies.
- 5.3 The LDP Strategy comprises four key elements as follows:
- "To promote development opportunities in Barry and the South East Zone. The St. Athan area to be a key development opportunity and Cardiff Airport a focus for transport and employment investment. Other sustainable settlements to accommodate further housing and associated development."*

(i) Development in the South East Zone

- 5.4 Where appropriate, the LDP Strategy will seek to promote new development opportunities in the 'South East Zone'. For the purposes of the LDP, the South East Zone includes the urban settlements of Barry, Dinas Powys, Llandough (Penarth), Penarth and Sully. The South East Zone accommodates the majority of the Vale of Glamorgan's population and benefits from a wide range of services and facilities including a choice of transport links to Cardiff, Bridgend and the wider region. The LDP Strategy seeks to maximise these benefits to facilitate sustainable development and attract new inward investment in these areas.
- 5.5 Barry is the administrative centre of the Vale of Glamorgan and is identified as a 'key settlement' in the Wales Spatial Plan in recognition of its role in the success of the South East Wales Capital Region. The LDP Strategy therefore focuses on maintaining and enhancing the town's existing role as an important service centre by exploiting its strategic road and rail links as well as its attractive coastal location. In 2010, the Welsh Government designated Barry as a Regeneration Area to help co-ordinate regeneration activities and to encourage engagement with relevant interested persons. The Barry Regeneration Partnership Board agreed two objectives for the programme: supporting the development of Barry as an attractive place to live; and supporting the development of Barry Island as a destination primarily for activity based day trips. The Partnership Board also identified skills and employment as an overarching theme. Key to the regeneration of the town is the ongoing redevelopment of Barry Waterfront. Another key element in the regeneration of Barry is to maximise opportunities for new visitor and tourist facilities at Whitmore Bay, Barry Island for the benefit of both residents and visitors to the area.

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

(ii) St Athan as a Key Development Opportunity

5.7 St. Athan is identified as one of three Strategic Opportunity Areas in the Wales Spatial Plan (2008 Update) offering significant potential regional benefits. The designation of the 'St. Athan – Cardiff Airport' Enterprise Zone in September 2011, focussing on the aerospace and defence sector, represents a significant opportunity to bring aerospace related inward investment to the area.

5.8 Although the UK Government decided not to progress the Defence Training College development, MOD St. Athan remains an important element of UK Defence planning as part of 'Future Force 2020', with the site due to welcome additional troops from 14th Signal Regiment.

5.9 The LDP Strategy acknowledges the important role St Athan will play in the future prosperity of the Vale of Glamorgan and the wider South East Wales Capital Region. Policy SP2 seeks to maximise opportunities for new inward investment and growth arising from these designations, while Policy SP7 emphasises the strategic importance of a new Northern Access Road to facilitate the further development of the Aerospace Business Park at St Athan as part of the Enterprise Zone. Significant levels of new housing development are also proposed to reflect the importance of St Athan to the Strategy of the Plan, and to support the key employment opportunities within the area.

(iii) Cardiff Airport - Employment and Transport Opportunity

5.10 The LDP Strategy recognises the importance of Cardiff Airport to the future prosperity of the Vale of Glamorgan, as does its designation (along with St Athan) as part of the 'St. Athan – Cardiff Airport' Enterprise Zone. Cardiff Airport, owned by the Welsh Government, is a vital gateway to Wales for business, tourists and general travellers alike, but it is recognised that the airport, in recent years, has suffered a slump in passenger numbers from a peak of two million in 2007 to just over one million in 2012. The Welsh Government is, however, committed to re-establishing passenger trips to 2.5 million by 2023.

5.11 Policy SP2 therefore identifies the land to the east of the airport and south of Port Road as part of the St. Athan – Cardiff Airport Enterprise Zone, and emphasises its strategic importance, while Policy SP5 favours new employment opportunities which capitalise on the Airport's spin offs and reflect its strategic and regional importance in terms of attracting new inward investment and creating employment opportunities for the Vale of Glamorgan and the wider Capital Region.

5.12 The setting of Barry will be protected through the application of settlement boundaries (Policy MD5 refers) and the allocation of a green wedge to the west of Barry (Policy MG18 refers).

LDP Strategy

(iv) Development in the Other Sustainable Settlements

5.13 In order to help spread the benefits of residential and commercial development more evenly across the Vale of Glamorgan, the LDP Strategy has identified other sustainable settlements which could accommodate additional housing and associated development. These settlements, which include Cowbridge, Llantwit Major, Rhoose, Wenvoe and some minor rural settlements, are considered to have sufficient population, services and facilities to assimilate growth without it having a detrimental impact on their existing character and local environment. Indeed, additional development in these locations will not only help to sustain existing services and facilities but can also provide opportunities to improve infrastructure.

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

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

LDP SETTLEMENT HIERARCHY

Key Settlement: Barry

Service Centre Settlements: Cowbridge, Llantwit Major and Penarth

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

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

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

5.16 Although the historic service centre settlements of Cowbridge, Penarth and Llantwit Major are all very different in character, they have similar roles. For example, they all have significant resident populations, good public transport provision, local employment opportunities, established town centres and a wide range of cultural, educational and community services and facilities. The service centre settlements serve the daily needs of their local residents and also act as important hubs for those living in nearby smaller settlements. Therefore, the Strategy envisages that these settlements will also act as focal points for growth in the Vale of Glamorgan over the Plan period.

5.17 Notwithstanding St. Athan's strategic role, the primary settlements of Dinas Powys, Llandough (Penarth), Rhoose, Sully, St. Athan and Wenvoe play an important role in meeting housing need and in providing some key local services and facilities. The primary settlements complement the role of the service centre settlements in that they provide for the needs of residents and also cater for the needs of the surrounding wider rural areas. They offer a number of key services and

facilities, which are vital to their role as sustainable communities, as they reduce the need to travel to Barry or the service centre settlements for day-to-day needs. These facilities include primary schools, small convenience shops, food and drink outlets, some small scale employment provision and regular public transport. Consequently, these settlements are also capable of accommodating a considerable proportion of additional residential development and have an important role to play in the successful delivery of the Strategy.

- 5.18 The Strategy aims to concentrate the majority of growth in the key, service centre and primary settlements in order to maximise the opportunities for sustainable regeneration, to favour new local service provision and to encourage the use of sustainable travel modes. The allocations in these settlements reflect their respective roles and characteristics as well as their relevant physical or environmental constraints.
- 5.19 The various minor rural settlements identified in the LDP settlement hierarchy contribute towards the special character of the rural Vale and also play an important role in underpinning sustainable rural communities. These settlements tend to either be located alongside the strategic highway network or relatively close to the larger towns and villages identified within the settlement hierarchy. The types of services and facilities typically found within the minor rural settlements include places of worship, community halls, small scale retail uses and formal recreational facilities. A number of the smaller rural settlements also provide small scale local employment opportunities, either within or in close proximity to the settlements. Some of the smaller settlements such as Pendoylan, Colwinston, St Nicholas and St. Brides Major also include primary schools which serve a wider catchment area. Accordingly the minor rural settlements can be considered as being functionally linked, emphasising the importance of safeguarding facilities as well as facilitating new development opportunities.
- 5.20 In addition to the key, service centre and primary settlements, the Strategy acknowledges the need for some moderate growth in the minor rural settlements to help meet local housing need and to support existing local services. In these villages, the emphasis will be on development that assists rural diversification such as new rural enterprises and sustainable tourism. Culverhouse Cross figures in this category, although it is recognised that it is not a typical rural settlement. It does however contain a variety of land uses, including housing, retail and employment development and benefits from good public transport services. LDP designations such as Special Landscape Areas and the Glamorgan Heritage Coast will help to ensure the environmental protection of surrounding areas.
- 5.21 Settlement boundaries have been drawn around each of the towns and villages in the LDP settlement hierarchy and are clearly defined on the Proposals Map. Settlement boundaries play an important role in ensuring the delivery of sustainable development by encouraging development within the sustainable settlements identified in the LDP Hierarchy. They also assist in protecting the surrounding undeveloped countryside from inappropriate development, in line with national planning policy² by delineating the extent of built development. The delineation of settlement boundaries therefore helps to support and reinforce the delivery of the Plan's objectives and strategy and provides a key policy mechanism for managing growth within the Vale of Glamorgan.
- 5.22 The key diagram shown in Figure 2 overleaf illustrates the LDP Strategy and shows the extent of the Vale of Glamorgan Council and the LDP area. The key diagram also shows the strategic transport routes, key locations for future development, the plan's hierarchy of settlements and interrelationships with adjoining local authorities.

²See Paragraph 4.7.8 of Planning Policy Wales, Edition 9, November 2016

Area Objectives

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

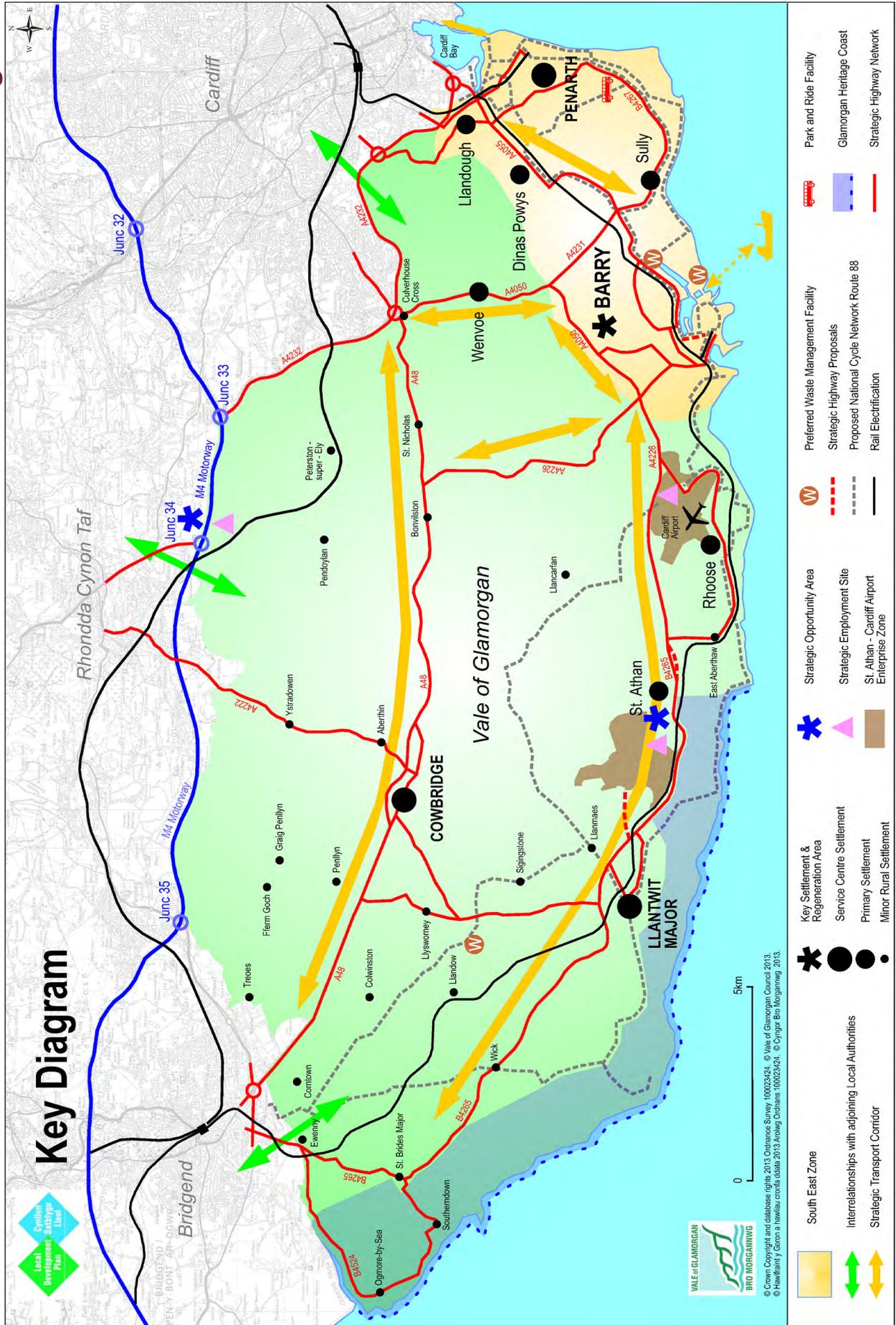
Barry

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

Cowbridge

- Provide for a range and choice of housing to meet the needs of existing residents and the residents of surrounding rural communities.
- Preserve and enhance the historic built environment given its significant contribution to the character and vitality of the town's commercial core and its role as a tourism and leisure destination.
- Safeguard and enhance important open spaces within and adjoining the Cowbridge and Llanblethian Conservation Areas.

Figure 2



LDP Strategy

- Reinforce the vitality, viability and attractiveness of the town centre by maintaining a diverse range of retail, commercial and community uses and encouraging the town's vibrant evening economy.
- Improve the town's existing bus interchange and favour proposals that provide enhanced walking and cycling facilities to and within Cowbridge to alleviate traffic congestion, particularly through traffic along the High Street.
- Promote development proposals which provide opportunities for additional or improved infrastructure, including short stay parking facilities within the town centre.

Llantwit Major

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

Penarth

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

St. Athan

- Promote land within and adjoining the St. Athan Enterprise Zone as an area of excellence for the aerospace and military sectors, and the role of MOD St Athan in supporting 'Future Force 2020' and associated training and development activity.
- Promote new opportunities for job creation, business investment, training and learning to reflect its identification as a Strategic Opportunity Area and Enterprise Zone.
- Provide for a range and choice of new housing, including affordable housing for existing and future residents, to support the strategic role of St. Athan as a key development opportunity and part of the St Athan – Cardiff Airport Enterprise Zone.
- Provide opportunities for new and enhanced community facilities and infrastructure to support existing and future development proposals and the needs of existing and future residents.
- Improve access to and within St. Athan through a range of transport measures to support and facilitate economic investment.
- Improve walking and cycling facilities within and around St. Athan

Primary Settlements

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

Minor Rural Settlements

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

Risk Assessment

5.24 The LDP Strategy is considered to be realistic, sustainable and sound. The Strategy seeks to build on the existing regeneration opportunities and take advantage of the existing infrastructure in the South East Zone by focussing new development in this area. In addition the Strategy clearly promotes St Athan as a key development opportunity, with the Enterprise Zone at St Athan – Cardiff Airport offering significant opportunities for development over the Plan period. Furthermore, it also recognises that some of the larger rural villages will benefit from additional development opportunities in order to sustain new and existing community services and facilities. As a consequence, the LDP has sought to minimise risk by adopting a balanced approach to growth which promotes the development of a range of sites, with accompanying infrastructure at several locations.

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- 5.25 The LDP Strategy provides a land use framework that is flexible and will help to deliver widespread benefits across the Vale of Glamorgan. The Council will seek to assist delivery of the LDP by securing public sector funding through various mechanisms such as the Cardiff Capital Region City Deal, Regional Transport Plan, the Welsh Government Rural Communities – Rural Development Programme (2014 – 2020) and the European Agricultural Fund for Rural Development. The designation of St. Athan – Cardiff Airport as an Enterprise Zone and Barry as a Regeneration Area are key to the successful delivery of the Strategy.
- 5.26 It is acknowledged, however, that the successful implementation of the Strategy depends on a number of key external factors. Examples include the availability of genuinely developable land, the introduction of new European or national policy, changes in the global and local economy and the availability of private and public sector funding.
- 5.27 In view of the above, section nine of the LDP contains a monitoring framework which will help to assess the effectiveness of the LDP Strategy and policies in meeting the Plan’s objectives. In particular, the Council will closely monitor the development of the strategic regeneration site at Barry Waterfront, development at St. Athan– Cardiff Airport Enterprise Zone, the provision of new land for employment and housing (including affordable housing), as well as proposed transport improvements.
- 5.28 Following adoption of the LDP, the Council will publish an Annual Monitoring Report which will identify any Policies that are not being implemented, the reasons why and suggest suitable amendments to the LDP to address the situation. In addition, a full review of the LDP is required every four years in accordance with LDP Regulation 41 (1)³.

Strategic Policies

5.29 The following Strategic Policies (SPs) provide a framework for delivering the LDP Strategy.

POLICY SP1 - DELIVERING THE STRATEGY

The strategy will seek to improve the living and working environment, promote enjoyment of the countryside and coast and manage important environmental assets. This will be achieved by:

- 1. Providing a range and choice of housing to meet the needs of all sectors of the community;**
- 2. Promoting a range of employment sites intended to meet the needs of the Vale of Glamorgan and the wider capital region;**
- 3. Reinforcing the role of Barry, service centre settlements and primary settlements as providers of cultural, commercial and community services;**
- 4. Promoting sustainable transport;**
- 5. Delivering key infrastructure linked to the impacts of development;**
- 6. Protecting and enhancing the built, natural and coastal environment;**

7 Promoting opportunities for sustainable tourism and recreation; and

8. Favouring development that promotes healthy living.

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

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

5.32 In developing sustainable communities, proposals which promote healthy living and address health inequalities will also be favoured. This includes designing environments which encourage physical activity and considering the health and healthcare needs of future residents through the design of buildings or the multi-use of community facilities, particularly where this enables people to retain their independence and remain within the local community.

POLICY SP2 - STRATEGIC SITES

Land is allocated for development at the following strategic sites:

- 1. Mixed uses at Barry Waterfront;**
- 2. Mixed uses at St. Athan; and**
- 3. Employment uses at land adjacent to the airport and Port Road, Rhoose, as part of the St. Athan – Cardiff Airport Enterprise Zone**

5.33 The sites identified in Policy SP2 (Strategic Sites) are those that are considered to be major elements contributing to the implementation of the LDP Strategy as set out in the Plan i.e. the promotion of development and regeneration opportunities within the specific areas identified within the strategy.

Barry Waterfront

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

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

- 5.35 The existing development at Barry Waterfront includes approximately 800 residential units together with a retail park. The Council's 'Innovation Quarter', a 19 acre mixed use regeneration project being facilitated by the Welsh Government, also forms part of the wider waterfront context, comprising a range of business and office units, a medical centre and a Premier Inn Hotel and associated restaurant/ public house.
- 5.36 In March 2012, the Council granted outline planning permission (ref. 2009/00946/OUT) for the final phase of Barry Waterfront. The scheme includes a mix of residential (C3), retail (A1) cafes, bars and restaurants (A3), hotel (C1) offices (B1) and community and leisure uses (D1 and D2), including a new school. In addition the development will provide for vehicular and pedestrian/ cycle access, including a new link road to Barry Island, re-grading of the site to form new levels and associated infrastructure works, parking, servicing, landscaping, public realm and public open space provision. The strategic mixed use development at Barry Waterfront will help to realise significant regeneration benefits for the town, help to integrate Barry Island, the Waterfront and the town centre and strengthen Barry's key settlement role in the Capital Region.

St. Athan

- 5.37 St. Athan is identified as a Strategic Opportunity Area (SOA) in the Wales Spatial Plan (2008 Update), with a designated Enterprise Zone also focussing on the Welsh Government's Aerospace Business Park (ABP). This designation will create significant economic benefits not only for St. Athan, but also for the Vale of Glamorgan as a whole and the wider South East Wales region.
- 5.38 Two outline planning permissions for a new Defence Training College (DTC) and Aerospace Business Park development were granted on 1st December 2009. The LDP Strategy recognises not only the above designations but also the planning history of the site. The St Athan Enterprise Zone and surrounding area is therefore identified as a Strategic site, given its importance in delivering the LDP Strategy which seeks to promote St. Athan as a key development opportunity, notably as an area of training and employment excellence, particularly for the military and aerospace sectors, as well as providing significant opportunities for new residential development.
- 5.39 The Aerospace Business Park will build upon the skilled workforce that already exists in the area. A significant element of the Enterprise Zone proposals is the provision of a new Northern Access Road (NAR) to facilitate the further development of the ABP at St Athan, and this has therefore been identified on the proposals map and by Policies SP7 and MG16. New housing development is also proposed to reflect the importance of St. Athan to the Strategy of the Plan, and to support the key employment opportunities within the area. The new housing allocations represent logical urban extensions to the settlement, or strategic allocations addressing the new NAR, and are well located in terms of access to existing services, facilities and the opportunities for further investment and employment.
- 5.40 The MOD base at St. Athan provides an important source of employment for the local economy and was previously identified as the preferred location on which to co-locate technical training for the armed forces. Although the DTC proposals have not been progressed, the Ministry of

Defence announced in 2013 that 14th Signal Regiment would move to St Athan, thus reinforcing the important role of the base as part of UK defence plans.

Cardiff Airport

- 5.41 The LDP Strategy recognises the importance of Cardiff Airport to the future prosperity of the Vale of Glamorgan, as does its designation (along with St Athan) as part of the 'St Athan – Cardiff Airport' Enterprise Zone. This strategically located flagship site is intended to stimulate inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region.
- 5.42 To facilitate the Enterprise Zone, Policy MG10 allocates 77.4Ha of land surrounding the airport, which is intended to focus on business and employment uses catering specifically for the needs of the aerospace industry and high tech manufacturing. Policy MG10 expands upon this strategic allocation designation, which will require a Masterplan to demonstrate how a comprehensive development can achieve the strategic goals identified within the LDP, alongside the provision of a sizeable extension to the existing Porthkerry Country Park to the west of Barry (Policy MG28 refers).

Living

POLICY SP3 - RESIDENTIAL REQUIREMENT

In order to meet the identified residential requirement, land is made available in sustainable locations for the provision of 9,460 new residential units up to 2026.

- 5.43 Policy SP3 anticipates the need for 9,460 additional residential units over the Plan period, arising from demographic change and migration together with changes in household formations. This requirement originates from the Welsh Government's 2011 based local authority population and household projections. Further information on the dwelling requirement including statistical analysis is contained within the Council's Population and Household Projections background paper (2013) and the Housing Provision background paper (2015).
- 5.44 The greatest demand for new housing is from changes in the population of the Vale of Glamorgan over the plan period 2011 - 2026, with the Welsh Government's 2011 based 10 Year Average Migration local authority population and household projections indicating the population shall increase by 9,602 persons between 2011 and 2026, and shall generate the need for an additional 7,399 dwellings. Additionally, and as a consequence of the economic growth aspirations of the LDP, the Council anticipate that the strategic employment allocations at St. Athan and Cardiff Airport Enterprise Zones, and Land to the South of Junction 34 Hensol together have the potential to create the need for a further 1,602 dwellings by 2026. Provision is also made for an additional 459 dwellings to assist in addressing the high level of need for affordable housing in the Vale of Glamorgan, this being the equivalent of 1 year's backlog of affordable housing need identified within the Council's 2015 Local Housing Market Assessment.

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5.45 The table below sets out the components of the LDP dwelling requirement up to 2026, further details on how this will be met is set out under Policy MG1.

Components of the Vale of Glamorgan Dwelling Requirement 2011 - 2026	
	Dwellings
2011 - based 10-year average migration Population and Household Projection	7,399
Potential economic growth impact – 1,540 households, multiplied by 1.04 household to dwelling conversion ratio	1,602
Allowance for additional affordable housing provision	459
Housing requirement	9,460

5.46 The construction of 9,460 new residential units in the Vale of Glamorgan over the Plan period will require a significant increase in house building rates from an average of 468 experienced over the last 15 years to a build rate of 631 per annum. The framework for delivering this increased growth is provided by Policy MG1 (Housing Supply in the Vale of Glamorgan) and Policy MG2 (Housing Allocations).

5.47 The majority of new housing sites listed in Policy MG2 fall within Barry and in the St Athan area as well as the Key Service Centre and Primary Settlements identified in the LDP Strategy. Accordingly, a wide range of existing and developing employment, retail, leisure and education facilities are within easy reach and the settlements are served by good public transport. In addition, new housing at Barry Waterfront will assist in the regeneration of the town. To facilitate a range and choice of development opportunities, some additional housing sites have also been allocated in some of the more sustainable villages within the Rural Vale. In this regard the LDP settlement hierarchy identifies various sustainable minor rural settlements which have the capacity to accommodate some additional development without it having an unacceptable effect on their character.

5.48 In order to manage growth effectively, settlement boundaries are defined around all the settlements within the LDP Settlement Hierarchy. Development proposals will be assessed in accordance with Policy MD5. Elsewhere, additional accommodation will be provided through the replacement, renovation and conversion of appropriate existing rural buildings (Policy MD11) and affordable housing exception sites (Policy MD10).

5.49 The monitoring and release of land will be guided by the Council's annual Joint Housing Land Availability Study (JHLAS), which includes a mechanism for the calculation of housing land supply measured in years and annual monitoring report for the LDP. The aim being to ensure specific, deliverable sites capable of providing a 5 year supply of land is demonstrated. Consideration has also been given to the availability and delivery of relevant infrastructure.

POLICY SP4 - AFFORDABLE HOUSING PROVISION

The residential requirement identified in policy SP3 will be expected to contribute to the established community housing needs of the Vale of Glamorgan by providing up to 3,252 affordable residential units over the plan period.

- 5.50 The delivery of affordable housing is a key objective of the LDP Strategy, with the relative strength of the Vale of Glamorgan's housing market over the last 10 years having resulted in many local people experiencing difficulties purchasing suitable housing on the open market.
- 5.51 The Council's 2015 Local Housing Market Assessment (LHMA) identifies a net annual need for 559 Affordable Housing per annum over the next five years (2015 - 2020), comprising of 331 social rented, 115 low cost home ownership (LCHO) and 113 intermediate rented dwellings. Identifying an affordable housing need across the Vale of Glamorgan, with the highest areas of need identified in the wards of Penarth and Llandough, and Barry, followed by Llantwit Major, Dinas Powys, Cowbridge, Rhoose, Sully, St. Athan, Wenvoe, Peterston Super Ely, Llandow/Ewenny and St Bride's Major.
- 5.52 To help address the need identified, the Council anticipates that the LDP will contribute towards meeting this identified need through the provision of up to 3,252 affordable dwellings over the Plan period. The provision of affordable housing over the Plan period will principally be through the Council's statutory function as the local housing authority and the local planning authority.
- 5.53 As the local housing authority the Council will ensure the efficient management of housing stock, with particular emphasis on reducing vacancy rates, and will work in partnership with Registered Social Landlords to deliver new housing in the social sector. The Council has delivered an average of 25 new affordable residential units per annum via social housing grant. Projected over the next 15 years this could generate an additional 375 affordable residential units but this is dependent on the continuation of Social Housing Grant and as a consequence this contribution is not included in the 3,252 units identified in Policy SP4.
- 5.54 As the local planning authority the Council will seek to secure an appropriate level and mix of affordable housing in all proposed residential developments and may include social and intermediate rent, low cost market housing, as well as co-operative housing and housing for older persons. Further information on this aspect is included under Policy MG4 and in the Council's Affordable Housing Delivery background paper. The Council's Affordable Housing Viability evidence prepared to inform the LDP assessed the ability of new residential developments throughout the authority to provide an element of affordable housing within schemes, concluding that new residential developments in the Vale of Glamorgan can provide between 30 and 40% affordable housing. These requirements have been taken into account when formulating Policy MG4.
- 5.55 The affordable housing requirement figure in Policy SP4 is indicative and relates only to those affordable homes secured through the planning system. The figure includes contributions from committed sites, additional housing from new allocations, windfall and small sites as identified in Policies MG1, MG2, MG4 and MD5. It is anticipated that new allocations will contribute up to 2,627 affordable housing units and windfall and small sites up to 625 affordable residential units, including the 10% flexibility allowance in supply set out under Policy MG1.
- 5.56 In order to assist in the provision of affordable residential units Policy MD10 provides a framework which allows for the development of affordable housing in sustainable locations outside the settlement boundaries of the towns and villages identified in the LDP settlement hierarchy.
- 5.57 Further details on the LDP's site specific requirements for the provision of affordable housing are detailed within the Managing Growth and Managing Development policies of the Plan (sections 6 and 7 refer respectively).

Working

POLICY SP5 - EMPLOYMENT REQUIREMENTS

In order to ensure the continued prosperity of the Vale of Glamorgan and promote growth in the capital region, 492 hectares (369 ha net) of land is allocated to meet regional and local employment needs.

- 5.58 The LDP Strategy recognises the important role that the development of land for economic purposes can make to the economy of the Vale of Glamorgan and the wider region. The identification of the St Athan, and the Llantrisant and North West Cardiff Strategic Opportunity Areas, combined with the identification of the St. Athan – Cardiff Airport Enterprise Zone means that the Vale of Glamorgan has an important role to play in the future economic prosperity of the Capital Region.
- 5.59 To promote economic growth LDP Policy MG9 allocates 437.56 hectares (314.23 Ha net) of land on three major employment sites at St. Athan Aerospace Business Park, Land adjacent to Cardiff Airport, and land to the south of M4 Junction 34 (Hensol) to meet regional need. In allocating these sites the Council recognises the strategic importance of each site both in locational terms and as the catalyst for new employment within the South East Wales region. Development of the allocated employment land is estimated to generate a potential 7,610 - 10,610 jobs within the Vale of Glamorgan. Development of these sites will also create additional (indirect) jobs within the wider region. The strategic employment allocations are intended to specifically meet the needs of the following key economic sectors:
- Aerospace Industry;
 - High Tech Manufacturing; and
 - Logistics and Distribution.
- 5.60 In order to ensure that sufficient land exists to meet local employment needs, the Council commissioned a review of the existing employment land and premises in the Vale of Glamorgan⁴. This identified that the office market is small and is predominantly local, being centred around the towns of Barry, Cowbridge and Penarth with a demand for premises less than 100 sqm. In terms of industrial land and premises, there is strong local demand for budget/moderate industrial premises, with the existing property supply focused around three key locations, namely Barry and Llandough, serving the eastern and, Llandow which serves the rural Vale. Barry is seen as a location for companies relocation from Cardiff.
- 5.61 The Employment Land Study (2013) has concluded that in terms of local employment land provision there is a projected need for 53 ha, with the existing employment land bank sufficient in terms of both location and supply to 2026. However, the study also noted that low land values and depressed rental values were stifling speculative development of employment land and premises, resulting in a lack of quality serviced industrial land and premises to meet local demand.
- 5.62 To ameliorate the situation, the study identified a series of recommendations these included:
- Due to the scarcity of a range and choice of available developable land, the Council should protect existing employment sites and premises from alternative uses.

- To work with owners to bring forward serviced plots, intensify employment uses on existing sites through upgrading /redeveloping existing premises.
- Outside of the main employment sites, consider, where appropriate, mixed used developments which provide greater benefit to the local community and potential job creation.
- Encourage employment growth in rural areas through promoting rural enterprise and diversification.

5.63 In order to ensure that an appropriate range of land is available throughout the authority to meet local employment requirements, Policy MG9 allocates 54.68 hectares of land for B1, B2 and B8 development, which includes a 5 year supply buffer to allow for a degree of flexibility over the Plan period. This is in addition to the three major employment sites identified above, which combined will provide for a range and choice to meet local demand and support the needs of the wider region. In addition to specific land allocations, Policy MD17 provides a context that promotes diversification and enterprise in the economy of the rural Vale.

POLICY SP6 - RETAIL

In order to ensure the continued vitality, viability and attractiveness of the Vale of Glamorgan's town and district centres, provision is made for 2,329 sqm (net) new comparison and 3,495 sqm (net) new convenience retail floorspace. In addition, opportunities for the effective use of vacant floorspace and refurbishment of properties will be maximised, alongside measures to improve public realm and access.

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

5.65 The Retail Study (2009) undertaken for the Council by CACI provided a quantitative and qualitative assessment of the provision of convenience and comparison goods in the authority. The Study identified a need for the provision of 6,235 square metres (net) convenience floorspace and 1,072 square metres (net) comparison floorspace over the plan period. It should be noted that since this study was undertaken, a significant amount of new convenience floorspace has been provided or is currently pending in the existing centres. This includes the development of a 'Waitrose' food store in Cowbridge town centre measuring 1,319 square metres (net), and four associated non-food retail units of approximately 577 square metres (net), which will not only provide positive benefits to Cowbridge, reinforcing its position within the retail hierarchy, but also retain retail convenience expenditure within the town. Full details of additional provision are contained within the Retail Planning Study Update 2016.

5.66 The remaining requirements for new convenience floorspace will be provided at the Barry Waterfront Development, under Policy MG3, which will accommodate 3,495 square metres (net) convenience floorspace.

5.67 The provision for additional comparison floorspace will be accommodated within Barry Waterfront (2,329 square metres (net) under Policy MG3) and the existing retail centres of Barry, Penarth,

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Llantwit Major and Cowbridge. The CACI study indicated that comparison headroom is projected to reach 1,072 square metres by 2026. The LDP will through the Managing Development Policies provide a positive policy framework for managing and maintaining a viable retail environment in these existing centres.

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

Managing

POLICY SP7 - TRANSPORTATION

Sustainable transport improvements that serve the economic, social and environmental needs of the Vale of Glamorgan and promote the objectives of the South East Wales Regional Transport Plan and the Local Transport Plan will be favoured. Key priorities for the delivery of strategic transportation infrastructure will be:

1. **A new Barry Island Link Road;**
2. **A new northern access road at St Athan enterprise zone;**
3. **Improvements to the A4226 between Waycock Cross, Barry and Sycamore Cross, A48 (Five Mile lane);**
4. **Improvements to the B4265 at Gileston – Old Mill;**
5. **Modernisation of the valley lines;**
6. **The National Cycle Network route 88; #;**
7. **Cycle routes at:**
 - **A4050 Culverhouse to Cardiff airport;**
 - **A48 Culverhouse Cross to Bridgend via Cowbridge; and**
 - **Barry waterfront to Dinas Powys**
8. **Bus park and ride at Cosmeston, Penarth**
9. **Bus priority measures at:**
 - **A4050 Culverhouse to Cardiff airport;**
 - **A48 Culverhouse Cross to Bridgend via Cowbridge;**
 - **Merrie Harrier Cardiff Road Barry to Cardiff via Barry Road;**
 - **Leckwith Road, Llandough to Cardiff; and**
 - **Lavernock Road to Cardiff via the Barrage**

Priority will also be given to schemes that improve highway safety and accessibility, public transport, walking and cycling.

All new developments that have a direct impact on the strategic transportation infrastructure will be required to deliver appropriate improvements to the network.

NCN Route 88 shown on the LDP Proposals Map is indicative and subject to further detailed feasibility work unless otherwise indicated as confirmed routes.

- 5.69 The delivery of planned housing and strategically important employment sites will be dependent upon the implementation of key sustainable transport and highway improvement schemes.
- 5.70 The provision of a new link road to Barry Island is a key element of the Barry Waterfront development proposals, enhancing key public transport linkages and sustainable transport connections and helping reinforce existing links between Barry Waterfront and Barry Island. It will therefore deliver significant benefits in terms of promoting Barry Island as a tourist and leisure destination.
- 5.71 The Enterprise Zone at St. Athan - Cardiff Airport has the potential to deliver substantial economic growth to both the Vale of Glamorgan and the wider Capital Region. In order for this potential to be realised, however, surface and public transport access to Cardiff Airport, and highway access to the Aerospace Business Park at St. Athan, needs to be significantly improved. This will include bus priority measures to the airport and the provision of a new Northern Access Road (NAR), with the latter incorporating walking and cycling infrastructure to link the St Athan area with Llantwit Major at St. Athan.
- 5.72 The A4226 (Five Mile Lane) connects Barry at the Waycock Cross roundabout with the Sycamore Cross junction on the A48, and comprises an essential part of the highway network leading to the Enterprise Zone. The proposed Five Mile Lane Highway Improvements stem from the Welsh Government's proposals to trunk the route Culverhouse Cross – Sycamore Cross – Five Mile Lane – Airport. The Council has previously received a Principal Road Grant from the Welsh Government to advance the Five Mile Lane Highway Improvement Scheme, and to date this work has involved the signalisation of Sycamore Cross junction, as well as initial design and feasibility work together with various environmental assessments. Funding for the scheme has been approved by the Welsh Government and a planning application was submitted in March 2016.
- 5.73 Movement along the B4265 was significantly improved following the construction of the Rhoose and Llantwit Major bypasses. The Gileston - Old Mill highway improvement scheme has improved both the horizontal and vertical alignments of the highway and significantly improved access to Aberthaw Power station and the Enterprise Zone / Aerospace Business Park at St. Athan – Cardiff Airport.
- 5.74 The Welsh Government in partnership with other stakeholders will be taking forward proposals to modernise the Valley Line rail network, including the Vale of Glamorgan line. The modernisation of the Valley Lines as part of proposals for the Cardiff Metro will bring environmental benefits, faster journeys, more capacity and support economic regeneration and jobs growth in South Wales.
- 5.75 In seeking to create sustainable and inclusive communities, the LDP will encourage the development of sustainable travel choices and improve accessibility. The National Cycle Network (NCN) route in the Vale of Glamorgan will form part of a longer Route 88 linking with Route 4 to the east at Newport and to the west at Margam Park via Bridgend and Porthcawl. NCN Route 88 runs generally in an east west direction through the Vale of Glamorgan and is illustrated on the key diagram.
- 5.76 NCN Route 88 will provide links to other communities and other destinations in the vicinity of the route corridor to provide a coherent main route with associated local networks. The main NCN Route 88 follows quiet lanes in the rural west of the area where there is also the potential for a circular route for leisure purposes. The central section runs closer to the coastline but poses some land ownership and construction issues, which may take time to resolve and fund. The more urban eastern section of the main NCN route connects Barry, Sully and Penarth to Cardiff and forms a comprehensive network. The network also connects the residential areas of Dinas Powys and

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Llandough to urban destinations for school journeys, commuting and other utility trips as well as to the wider network for leisure use. At the eastern boundary of the authority a connection to Cardiff city centre and Cardiff Bay is provided by a circular route around the Bay via a new footbridge crossing the Ely River at Penarth and through a link over the barrage forming a dramatic gateway to the NCN through the Vale of Glamorgan.

- 5.77 In 2013, Sewta unveiled proposals for a fully integrated transport system in the Cardiff City region, identifying potential new railway stations and routes, as well as priority bus lanes and light rail, to better connect the region. Designed to be a “catalyst” for economic growth and job creation, with the support of the Welsh Government in partnership with the public and private sector, it is hoped to deliver public transport improvements in the Vale of Glamorgan including journey time improvements and integrated park-and-ride proposals.
- 5.78 Bus-Based Park & Ride is one of a range of transport planning tools that can be used to encourage car users to switch to public transport and a well-designed and well-located facility can assist in reducing traffic levels in the town centre. The sole purpose of such sites is to encourage modal shift from single occupancy car use, removing traffic from the existing road network and relieving existing congestion. Bus-Based Park & Ride may help to form a positive image of public transport that can encourage increased use of other mainstream services. Park and ride and park and share facilities are supported by both the WG’s NTP and Sewta’s RTP and sites need to be large enough to significantly reduce car traffic on the target corridors with parking provided for a minimum of 500 cars along with bus priority measures along the line of route.
- 5.79 The Sewta Bus Strategy (2007) includes proposals to improve the bus corridor between the Vale of Glamorgan and Cardiff along the primary road network. The main recommendation of the bus investment programme study was to focus on improvements to the Dinas Powys, Llandough and Leckwith corridor to Cardiff. The Steer Davies Gleave Study 2008 expands on the proposals identified within the Sewta Bus Strategy and identifies 10 major corridors for bus priority measures within the Sewta Region. The corridors identified within the Vale of Glamorgan include the Dinas Powys to Cardiff corridor, Culverhouse Cross to the Airport corridor and Bridgend to Cardiff via A48 and Cowbridge corridor. These routes are considered more problematic for buses to gain advantage over the car due to congestion and volume of traffic which makes the buses sit in the same traffic as the cars. An advantage to buses through bus priority will encourage a switch of transport mode from car to public transport.
- 5.80 Through its emerging Bus Network Strategy, Sewta recognises the need to implement bus priority measures along corridors where regional bus based park and ride facilities are provided. Therefore, in order to consider a park and ride facility at Cosmeston to cater for buses accessing Cardiff via the Barrage, bus priority measures will need to be provided on the corridor from Cosmeston to Cardiff Bay.
- 5.81 The provision of a strategic highway network is vital to the efficient movement of people and goods throughout the Vale of Glamorgan. The Council will continue to press for improvements to the strategic highway network, with particular emphasis on providing improvements in access to Barry, the Airport and St. Athan from the M4. Likewise, all new developments that have an impact on the strategic highway network will be carefully assessed in terms of the need to improve strategic access.

- 5.82 The South East Wales Transport Alliance (Sewta) Highway Strategy Study (2008) identifies the A4055 through Dinas Powys as a key problem area of the regional road network as a consequence of the scale of traffic and associated congestion. Barry Waterfront to Cardiff Link Road (Dinas Powys By-Pass) was viewed as having dual benefits, helping to alleviate traffic congestion and improve road safety on the A4055 through Dinas Powys, while having the potential to improve access to the wider road network. Issues at the Cogan Spur and Merrie Harrier Junctions, however, would be difficult to overcome.
- 5.83 The Regional Transport Plan (RTP) (2010) states that the scheme offers positive outcomes and should be subject to further development and evaluation within the investment programme. Whilst the Council supports this scheme in principle, it is considered unlikely that it will come to fruition during the Plan period, given the current economic climate and the Welsh Government's preference to make better use of the existing transport system and highway network via the enhancement of public transport routes and provision of new facilities for walking, cycling and rail. Accordingly, the proposed link road / by-pass is not included within the LDP.
- 5.84 In addition to the identification of the key priorities for the delivery of strategic transportation infrastructure, as part of its detailed Infrastructure planning Capita Symonds was commissioned to undertake an assessment of the impact of possible future residential developments on the strategic highway network within the Vale of Glamorgan. The results of this capacity study form the basis for the highway schemes identified in Policy MG16 and in the Council's Infrastructure Plan.

POLICY SP8 - SUSTAINABLE WASTE MANAGEMENT

Development proposals will be favoured which support the provision of a network of integrated waste management facilities which assist in meeting the waste management capacity identified in the national collections, infrastructure and markets sector plan.

The following locations are considered suitable for the development of in-building waste management solutions:

- **Atlantic Trading Estate;**
- **The operational port of Barry Docks;**
- **Llandow Trading Estate; and**
- **On suitable existing and allocated employment sites identified in Policy MG9.**

The provision of open air facilities such as civic amenity sites, composting and recycling of commercial and demolition waste will also be permitted on existing class B2 and B8 employment sites, operational mineral working sites or within or adjoining existing farm complexes where they do not conflict with existing or proposed neighbouring uses.

- 5.85 The Collections, Infrastructure and Markets Sector Plan (2012) 'Towards Zero Waste' is the overarching waste strategy document for Wales, and covers the management of all waste in Wales and suggests where improved recycling is needed and aims to facilitate infrastructure developments to address the waste management capacity needs for Wales. For South East Wales, the plan identifies a requirement for additional waste management facilities capable of handling between 421,000 and 871,000 tonnes by 2024-2025.

LDP Strategy

- 5.86 As the Waste Planning Authority, the Council has a statutory responsibility for the collecting and disposing of Municipal (household) Waste and also for land use planning control over waste management. At present the Council complies with its statutory duty by providing two Household Waste Recycling Centres (HWRC) located at the Atlantic Trading Estate in Barry (serving the Eastern area of the Vale of Glamorgan) and at the Llandow Trading Estate in Llandow (serving the Western area of the Vale of Glamorgan). The Atlantic Trading Estate HWRC is a modern facility which complies with current regulations and has been operational since September 2011, however, there is an urgent need to upgrade or replace the Western area HWRC in Llandow which has been operating since 1993/94 and is no longer considered suitable to serve the long-term needs of the area. It is therefore recognised that a new HWRC will need to be provided (or the existing facility upgraded) to make appropriate provision for existing and new residents of the western part of the Vale of Glamorgan, with such proposals to be considered under Policy SP8.
- 5.87 In addition to the HWRC's the Council, in partnership with Cardiff, Newport, Caerphilly and Monmouth, has formed Prosiect Gwyrdd for the purposes of procuring a regional municipal residual waste facility. The partnership announced in 2013 that Viridor was the preferred bidder, with their proposal at Trident Park in Cardiff seeking to deliver a facility that will replace each local authority's current arrangements of disposing of residual municipal waste to landfill after recycling and composting has been maximised. The Trident Park HWRC became fully operational in March 2015 and will handle 350,000 tonnes of residual waste, or post-recycling waste, per year, of which 172,000 tonnes of that will be come from the five Councils that make up the Prosiect Gwyrdd partnership, therefore negating the need for the additional landfill provision within the Vale of Glamorgan.
- 5.88 Policy SP8 identifies the Council's preferred locations for in-building waste facilities, which have had regard to the site selection guidance contained in national planning policy. This advises that local planning authorities should in the first instance examine whether existing class B2 and major industrial sites could adequately accommodate new waste management facilities in order to support the network of integrated waste management facilities set out within the Collections, Infrastructure and Markets (CIM) Sector Plan. Atlantic Trading Estate, the Operational Port of Barry Docks and Llandow Trading Estate satisfy this guidance and have sufficient capacity to meet the future requirements of the area. The identified locations at Barry and Llandow accommodate existing waste management facilities or have extant planning permissions for such facilities. In order to provide further flexibility, Policy SP8 also identifies existing Class B2 'general industrial' and B8 'storage and distribution' (and similar) employment sites, as being potentially suitable locations for additional waste management facilities consistent with national planning guidance. Several such sites are allocated within the plan and are identified within Policy MG9 (Employment Allocations). It should be noted that parts of Barry Docks and Atlantic Trading Estate lie within flood zone C2 where highly vulnerable developments defined in TAN 15 will not be appropriate. This restricts the range of potential uses on allocated employment sites MG9 (4) at Atlantic Trading Estate and MG9 (7) Hayes Road, Sully and Appendix 4 provides further site specific details. Proposals for new waste management facilities will be considered against the preferred locations set out in Policy SP9 and the criteria under Policy MD20 (Assessment of Waste Management Proposals).
- 5.89 For open air facilities, the LDP seeks to facilitate their provision through Policy SP8 by identifying suitable locations where such facilities may be acceptable and would not conflict with neighbouring uses.
- 5.90 Planning applications for waste management facilities will be considered against national planning policy and guidance and other relevant LDP Policies. Technical Advice Note 21: Waste (2014) sets

out detailed guidance on specific waste related planning considerations that developers will be required to meet to satisfy Policy SP8.

POLICY SP9 - MINERALS

The local and regional need for the provision of a continuous supply of minerals will be achieved through:

- 1. Maintaining a minimum of 10 years land bank of hard rock throughout the plan period; including extended time periods to complete permitted extraction at existing sites;**
- 2. Favouring proposals which promote the sustainable use of minerals and encourage the use of secondary and alternative resources;**
- 3. The safeguarding of known resources of sandstone, limestone, sand and gravel (where these occur outside settlements), from permanent development that would unnecessarily sterilise them or hinder their future extraction; and**
- 4. Safeguarding wharf facilities for the landing of marine dredged sand & gravel.**

5.91 The Vale of Glamorgan is an important supplier of minerals and as the Minerals Planning Authority the Council has the responsibility for ensuring that the LDP provides for a continued supply of minerals during and beyond the period covered by the LDP. The assessment of the adequacy of the land bank is made in the light of guidance contained in MTAN1: Aggregates and in the South Wales Regional Technical Statement on Aggregates.

5.92 Based on the Council's landbank reserve figure at July 2016 (31,962,000 tonnes) and the 10 year average production figure the Vale of Glamorgan landbank for hard rock aggregate was 40.7 years giving a landbank of 30.7 years available at 2026. Reserves of hard rock for non-aggregate production (i.e. cement production) are sufficient for 19.8 years supply. The Vale of Glamorgan therefore has sufficient reserves to satisfy the requirements of the Regional Technical Statement. Reserves at sites such as Ruthin Quarry and Garwa Farm Quarry, where time limited extraction comes to an end in 2017 and 2019 respectively, are included within the landbank. The permitted level of extraction will not be completed at these sites within these time periods but there is no environmental or amenity reason for not extending the time limits to allow winning and working of the resource to continue.

The following are active mineral working sites in the Vale of Glamorgan and inactive sites where future working is considered likely to occur:

1. Aberthaw - Liassic
2. Ewenny - Carboniferous
3. Forest Wood - Carboniferous (Shared with Rhondda Cynon Taf)
4. Pant - Carboniferous
5. Pantyffynnon - Carboniferous
6. Longlands - Carboniferous
7. Lithalun - Carboniferous
8. Wenvoe - Carboniferous
9. Garwa Farm * - Carboniferous
10. Ruthin *- Carboniferous

** Currently inactive but held in reserve*

LDP Strategy

- 5.93 Mineral resources are finite and therefore it is vital to use these resources wisely and efficiently as well as encouraging the use of alternatives to naturally occurring minerals wherever this is technically possible and where it does not have unacceptable effects on the local environment. In this regard, Policy SP9 translates national and regional guidance on aggregates provision to the local level by promoting the use of natural minerals sustainably and encourages the use of secondary and alternative resources.
- 5.94 Planning Policy Wales stresses the importance of safeguarding mineral deposits which society may need in the future. Carboniferous and Liassic limestone are widespread in the Vale of Glamorgan. This policy safeguards those resources in accordance with national policy to ensure availability for future generations. The safeguarded areas are shown on the Proposals Map. Policy MG22 sets out the criteria by which development proposals that may sterilise or hinder future extraction of safeguarded minerals resources will be assessed against. Additionally, although there is no history of land-based sand and gravel extraction in the Vale of Glamorgan, a number of areas have been identified that may in the future contribute as a replacement to marine-dredged materials. In view of the limited availability of such material these areas are also safeguarded from development that would unnecessarily prejudice their potential extraction in the future.
- 5.95 Although the Wharf at Barry Docks has not been used for landing marine sand and gravel since 2005 it is recognised that this is a potential supply route of sand and gravel resource into the region. The wharf site is therefore safeguarded on the Proposals Map and future proposals will need to consider the potential impact on the landing of marine sand and gravel at Barry Docks. The safeguarding of the wharf does not prevent its use to land other goods and does not affect permitted development rights.

POLICY SP10 - BUILT AND NATURAL ENVIRONMENT

Development proposals must preserve and where appropriate enhance the rich and diverse built and natural environment and heritage of the Vale of Glamorgan including:

- 1. The architectural and / or historic qualities of buildings or conservation areas, including locally listed buildings;**
- 2. Historic landscapes, parks and gardens;**
- 3. Special landscape areas;**
- 4. The Glamorgan Heritage Coast;**
- 5. Sites designated for their local, national and European nature conservation importance; and**
- 6. Important archaeological and geological features.**

5.96 The Vale of Glamorgan's natural and built environmental qualities significantly contribute to its identity and also provide valuable local recreation and tourism opportunities. These assets include areas recognised as being of European, national and local importance, including the Vale of Glamorgan's coastline which includes the Glamorgan Heritage Coast designation and the Severn Estuary Special Protection Area (Appendix 2 refers).

5.97 Policy SP10 emphasises the need to protect the Vale of Glamorgan's natural and built environmental assets and reinforces that sensitive design and choice of location of new development can have a

positive effect on the Vale of Glamorgan's built and natural heritage. Similarly, new development will be required to minimise its impact on natural systems, landscapes, species and habitats and, where appropriate, provide opportunities for the creation of new habitats or the sensitive enhancement of existing habitats.

- 5.98 The LDP provides a policy framework that seeks to preserve and enhance the Vale of Glamorgan's important historic built environment particularly in relation to the numerous listed buildings (both statutory and local), conservation areas, scheduled monuments and historic landscapes, parks and gardens that exist. It should be noted that statutory listed buildings are also covered under Policy MD8 and are subject to separate legislation. In addition, it recognises the importance of preserving and enhancing the natural environment, principally the countryside and the coast, which have significant landscape and nature conservation value.

Enjoying

POLICY SP11 - TOURISM AND LEISURE

Proposals which promote the Vale of Glamorgan as a tourism and leisure destination will be favoured. Existing tourism and leisure facilities will be protected and enhanced, and favourable consideration will be given to proposals which:

- 1. Enhance the range and choice of the Vale of Glamorgan's tourism and leisure opportunities, particularly through the provision of all year round facilities and a range and choice of visitor accommodation in appropriate locations;**
- 2. Favour rural diversification and the local economy; and**
- 3. Protect existing tourism assets and promote the sustainable use of the countryside and the Glamorgan Heritage Coast.**

- 5.99 Located within the most populated area of Wales and in close proximity to Cardiff, the Vale of Glamorgan is well situated in terms of its catchment area for both day visitors and also as a base for visitors wishing to explore South Wales. The Vale of Glamorgan's coastal and rural setting is a valuable tourism and recreation asset, as are day trip destinations such as Whitmore Bay, Barry Island and Penarth. These assets were further enhanced in 2012 with the opening of the All Wales Coastal Path, a 'flagship' tourism project that is capable of bringing economic benefit to coastal communities. Such destinations and assets also provide a valuable source of local employment, employing approximately 3,000 people⁵ and generating some £169.6 million of visitor expenditure both directly and indirectly.

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

⁵Vale of Glamorgan Tourism Strategy 2011-2015

LDP Strategy

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

Section 6

Managing Growth in the Vale of Glamorgan



Managing Growth in the Vale of Glamorgan

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

Living

POLICY MG1 - HOUSING SUPPLY IN THE VALE OF GLAMORGAN

In order to meet the housing land requirement of 9,460 new dwellings provision will be made for the development of up to 10,408 new dwellings during the plan period. This will be met through:

- 1. Allocations within the plan;**
- 2. Development sites with extant planning permissions;**
- 3. Development of unallocated windfall sites in sustainable locations; and**
- 4. Small sites, including infill, the conversion of suitable buildings and subdivision of existing dwellings.**

- 6.3 Policy SP3 identifies a housing requirement of 9,460 dwellings for the Plan period. The requirement figure is based on Welsh Government population projections for the Vale of Glamorgan⁶. To accommodate this level of growth the LDP has identified a range of development opportunities throughout the Vale of Glamorgan. The LDP provides a framework for the delivery of 9,460 dwellings with the inclusion of a 10% margin for flexibility to ensure the availability of a range and choice of housing land throughout the Plan period.
- 6.4 As Policy MG1 indicates, the supply of new dwellings is provided through the following:
- 6.5 Allocations within the Plan – land for new residential development is allocated in accordance with Policies SP3 and MG2 for 8,525 dwellings.
- 6.6 Development sites with extant planning permissions as of April 2011 – As of April 2011, excluding those sites that are allocated under Policy MG2, planning permissions were in place in the Vale of Glamorgan for 182 dwellings on large sites (10 dwellings or over), with many of these sites having been built-out in the intervening period. For the avoidance of doubt this excludes constrained sites, as listed in the Joint Housing Land Availability Study 2011 (JHLAS).

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- 6.7 It must be noted that should planning permission for a site lapse, planning applications to renew that approval will be assessed against the policies in the LDP.
- 6.8 Development of unallocated windfall and small sites - The contribution of both unallocated windfall (sites of 10 or more units) and small sites (9 units or less) to the overall housing supply in the Vale of Glamorgan can be significant. Based on the 10 year trend that preceded the Plan period the Council estimate that together small and large windfall development shall contribute 1,701 dwellings over the plan period.
- 6.9 In order to provide sufficient land to accommodate the projected growth, the LDP will provide a policy framework for the construction of new dwellings as follows:

Development of Sites with extant planning permissions (10 or more dwellings) at April 2011	182
Allocations within the Plan	8,525
Development of unallocated windfall sites (10 or more dwellings)	840
Development of small sites (less than 10 dwellings)	861
TOTAL DWELLING SUPPLY 2011- 2026	10,408

POLICY MG2 - HOUSING ALLOCATIONS

In order to meet the housing requirement identified in Policy SP3 land is allocated for residential development at the following locations:

		Size (ha)	Number
Strategic Housing Sites			
1	Phase 2, Barry Waterfront * # ≈	48.55	1,700
2	Land at Higher End, St. Athan # (in part)	9.78	220
3	Land at Church Farm, St. Athan	8.4	250
4	Former Stadium Site / Land adjacent to Burley Place, St. Athan	2.2	65
5	Land to the east of Eglwys Brewis, St Athan ≈	10.9	255
6	Land adjacent to Froglands Farm, Llantwit Major ≈	4.4	90
7	Land between new Northern Access Road and Eglwys Brewis Road, Llantwit Major ≈	15.8	375
			2,955
Key Settlement: Barry			
8	Barry Island Pleasure Park #	1.18	25
9	White Farm ** #	12.14	177
10	Land to the east of Pencoedtre Lane #	2.8	67

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11	Land to the west of Pencoedtre Lane	4.45	137
12	Ysgol Maes Dyfan #	1.44	81
13	Barry Magistrates Court #	0.41	52
14	Court Road Depot, Barry	1.6	50
15	Holm View	1.2	50
16	Hayes Wood, The Bendricks	1.8	55
			694

Service Centre Settlement: Cowbridge

17	Cowbridge Comprehensive Lower School #	0.8	21
18	Cowbridge Comprehensive 6th Form Block, Aberthin Road	0.52	20
19	Land adjoining St. Athan Road, Cowbridge	4.3	130
20	Land to the north and west of Darren Close, Cowbridge ** #	27	475
			646

Service Centre Settlement: Llantwit Major

21	Plasnewydd Farm, Llantwit Major ≈ #	4.4	149
22	Land adjacent to Llantwit Major Bypass	2.4	70
23	Former Eagleswell Primary School, Llantwit Major	2.4	72
			291

Service Centre Settlement: Penarth

24	Land at Upper Cosmeston Farm, Lavernock **	22.2	576
25	Land adjoining St. Josephs School, Sully Road #	2.7	74
26	Headlands School, St. Augustine's Road **	2.2	65
27	Land adjacent to Oak Court, Penarth	4.0	145
			860

Primary Settlement: Dinas Powys

28	Land at and adjoining St. Cyres School, Murch Road **	13.2	300
29	Land off Caerleon Road, Dinas Powys ≈ #	2.5	70
30	Land at Ardwyn, Pen-y-Turnpike #	1.6	18
31	Land at Cross Common Road ≈ #	2.3	50
			438

Primary Settlement: Llandough (Penarth)

32	Land south of Llandough Hill / Penarth Road	5.2	130
33	Land north of Leckwith Road #	0.6	8
34	Llandough Landings ≈	6.0	120
			258

Primary Settlement: Rhoose

35	Land north of the Railway Line, Rhoose ** #	25.82	700
36	Land south of the Railway Line, Rhoose #	2.65	87
			787

Primary Settlement: Sully

37	Land West of Swanbridge Road, Sully # (in part)	20	500
			500

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Primary Settlement: Wenvoe

38	Land to the west of Port Road, Wenvoe #	6.98	132
			132

Minor Rural Settlements:

39	Land adjoining Court Close, Aberthin	0.75	20
40	Land to the east of Bonvilston **	7.2	120
41	Land to rear of St David's Church in Wales Primary School, Colwinston #	2.5	64
42	ITV Wales, Culverhouse Cross #	7.1	224
43	The Garden Emporium, Fferm Goch #	2.2	40
44	Ogmore Residential Centre #	3.25	70
45	Ogmore Caravan Park #	3.7	100
46	Land to the East of St Nicholas	4.4	117
47	Land off St. Brides Road, Wick #	4.0	124
48	Land off Sandy Lane, Ystradowen ** # (in part)	4.2	85
			964
TOTAL UNITS			8,525

* Barry Waterfront is allocated as a mixed use incorporating a new school, strategic transport infrastructure, strategic open space and community infrastructure.

** Mixed use including provision of open space or community infrastructure allocation or part of the site for the provision of a new school.

Sites with Planning Permission (including sites awaiting S106) as at September 2016.

≈ Sites affected by zone C1 or C2 flooding as identified on 2015 Development Advice Maps.

- 6.10 In accordance with the LDP Strategy and Policy SP3, land has been allocated for an additional 8,525 dwellings over the Plan period on 48 sites to take account of changes arising from demographic change, migration and changes in household formations. The number of units proposed for each site is based on an assessment of appropriate density. Where sites already have the benefit of planning permission, the figures reflect actual permissions, while on some sites densities have been adjusted to reflect site specific circumstances, including flooding constraints.
- 6.11 Generally, a gross density figure of 30 dwellings per hectare has been used to reflect the Council's aspirations to make better use of land in accordance with sustainability principles, which is reinforced through the Housing Density Policy MD6. However, where there are known constraints expected to reduce the net developable area significantly, or for mixed-use allocations including education and strategic areas of open space, then a lower gross density has been used and this is explained in the site specific descriptions at Appendix 3. Furthermore, a reduced gross density of 25 dwellings per hectare has been used for the minor settlement sites to reflect the character of these areas. Density levels will be considered in detail at application stage having regard to Policy MD6.
- 6.12 The spatial distribution of allocated sites reflects the strategic importance of Barry and the St Athan area, and recognises the need to ensure the provision of a range and choice of land for housing throughout the Vale of Glamorgan. Sites have been allocated in settlements which the Council considers are the most appropriate to assimilate new development. In doing so the Council recognises the role of many of the service centres and primary centres is crucial to the continued

Managing Growth in the Vale of Glamorgan

prosperity of the area. All allocated sites will be expected to contribute to the range and choice of housing types within the Vale of Glamorgan and contribute to the need identified for affordable housing at the rates identified in Policy MG4.

- 6.13 The Vale of Glamorgan is widely accepted as an attractive area to live and develop in. This is demonstrated by the significant number of major planning applications received by the Council in advance of the publication of the LDP. Although the housing market has experienced a reduction in the number of residential completions at the start of the plan period, it is anticipated that the market will recover and the indications from developers are that the Vale of Glamorgan will be one of the first places to experience an increase in residential completions. Regular monitoring of housing land availability, including the location and number of windfall completions, will be undertaken to ensure that the Vale offers a range and choice of housing sites throughout the Plan period. This information will also inform the Development Management process.
- 6.14 A site-by-site analysis of the above allocations is provided in Appendix 3, with the Council seeking to ensure that all sites deliver essential infrastructure in accordance with the background evidence supporting the LDP particularly that contained within the Infrastructure Plan (2013).

POLICY MG3 - STRATEGIC SITE AT BARRY WATERFRONT

Land at Barry Waterfront is allocated for the development of 1,700 new dwellings, 5,824 sqm (net) new retail floorspace, a hotel, cafe, bars and restaurants, offices (class B1), community, leisure and education facilities. The site will be served by the development of the Barry Island Link Road and additional sustainable transport infrastructure.

- 6.15 The development of Barry Waterfront has been guided by the approved Barry Waterfront Development Principles document⁷, which outlined the Council's Vision for Barry Waterfront as:

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

- 6.16 The redevelopment of Barry Waterfront has a lengthy planning history originally being granted outline planning permission in July 1988 by the then Secretary of State for Wales. Subsequent renewals for the comprehensive redevelopment of the site were agreed in 1991 and 1994 and numerous applications have been approved since this time that have seen substantial development take place within the Waterfront area. In October 2007, a Consortium of house builders comprising Persimmon Homes, Taylor Wimpey and Barratt Homes entered into an agreement with Associated British Ports and the Welsh Government for the right to develop the Waterfront area. In March 2012 planning permission was granted for comprehensive redevelopment of the site subject to conditions and a Section 106 Agreement. Development has since commenced on the initial stages of the development.
- 6.17 The site is located between Barry Town centre to the north east, Barry Island to the south and the Old Harbour and Barry Marine Conservation Area to the south west. The site comprises 48.55 hectares of land divided between 6 distinct character areas within the old Barry Docks described as: - District Centre, West Pond, South Quay Parkside, South Quay Waterside, Arno Quay and East Quay.

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6.18 The proposed development will include:

- The construction of approximately 1,700 new dwellings;
- The provision of 5,824 sqm (net) of new retail floorspace, comprising an 'Asda' food store (4,158 sqm.) and 1,666 sqm comparison floorspace in 2 retail units located in a 'district centre' to the north west of the development site adjacent to West Pond, the school site and the innovation Quarter;
- Cafes, bars and restaurants with a combined floorspace of 750 sqm -1820 sqm located throughout the development but primarily within the District Centre;
- A hotel with a gross floorspace of 3,500 sqm located within the District Centre; Offices (B1) with a gross floorspace of 3,450 sqm;
- A new primary school within 'West Pond' to meet the educational needs of the English medium primary and nursery school children generated by the development.
- Up to 400 sqm Community Facilities (D1 / D2); and
- The construction of the Barry Island Link Road to link the existing Ffordd y Milleniwm to Barry Island.

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

6.20 In order to ensure that the development comes forward in a comprehensive manner and delivers appropriate levels of community infrastructure, a phased approach to development has been adopted. Phase 1 will include the District Centre, part of West Pond and Arno Quay. This phase will accommodate a section of the new link road to Barry Island as well as the supermarket and non-food retail floorspace, petrol filling station, hotel, A3 uses, offices, residential, public open space and public realm provision.

6.21 Phase 2 will include the remainder of residential development at West Pond. The third phase of the development is identified as South Quay Parkside which is estimated to consist of approximately 300 residential units and will see the completion of the new link road to Barry Island. This phase also includes the main Linear Park and some A3 uses. Phase 4 includes the South Quay Waterside with the provision of further residential units and some A3 uses, and the East Quay public open space, while the fifth and final phase includes the residential development at East Quay.

Managing Growth in the Vale of Glamorgan

POLICY MG4 - AFFORDABLE HOUSING

Residential developments (including mixed use schemes) will be required to contribute to meeting affordable housing need and should meet the levels of affordable housing set out below:

- **30% affordable housing on residential developments resulting in a net gain of 5 or more units in:**
 - Barry;
- **35% affordable housing on residential developments resulting in a net gain of 5 or more units in:**
 - Llantwit Major;
 - Rhoose; and
 - St Athan.
- **40% affordable housing on residential developments resulting in a net gain of 1 dwelling or more; or the conversion of existing buildings resulting in a net gain of 2 or more dwellings in:**
 - Cowbridge;
 - Dinas Powys;
 - Llandough;
 - Penarth;
 - Sully;
 - Wenvoe;
 - The minor rural settlements; and
 - The rural Vale of Glamorgan.

The provision of affordable housing will be negotiated on a site-by-site basis taking into account the evidenced viability of the development.

On sites of 10 or more dwellings affordable housing shall be provided on site, unless exceptional circumstances are demonstrated, with the requirement being rounded up to the nearest whole number. On sites of fewer than 10 dwellings the affordable housing requirement will be calculated and any whole units shall be provided on site, unless exceptional circumstances are demonstrated, with the residual amount being provided as an equivalent financial contribution. Off-site contributions received will be used to deliver alternative affordable housing in the Vale of Glamorgan.

Contributions will be made in accordance with the requirements set out in the Council's affordable housing SPG, which provides guidance on viability and the circumstances under which contributions may be varied or reviewed.

6.22 Policy SP4 identifies a target of up to 3,252 affordable homes across the Vale of Glamorgan over the Plan period in accordance with the findings of the Council's Local Housing Market Assessment (2015) (LHMA) which considered the nature and scale of the shortage of affordable housing in the Vale of Glamorgan over the Plan period.

6.23 For the purpose of Policy MG4 the requirements shall apply to those areas within the delineated settlement boundary of the relevant settlement cited, as shown on the Proposals Map. The 'Rural Vale of Glamorgan' means the area outside any defined settlement boundary. Development sites adjoining or close to the settlement boundaries of Barry, Llantwit Major, Rhoose and St. Athan will

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be treated as the 'Rural Vale of Glamorgan' and will be expected to deliver 40% affordable housing, unless the developer provides viability evidence to justify an alternative.

- 6.24 The findings of the Council's Affordable Housing Viability Update Report (AHVA 2014)⁸, highlights that the Vale of Glamorgan has amongst the highest house prices in Wales, which generates significant land values from which section 106 contributions can be sought by the Council. Indicating that within the Vale of Glamorgan new residential developments have the potential for supporting affordable housing contributions of 30% in the Barry housing market area, 35% in Llantwit Major, Rhoose and St Athan, and elsewhere 40% affordable housing contributions.
- 6.25 The 2014 AHVA also reconfirmed the findings of the Council's Small Site Viability Study (2013)⁹, which recommended that the Council should adopt a single dwelling threshold within the highest areas of affordable housing viability. However, the study also highlighted that single barn conversions and the replacement of an existing dwelling on a one for one basis, the conversion/subdivision of an existing dwelling into 2 units, and the conversion of existing buildings into a single dwelling should be excluded.
- 6.26 Policy MG4 reflects the findings of the 2014 AHVA, and sets a target contribution of 30% within Barry, and 35% target within Llantwit Major, Rhoose and St Athan on residential and mixed use sites resulting in a net gain of 5 dwellings or more.
- 6.27 In Cowbridge, Penarth, Dinas Powys, Wenvoe, minor rural settlements and the rural Vale of Glamorgan a 40% affordable housing target is set on all new residential development schemes generating a net gain of 1 or more dwellings; and developments involving either the subdivision of existing dwellings or the conversion of existing buildings, where these result in a net gain of 2 or more dwellings. In accordance with the recommendation of the small sites viability study, barn conversions are excluded from the requirements of Policy MG4.
- 6.28 Having regard to the findings of the Council's Local Housing Market Assessment (2015) (LHMA) and the evidence on development viability, the Council will usually seek a tenure split of affordable housing to be delivered on site of 70% social rented housing and 30% intermediate housing, which may be either intermediate rented housing or low cost home ownership (LCHO) housing provided it satisfies the TAN 2 definition of Affordable Housing. However, tenure mix can be considered on a case by case basis where evidence suggests that the Council's preferred mix is not appropriate or deliverable or local evidence of need indicates an alternative mix would be more appropriate.
- 6.29 Policy MG4 specifies the Council's preference for on-site provision of affordable housing but recognises on smaller sites (of fewer than 10 dwellings) the requirement will often equate to less than whole dwellings. In such circumstances, given the small scale of development, it is appropriate to require a financial contribution proportionate to the residual requirement, which can be pooled and used to enable affordable housing off-site. The Council's preference will always be for on-site delivery of affordable housing, however, where appropriate, the Council may allow a proportion of the affordable housing to be delivered off site or through the provision of commuted sums to facilitate affordable housing in areas of greatest need, affordable housing on land in ownership of the Council or an RSL or improvements to existing affordable housing, or may allow the Council to use funding to provide affordable housing in areas of greatest need. The Council's approach to financial contributions (commuted sums) is set out in more detail in the Affordable Housing Supplementary Planning Guidance (SPG). Commuted sums will be calculated using the equivalent

⁸Vale of Glamorgan Council Viability Update Report (2014)

⁹Provision of Viability and Policy Advice on Affordable Housing, Small Sites and Commuted Sums for the Vale of Glamorgan Council, August 2013)

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cost of on-site provision and will be used to assist development of affordable housing to meet identified needs.

- 6.30 Where concerns over viability are raised, the onus will be on the developer to demonstrate through the submission of a viability appraisal that the required contribution would make the development unviable.
- 6.31 Where it is demonstrated that there are proven economic circumstances that impact upon the delivery of the affordable housing, for example where market circumstances have changed or where existing use values prevent the policy target being achieved, the Council may negotiate the level, type, tenure and nature of on-site provision or where appropriate, off-site provision. In instances where a financial contribution in lieu of affordable housing provision is considered to be acceptable, the most appropriate use of this funding will be determined by the Council. This could include the provision of affordable housing on land in ownership of the Council or an RSL or improvements to existing affordable housing, or may allow the Council to use funding to provide affordable housing in areas of greatest need.
- 6.32 Where on site provision is required, emphasis will be on the provision of a range and choice of affordable housing to fulfil local housing needs and in order to provide for an appropriate mix and balance of development. In addition, the provision of local lettings policies will be important when bringing sites forward for affordable housing. Further information in relation to the affordable housing need is contained within the Affordable Housing Delivery Background Paper.
- 6.33 Appropriate planning conditions and/or planning obligations will be utilised to ensure that affordable housing provided through new development will remain affordable in perpetuity. Further detailed guidance on the implementation of this policy is set out in the Council's Affordable Housing Supplementary Planning Guidance.

POLICY MG5 - GYPSY AND TRAVELLER SITE

Land is allocated at Llangan for the provision of a 2 pitch gypsy and traveller site.

- 6.34 Sections 101 to 103 of the Housing (Wales) Act 2014 require local authorities to assess the accommodation needs of Gypsy and Travellers within their area and that where there is an identified need sufficient site(s) should be allocated within the Council's LDP to address that need.
- 6.35 The 2016 Vale of Glamorgan Gypsy and Traveller Accommodation Assessment (GTAA) identified an unmet need for 2 residential pitches over the short to medium term and a further unmet need for 18 residential pitches for the remaining development plan period (i.e. after 2021). The monitoring framework sets out the Council's proposed steps to identify and deliver a further site to meet this unmet need.
- 6.36 The current Gypsy and Traveller site at Llangan is in the ownership of the Council and is considered to be suitable to accommodate the short to medium term need of 2 pitches identified in the GTAA¹⁰.
- 6.37 The Council's Monitoring Framework has set out a 2 year timetable for the identification of an appropriate site to accommodate any future arising needs for Gypsy and Travellers.

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6.38 In terms of transit provision the GTAA concluded that at this current time there is not a need for the Council to provide a transit site in the Vale of Glamorgan. However the Council should continue to monitor the number of unauthorised encampments and consider the use of short-term toleration or Negotiated Stopping Arrangements to deal with any short-term transient stops.

POLICY MG6 - PROVISION OF EDUCATIONAL FACILITIES

Land is allocated for the development of new schools at: -

- 1. The Penarth Learning Community, Sully Road, Penarth (12.89 ha);**
 - 2. Llantwit Major (secondary and primary schools) Ham Lane, Llantwit Major (10.79 ha);**
 - 3. A new primary and nursery school at Barry Waterfront, Barry (2.0 ha)**
 - 4. A new primary school at land to the north and west of Darren Close, Cowbridge (2.0 ha)**
 - 5. A new primary and nursery school at land at Upper Cosmeston Farm, Lavernock (1.0 ha)**
 - 6. A new primary and nursery school on land to the north of the railway line, Rhoose (1.0 ha)**
- in addition, existing schools will be extended or improved to meet demand for school places during the plan period.**

6.39 The proposed Penarth Learning Community and Llantwit Major Scheme form part of the Council's 21st Century Schools Strategic Programme and are planned to respond to existing demands for educational facilities rather than as a result of growth forecast in the LDP. The new Penarth Learning Community involves the re-provision of St. Cyres School and the amalgamation of 3 special schools; Ashgrove, Ysgol Erw'r Delyn and Ysgol Maes Dyfan on one site with residential and respite care, shared facilities and services. The Llantwit Major Scheme involves the re-build of the existing comprehensive school, the replacement of the existing Eagleswell and Llanilltud Fawr Primary Schools, and the expansion of Ysgol Dewi Sant, together with additional leisure and cultural facilities.

6.40 New schools are also expected to be required to meet the increased demand for school places as a direct result of new housing and associated population growth during the plan period. The Educational Facilities Background Paper identifies where this new demand cannot be met by existing school capacity and therefore, where the need arises for new schools and extensions or improvements to existing schools. To ensure that new schools are planned and deliverable, land has been allocated for new schools as part of large scale housing allocations at Barry Waterfront, Darren Close in Cowbridge, Upper Cosmeston Farm in Penarth, and north of the railway line in Rhoose. These schools will meet the anticipated need for school places identified and will also help to build sustainable communities by providing a local community hub within these housing developments.

6.41 The Educational Facilities Background Paper also identifies a number of schools that need to be extended or improved to cater for additional needs arising from new developments. In these cases the schools are considered to be capable of extension within the confines of the existing school sites and therefore no additional land has been allocated for these infrastructure improvements.

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POLICY MG7 - PROVISION OF COMMUNITY FACILITIES

Land is allocated for the future development of new community infrastructure at:

- 1. Barry waterfront (as part of mixed use)**
- 2. St Cyres (as part of mixed use)**
- 3. Ogmore residential centre**
- 4. Cosmeston farm (as part of mixed use)**

To meet the identified needs of development within the plan period, new / enhanced community facilities will be sought in areas where need cannot be met by existing facilities based on the most up to date evidence of need.

Proposals which provide new or enhanced multi use community facilities, including the co-location of healthcare, school, library and leisure facilities and other community services in accessible locations will be favoured.

6.42 Community facilities such as community halls, libraries, schools and leisure centres are essential to the social and physical well-being of residents and are key components in maintaining the vitality and viability of community life in both urban and rural settlements.

6.43 In order to understand the future requirements for community facilities during the Plan period, and inform the Infrastructure Delivery Plan, the Council has undertaken an assessment of existing community facilities (community buildings, library space and built sport facilities) within the Vale of Glamorgan¹¹. The assessment highlights existing deficiencies, identifies the nature of demand for additional community facilities arising from planned and windfall housing developments, and identifies where new or enhanced facilities are required to accommodate future growth.

6.44 In accordance with the recommendations of the assessment, Policy MG7 allocates land for the provision of new community infrastructure, to be provided in association with housing allocations at Barry Waterfront, St Cyres, Ogmore Residential Centre and Cosmeston Farm, Penarth. In addition, where the most up to date evidence of need demonstrates that the needs of new developments cannot be met by existing community facilities, Policy MG7 requires that new or enhanced community facilities will be sought through Section 106 contributions or the Community Infrastructure Levy in accordance with Policy MD4. The Community Facilities Background Paper represents the Council's latest evidence of need. It identified the following settlements as being likely to require new or improved community facilities during the Plan Period as a result of planned growth: Barry, Cowbridge, Dinas Powys, Llandough, Llantwit Major, Penarth, Rhoose, St Athan, Sully and Wenvoe.

6.45 Policy MG7 also promotes the development of multi-use community facilities that offer a range of accessible community based services such as leisure, health care, education community meeting space and other essential community services. Such facilities can assist in reducing travel demand, promote sustainable communities, and facilitate in the effective delivery of community facilities by a number of organisations. In this regard, the Plan will also favour development of multi-use facilities on the sites identified in Policy MG7, in association with educational proposals identified in Policy MG6, and planning proposals that improve the viability, accessibility or community value of existing services and facilities such as village shops, post offices, rural petrol stations, village & church halls and rural public houses.

POLICY MG8 - PROVISION OF HEALTH FACILITIES

Land is safeguarded for the future development and expansion of Llandough Hospital for health related uses.

Developments which provide new or enhanced health facilities, including the co-location of healthcare, school, library and leisure facilities and other community services in accessible locations will be favoured.

- 6.46 A significant investment in the University Hospital Llandough (UHL) site is planned by the Cardiff and Vale University Health Board (UHB) over the next 3 years. This investment in estate development supports the UHB strategic plan for the UHL site to become a 'centre of excellence' for rehabilitation and recovery services and will significantly increase the number of beds and outpatient activity on the site. However given the prominence of the site, any future development proposals will be required to be carefully designed in accordance with Policies MD1 and MD2 to ensure that they respect the local context and character of the surrounding natural and built environment. Any expansion of the hospital will require significant highway improvements and will be required to enhance existing access to the site by walking, cycling and public transport.
- 6.47 With regards to primary healthcare and community services the UHB has advised that most of the GP premises in the Vale of Glamorgan are working within capacity, however, practices in Penarth are working at or near their patient list size. On initial investigation in August 2013 there appears to be sufficient growth capacity within existing premises across the Vale of Glamorgan to accommodate the level of growth identified during the Plan period. However, for Penarth the practices in this area are operating at full capacity and there would need to be some investment within existing practices to manage the increased demand, for example through Welsh Government improvement grants.
- 6.48 Community Health Resource Centres provide the infrastructure necessary to support primary care professionals and enable them to provide the fullest range of healthcare at a local level, targeting specific community needs in the area. The number and location of these facilities in the Vale of Glamorgan will need to be carefully considered to ensure equality of access where communities are at the periphery of the catchment area.
- 6.49 Local Health and Treatment Centres provide a base for existing community services and the potential for the relocation of primary care facilities, together with the integration of other statutory and voluntary sector services. They enable the decentralisation of services away from acute hospitals and provide a base for those services that cannot be provided effectively within individual practices. Barry Hospital forms the Vale Local Health and Treatment Centre with work ongoing to develop a centre of excellence for community services within the Vale. A range of integrated health, social care and wellbeing services will be provided by the University Health Board to meet local need where appropriate.
- 6.50 As identified in Policy MG7, the opportunity exists for healthcare facilities to form part of multi-use community facilities that offer a range of accessible community based services. In this regard, the Plan favours development of health facilities as part of multi-use proposals in accessible locations.

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Working

POLICY MG9 - EMPLOYMENT ALLOCATIONS

Land is allocated for employment at the following locations:

	Site	Uses	Size Gross ^(Ha)	Size Net ^(Ha)
Strategic Employment Sites				
1	Land to the South of Junction 34 M4 Hensol ≈	B1, B2, B8	55.16	29.59
2	Land adjacent to Cardiff Airport and Port Road, Rhoose (part of St Athan - Cardiff Airport Enterprise Zone)	B1, B2, B8	77.4	76.64
3	Aerospace Business Park, St Athan Rhoose (part of St Athan - Cardiff Airport Enterprise Zone) ≈	Aerospace Business Park, Employment & education	305	208
		Sub-Total	437.56	314.23
Local Employment Sites				
4	Atlantic Trading Estate ≈ +	B1, B2, B8	9.14	9.14
5	Land at Ffordd y Mileniwm +	B1, B2, B8	8.9	8.9
6	Hayes Lane, Barry +	B1, B8	1.4	1.4
7	Hayes Road, Sully ≈ +	B1, B8	7.5	7.5
8	Hayes Wood, Barry +	B1, B8	1.9	1.9
9	Llandow Trading Estate +	B1, B2, B8	6.8	6.8
10	Vale Business Park	B1, B2, B8	12.4	12.4
11	Land to the South of Junction 34 M4 Hensol	B1, B2	6.64*	6.64*
		Sub-Total	54.68	54.68
		Total	492.24	368.91

* 6.64 Ha of the overall 61.8 Ha site at land to the South of Junction 34, M4 is designated as land to meet local rather than strategic needs

+ Suitable for Waste Management Facilities (Policy SP8 and MD20 refers)

≈ Sites affected by zone C1 or C2 flooding as identified on 2015 Development Advice Maps

6.51 Policy MG9 allocates a total of 492.24 hectares (gross) of land for employment uses within the Vale of Glamorgan in order to ensure that there is an adequate supply and choice of appropriately located and suitable employment land is available to support the objectives of the LDP and to meet local employment need. The sites comprise strategically located flagship sites that will stimulate inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region as well as local employment sites that support indigenous business expansion and facilitate the establishment of new employment enterprises to the benefit of the local economy.

6.52 Three major employment sites have been allocated which seek to capitalise on the St Athan – Cardiff Airport Enterprise Zone (including the Aerospace Business Park at St. Athan and Cardiff Airport itself) and the proximity of the M4 motorway. These sites are intended to cater specifically

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for the needs of the aerospace industry and high tech manufacturing, encouraging investment from the regional and sub-regional market place.

6.53 Local employment allocations comprise a further 54.68 hectares (net) of land for B1, B2 and B8 uses which has been allocated to ensure that an appropriate range and choice of land is available throughout the authority to meet future local employment requirements during the Plan period. The three 'major' sites are considered under separate Policies MG10 (Enterprise Zone) and MG11 (Hensol), with further details, including constraints, on each of the 'local' allocations provided at Appendix 4.

POLICY MG10 - ST ATHAN - CARDIFF AIRPORT ENTERPRISE ZONE

Land is allocated adjacent to Cardiff Airport and Port Road, Rhoose (77 ha) and at the aerospace business park St Athan (305ha) for the development of 382 hectares of strategic employment land (class B1, B2 and B8) forming part of the St Athan – Cardiff Airport Enterprise Zone.

The development of the enterprise zone will be guided by a masterplan to include the following elements:

- **The refurbishment of the existing 70,000 sqm hanger at St Athan (17.95 ha);**
- **An aerospace business park north and south of the runway at St Athan;**
- **A business park for aviation support services at Picketston (11.79 ha);**
- **A new northern access road at the St Athan Enterprise Zone (Policy MG16 refers);**
- **New aerospace, education, research and development, manufacturing, office and other ancillary development at the Cardiff Airport and gateway development zone (77 ha);**
- **A 42 hectare extension to Porthkerry Country Park (Policy MG28 refers);**
- **Provision of sustainable transport infrastructure; and**
- **The incorporation of sustainable energy centre at the Cardiff Airport and gateway development zone.**

6.54 The St Athan – Cardiff Airport Enterprise Zone is one of six Enterprise Zones recently designated in Wales. The Enterprise Zone combines both the St Athan MoD base and Cardiff Airport (including adjacent greenfield land owned by the Council and Legal and General) in a single Zone. Development in this Enterprise Zone will focus on the aerospace and defence sectors. The Welsh Government is currently preparing a Masterplan for the Enterprise Zone which will inform the future planning and development of the allocation.

Land adjacent to Cardiff Airport and Port Road, Rhoose

6.55 Located immediately to the east of the Airport, and south of Port Road, this strategic employment site measures approximately 77.4 hectares and draws benefits from its designation as an Enterprise Zone, alongside the Welsh Government's Aerospace Space Business Park at St Athan, as well as its proximity to the motorway network. Development of the site will encourage inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region.

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- 6.56 This site is not allocated to meet local market demand for general industrial or office uses, but rather to accommodate business and employment uses catering specifically for the needs of the aerospace industry and high tech manufacturing. There are plans to create an 'airport city', taking the form of a business destination for local and international businesses including quality office accommodation, specialist education, training facilities and leisure developments. General B1, B2 and B8 industrial development will therefore not be acceptable on this site.
- 6.57 In order to deliver a high quality, comprehensive and sustainable development on this strategically important site, a Masterplan will be required to guide the development at the St Athan and Cardiff Airport Enterprise Zone considering the elements set out within Policy MG10. For the Cardiff Airport Gateway Development Zone this will include the following elements:
- a. Employment - the strategic employment site will be developed for B1, B2 and B8 uses, which will be required to be related to appropriate manufacturing, research and development.
 - b. Land for the extension of Porthkerry Country Park – Given the fine landscape qualities of the Vale of Glamorgan, and the need to promote sustainability, development to the south of Port Road is only considered acceptable as part of a comprehensive development including the transfer to the ownership of the Vale of Glamorgan Council (together with appropriate negotiated financial contributions) of land for a 42 ha extension to Porthkerry Country Park (Policy MG28 refers).
 - c. The provision of an energy centre, such as a Combined Heat and Power (CHP) Plant, to ensure the development has high sustainable credentials.
 - d. Sustainable transport infrastructure including consideration of a route for a potential rail link to Cardiff Airport across the site to ensure the development does not compromise future proposals to enhance sustainable access to the airport.
- 6.58 The phasing of such development will be critical and, accordingly, the Masterplan will be required to consider phasing for the entire allocation.

St Athan

- 6.59 The allocation of this major site provides a significant opportunity for economic development of regional importance to take place within the Vale of Glamorgan. This part of the Enterprise Zone comprises the buildings and runway of MOD ST Athan, and an existing Aerospace Business Park.
- 6.60 The Welsh Government own the site and is preparing a Masterplan for the Aerospace Business Park (ABP), with 22 ha of the site to be retained by the MoD for military purposes, thus reducing the net developable area of employment land to approximately 208 ha.
- 6.61 The proposed development is expected to include:
- a. The refurbishment of the existing 70,000 sqm hanger (on 17.95 ha);
 - b. Erection of new and replacement buildings, airfield operational facilities and structures, to the north and south of the runway (ABP North and ABP South);
 - c. Development of a business park for aviation support services in the north of the site at Picketston (on 11.79 ha) marketed to civilian aviation companies.
- 6.62 The site is allocated for aerospace related development, and will be expected to meet strategic rather than local needs.

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6.63 The following infrastructure proposals are required to facilitate, or are considered to be critical to the success of, the Enterprise Zone proposal at St Athan: -

- Northern Access Road.
- Highway improvements on the B4265 between St. Athan and Aberthaw at Gileston Old Mill to alleviate existing highway safety issues along this key transport corridor.
- New housing development at St Athan (allocated under Policy MG2)

POLICY MG11 -

LAND TO THE SOUTH OF JUNCTION 34 M4 HENSOL

Land is allocated to the south of Junction 34 M4 (Hensol) (55.16 ha gross) for employment purposes (class B1, B2 and B8) comprising 29.59 ha (net) for strategic employment and 6.64 ha to meet local need.

6.64 The former Bosch factory and surrounding land (extending to 76.99 ha in total, bounded by the M4 and Junction 34 to the north and west, the railway line to the south and a wastewater treatment plant to the east) were acquired by Renishaw in 2011, who have since occupied the existing buildings for their manufacturing activities. Outline planning consent was granted in June 2016 for a development comprising up to 151,060 sqm of Class B1, B2 and B8 uses; a Hotel/Residential Training Centre (Class C1/C2); and up to 1,300 sqm ancillary uses within Classes A1, A2, A3; 30.5 ha of green infrastructure (incorporating landscaping and water balancing areas), access and servicing areas, car parking, drainage and access, provision of utilities infrastructure (including an energy centre(s))(2014/00228/EAO refers). 55.16 Ha (gross) of this primarily greenfield land is allocated to meet Strategic and local employment needs, although having regard to significant constraints on the site including a Site of Special Scientific Interest, watercourses, protected trees, and flood risk, the net developable area of employment land is reduced to 36.23 Ha.

6.65 29.59 Ha of the site is allocated solely to meet Strategic employment objectives, in order to contribute towards regional economic goals and target job creation. Development will be restricted to high quality B1, B2 and B8 uses, with non-employment uses on the site restricted to small-scale proposals ancillary to the Strategic land allocation. A 6.64 ha Business Park proposal also forms part of the allocation in order to meet identified local employment needs.

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POLICY MG12 - RETAIL HIERARCHY

The hierarchy of retail centres within the Vale of Glamorgan is defined as follows:

Town centres

- Barry

District centres

- Barry (high street/broad street)
- Cowbridge
- Llantwit major
- Penarth

Local centres

- Barry: Main Street, Cadoxton; Vere Street, Cadoxton; Park Crescent; Barry Road, nr. Cadoxton; Upper Holton Road
- Dinas Powys: Cardiff Road; Dinas Powys village centre
- Penarth: Cornerswell Road
- Rhoose: Fontygary Road
- St Athan: The Square

Neighbourhood centres

- Barry: Bron-y-Mor; Cwm Talwg; Gibbonsdown Centre; Park Road
- Boverton
- Dinas Powys: Camms Corner; Castle Court/The Parade
- Font-y-Gary: Adenfield Way
- Llantwit Major: Crawshay Drive
- Penarth: Pill Street; Tennyson Road

6.66 The retail hierarchy of the Vale of Glamorgan is strongly influenced by the availability of retail provision within and on the periphery of Cardiff. Easily accessible by sustainable transport from within the Vale of Glamorgan, Cardiff City Centre is the primary retail attractor within the region and offers a wide range and assortment of convenience and comparison shopping. The major out of centre Retail Park at Culverhouse Cross on the eastern periphery of the Vale of Glamorgan is in close proximity to and impacts upon the main town and district centres of the Barry, Penarth and Cowbridge and is a significant retail attraction in its own right. There are a number of other existing out of town and edge of centre retail areas in the Vale of Glamorgan which do not form part of the retail hierarchy. Proposals for new retail development or additional floorspace in these retail areas will be assessed against Policy MG13.

6.67 Within the Vale of Glamorgan shopping provision is largely concentrated within Barry Town Centre and the District Retail Centres of Penarth, Cowbridge and Llantwit Major. Identified in the Wales Spatial Plan as one of fourteen key settlements that have a critical role in the growth of the Capital Region, Barry Town Centre provides for a broad range of retail, service, employment and leisure uses that serve more than a local need. Retail provision in the district centres is characterised by a range of local and national retailers and service providers that predominantly serve local catchment areas. Elsewhere within the Vale of Glamorgan, smaller independent retailers provide important daily convenience services for the immediate catchment area surrounding the local and neighbourhood centres.

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6.68 The Council has prepared a Town and District Retail Assessment¹² for each of the town and district retail centres within the hierarchy which defines the extent of the centre boundaries and identifies the primary and secondary shopping frontages. These are illustrated at Appendix 5. In addition, the Council commissioned work to provide a Framework for Barry Town Centre and the District Centres of Cowbridge, Llantwit Major, Penarth and Barry (High Street/Broad Street) and it is envisaged that this framework will be published as Supplementary Planning Guidance. The Council has also reviewed the local and neighbourhood retail centres¹³ and the relevant retail centre boundaries are shown in Appendix 6.

POLICY MG13 - EDGE AND OUT OF TOWN RETAILING AREAS

Proposals for new retail development on new sites or existing retail areas in edge and out of town locations, including changes of use, extensions, the merger or subdivision of existing units or amendments to existing planning conditions relating to the sale of goods will only be permitted where:

- 1. It can be demonstrated that there is an additional need for the proposal which cannot be provided within an existing town, or district retail centre, and**
- 2. The proposal would not either individually or cumulatively with other recent or proposed consented developments have an unacceptable impact on the trade, turnover, vitality and viability of the town, district, local or neighbourhood centres**

6.69 The Vale of Glamorgan retail hierarchy comprises of the town, district, local and neighbourhood centres identified within Policy MG12, and excludes any existing edge of centre or out of town retail parks within the Vale of Glamorgan. Existing edge of centre and out of town retail areas in the Vale of Glamorgan have been identified at the following locations:

Edge of Centre

- Barry: Barry Waterfront; Palmerston; Pencoedtre; Highlight Park
- Penarth: Terra Nova Way

Out of Town

- Culverhouse Retail Park, Culverhouse Cross
- Brooklands Terrace Retail Park, Culverhouse Cross
- Valegate Retail Park Culverhouse Cross
- Penarth Road Retail Park

6.70 Proposals for new retail development in edge and out of town retailing areas will be strictly controlled in accordance with national policy, in order to support existing established retail centres in the retail hierarchy.

6.71 Policy MG13 sets out the criteria by which proposals for new retail development in edge and out of town locations will be assessed in line with national policy. It applies to all proposals that create additional retail floor space, including changes of use, extensions, the subdivision / merger of existing units, mezzanine floors and variations to relevant planning conditions. The aim of the policy is to preserve and enhance the vitality, viability and attractiveness of existing town, district, local and neighbourhood centres as well as promoting sustainable communities and sustainable travel patterns. In this regard, proposals for small shops that serve a local neighbourhood or rural village and farm shops will be favoured outside existing retail centres.

¹²Vale of Glamorgan Town and District Centre Retail Assessment (2013 Update)

¹³Vale of Glamorgan Local and Neighbourhood Retail Centres Review (April 2015)

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- 6.72 Proposals for new retail development outside of the retail centres contained within the retail hierarchy will need to demonstrate that they have satisfied the sequential test referred to in national planning policy. Developers will need to demonstrate that all potential town centre options have been thoroughly assessed using the sequential approach before edge and out of centre sites are considered for key town centre uses. This approach requires developers and retailers to be flexible and innovative about the format, design and scale of the proposed development and the amount of car parking provided, tailoring these to fit local circumstances.
- 6.73 Where planning permission is granted for new edge and out-of-centre retail development conditions may be imposed to control the nature and scale of the retail activity and to minimise any potential impact on the existing retail centres within the retail hierarchy.

POLICY MG14 - NON-A1 RETAIL USES WITHIN TOWN AND DISTRICT RETAIL CENTRES

Proposals for non-A1 retail uses at ground floor level within the town and the district centres will be permitted where:

- 1. They would not result in more than 35% of non-A1 retail uses within the primary shopping frontage;**
- 2. They would not result in more than 50% of non-A1 retail uses within the secondary shopping frontage;**
- 3. They would not create an over concentration of non-A1 retail uses within the centre;**
- 4. They complement the character of the existing centre, benefit the daytime economy and maintain an attractive shop frontage; and**
- 5. They would not prevent the beneficial use or reuse of upper floors.**

Within the town and district retail centre boundaries, proposals for the conversion of a ground floor existing A1 unit to a non-A1 use will only be permitted where it can be demonstrated that the unit has been appropriately marketed and that the proposed use would have no unacceptable impact on the role and function of the retail centre.

- 6.74 The location of the primary and secondary shopping frontages are provided at Appendix 5, with the Town and District retail centre boundaries also shown on the Proposals Map.
- 6.75 Within these areas the range and mix of uses will be carefully managed and controlled to ensure the continued vitality, viability and attractiveness of the retail centres. While non-retail uses such as financial and professional services (A2), food and drink outlets (A3), and offices (Class B1) can contribute to the diversity of a retail centre and generate increased footfall, a proliferation of such uses can also have a negative impact upon the long term vitality, viability and attractiveness of the centre dispersing retail premises and diluting the retail core.
- 6.76 In primary and secondary frontages at ground floor level, the Council will seek to ensure that no more than 35% and 50% of shops respectively are occupied by non-A1 uses. Where existing non-retail uses already exceed the levels set out in the Policy, the Council will favour proposals that seek to reinstate A1 uses that further strengthen the role and function of the retail centres. Proposals for non-A1 uses will need to demonstrate that the thresholds detailed in Policy MG14 have not been exceeded and will need to be supported by an up-to-date retail survey that illustrates the prevailing retail provision within the centre. However, where vacant upper floor space exists, conversion to residential, commercial or community uses will be favoured.

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- 6.77 Within primary and secondary frontages consideration will also be given to whether the proposal would lead to or add to a concentration or clustering of non-A1 uses. Concentrations of non-A1 uses will therefore be carefully controlled to prevent the creation of dead retail frontages that detract from the recognised retail character and appearance of the area and will be considered on a site by site basis.
- 6.78 A3 food and drink uses such as cafés, wine bars and hot food takeaways can be complementary to existing retail centres helping to support their viability and diversity. However an over concentration of such uses within a centre can also have a detrimental impact upon existing retail premises and the retail centre itself and such uses will therefore be carefully controlled.
- 6.79 Where it can be demonstrated that the retention of an existing ground floor A1 retail use is no longer economically viable, alternative uses may be permitted. The applicant will be required to demonstrate that the property has been actively marketed for a continuous period of at least 12 months and that the proposed use would have no unacceptable impact on the role and function of the retail centre. Information from the agent or applicant regarding appropriate marketing could take the form of a marketing report or correspondence from the relevant property agent. The type of information could include the following:
- Details of the existing use or previous use if vacant;
 - The length of time the unit has been vacant, if applicable;
 - The type of use which the unit has been marketed for, what the marketing strategy involved and its duration;
 - The amount of interest in the unit during the marketing period – this should detail the number of queries, the type of uses sought, and if known, the reason for not pursuing any initial enquiries.
- 6.80 To ensure that the number of retail units within the town and district retail centres is maintained, proposals for the change of use of ground floor commercial premises to residential use is unlikely to be permitted within the identified primary and secondary frontages. However, where vacant upper floor space exists, conversion to residential, commercial or community uses will be favoured.

POLICY MG15 -

NON-A1 RETAIL USES WITHIN LOCAL & NEIGHBOURHOOD RETAIL CENTRES

Within local retail centres, proposals for non-A1 retail uses will be permitted where:

- 1. They would not result in excess of 50% non-A1 retail uses;**
- 2. It is demonstrated through active and appropriate marketing that the existing use is no longer economically viable; and**
- 3. The proposal would not result in an over concentration of non-A1 uses that would be detrimental to the vitality, attractiveness and viability of the local centre.**

Within neighbourhood retail centres, proposals for non-A1 retail uses will be permitted where it is demonstrated that the new use would not have an unacceptable impact on the vitality, attractiveness and viability of the centre through:

- **The over concentration of non- A1 retail uses;**
- **The creation of a dead window frontage; or**
- **An unacceptable effect on the amenity of neighbouring uses.**

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- 6.81 The Council has undertaken a review of the local and neighbourhood retail centres to determine the extent and viability of each centre and the boundaries of these centres are shown at Appendix 8.
- 6.82 As part of the retail assessment, Upper Holton Road has been redefined as a local retail centre within the retail hierarchy, with a small retail core identified. In order to try and sustain this retail core, the Council has prepared Development Guidelines as Supplementary Planning Guidance (SPG) which seeks to encourage improvements to the retail centre to improve its attractiveness and viability.
- 6.83 The local and neighbourhood retail centres of the Vale of Glamorgan perform a valuable role in sustaining local communities, providing for the daily needs of local residents and reducing the need to travel. However modern shopping habits have seen the role of local and neighbourhood centres decline and the range of facilities at many of the centres are slowly being eroded and replaced by non-retail, often service uses or converted to residential properties. While in some cases such changes result in the beneficial reuse of otherwise vacant properties that detract from the local environment, others can significantly damage the viability of a centre and contribute to its decline and ultimate loss. It is important therefore to ensure that such changes are carefully managed and that the important role of the local retail centres is maintained.
- 6.84 Therefore, in order to protect the vitality, attractiveness and viability of local retail centres, changes of use to non-A1 uses will only be permitted where appropriate marketing efforts have been undertaken for at least 6 months to demonstrate that there is no demand for A1 uses. Information from the agent or applicant regarding demand could take the form of a marketing report or correspondence from the relevant property agent. The type of information could include the following:
- Details of the existing use or previous use if vacant;
 - The length of time the unit has been vacant, if applicable;
 - The type of use which the unit has been marketed for, what the marketing strategy involved and its duration;
 - The amount of interest in the unit during the marketing period – this should detail the number of queries, the type of uses sought, and if known, the reason for not pursuing any initial enquiries.
- 6.85 Similarly proposals which would result in the over concentration or clustering of non-A1 retail premises, including residential, within a local retail centre will be carefully controlled to ensure that the viability and retail function of the local centre is maintained. It is recognised, however, that a mix of non-retail uses such as medical centres and dental practices can contribute to or improve the viability of local centres, providing improved local services and increasing footfall near retail premises. Such uses will therefore generally be favoured where the retail role of the local centre is maintained and there is no unacceptable impact upon local amenity. Given the diversity of the identified retail centres, proposals for non-A1 uses will be assessed on a case by case basis against the individual characteristics of each local centre.
- 6.86 The smaller neighbourhood centres of the Vale of Glamorgan are more affected by changes in shopping behaviour and are more likely to be under threat from alternative uses, particularly conversions to residential use. While recognising the importance of the retail uses in these neighbourhood centres and the role that they play in reducing the need to travel, the Council recognises that it is not always commercially viable to maintain a retail presence. Therefore, while the retention of A1 retail uses within neighbourhood centres is desirable and will be encouraged, where it can be demonstrated that there will be no unacceptable impact on the viability and vitality of the centre and the retention of A1 retail use is no longer economically viable, alternative uses will be permitted.

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6.87 Proposals for alternative uses in local and neighbourhood centres will be favoured where they are retail type services or other commercial or community related uses which add to the attractiveness and overall offer of the centre. These uses can include those which fall under use classes A2 (financial and professional services), A3 (food and drink), D1 (non-residential institutions), D2 (assembly and leisure), B1 (office uses) and sui generis uses where considered appropriate.

Managing

POLICY MG16 - TRANSPORT PROPOSALS

WALKING AND CYCLING

1. National Cycle Network Route 88 and associated local urban and rural connections #.
2. A4050 Port Road to Cardiff Airport.
3. A48 Culverhouse Cross to Bridgend.
4. Eglwys Brewis Road in conjunction with the proposed Northern Access Road, St Athan Enterprise Zone.
5. Barry waterfront to Dinas Powys.

RAIL

6. Modernisation of the valley lines.

BUS

7. A4050 Culverhouse to Cardiff Airport.
8. A48 Culverhouse Cross to Bridgend via Cowbridge.
9. Merrie Harrier Cardiff Road Barry to Cardiff via Barry Road.
10. Leckwith road, Llandough to Cardiff.
11. Lavernock Road to Cardiff via the barrage.
12. Bus park and ride at Cosmeston Penarth.

HIGHWAYS

13. Barry Island link road.
14. Northern access road (St Athan enterprise zone).
15. Gileston - Old Mill B4265.
16. Improvements to the A4226 between Waycock Cross, Barry and Sycamore Cross, A48 (Five Mile Lane).
17. Cross Common Road junction improvements.
18. North of A48, Bonvilston Road improvements.
19. Link Road between A48 and Llantwit Major Road, Cowbridge.

INTERCHANGES

20. Barry Dock Station bus interchange.

HIGHWAY IMPROVEMENT WORKS

In addition, to mitigate the impact of development on the highway network, highway improvement works in the form of corridor or junction improvement schemes will be required.

- NCN Route 88 shown on the LDP Proposals Map is indicative and subject to further detailed feasibility work unless otherwise indicated as confirmed routes.

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- 6.88 Policy MG16 identifies and, where necessary, safeguards land required for transport proposals for the LDP, providing improvements which will support the strategic objectives of the Plan and realise enhanced sustainable transport facilities and highway improvements. Many of the schemes identified are included in the South East Wales Transport Alliance's (Sewta) Regional Transport Plan and others are on-going schemes or form elements of committed development-led proposals. The schemes identified in Policy MG16 are at differing stages of development and therefore while definitive route alignments are available for some proposals for others only indicative alignments are available. All routes and areas to be protected are illustrated on the Proposals Map.
- 6.89 In addition, a Highway Impact Assessment¹⁴ has been undertaken which has considered capacity issues as a result of planned growth through the LDP, and identified problem links and junctions where improvements will be required. As a consequence, Policy MG16 also identifies the need for a number of infrastructure schemes required to mitigate the impacts of development on the highway network, the delivery of which will be sought via developments and through the Community Infrastructure Levy.

Walking and Cycling

- 6.90 Walking and Cycling are sustainable and practical alternatives to the private car, supporting healthy lifestyles and reducing the impact on the environment. An essential element in encouraging an increase in walking and cycling is the provision of a network of high quality dedicated routes that link communities and provide access to local retail, employment and recreation opportunities. The LDP will seek to encourage and give priority to those proposals that enhance opportunities for walking and cycling.
- 6.91 The Council has a long standing commitment to develop the National Cycle Network within the Vale of Glamorgan. NCN Route 88 links NCN Route 4 at Margam Park in the County Borough of Bridgend, through the Vale of Glamorgan to the start of NCN Route 8 in Cardiff Bay. A feasibility study that identifies an indicative but preferred route for NCN 88 has been prepared for the Vale of Glamorgan Council by Sustrans¹⁵ and this is shown on the LDP Proposals Map. Some sections of the route have been confirmed and constructed and these have been indicated on the Proposals Map. The remainder of the route is indicative and is at varying stages of development. While some sections, such as those along Cardiff Road between Barry and Dinas Powys benefit from initial feasibility and design studies, other sections have not been the subject of any detailed investigations. Development of the route will seek to capitalise on established programmes such as the Vale of Glamorgan wide Safe Routes in Communities schemes and the Penarth Connect2 programme as well as sustainable transport contributions from new development proposals.
- 6.92 The Pont Y Werin over the River Ely is a strategic walking and cycling link between the Vale of Glamorgan and Cardiff. The Vale of Glamorgan Council is committed to developing a network of walking and cycling routes within Penarth that lead to the Pont Y Werin and which encourage greater use of alternative and more sustainable modes of transport for both utility and leisure trips. Completion of the network will also contribute to the completion of the NCN Route 88 within the Vale of Glamorgan and provide continuity with walking and cycling routes within Cardiff.
- 6.93 The A4050 Port Road is a major strategic transport route that connects Cardiff Airport through Barry to the transport interchange at Culverhouse Cross and the M4. Supported by the Welsh Government

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and Sewta, the development of improved walking and cycling routes along this strategically important transport corridor will build upon successful projects that have been implemented by the Vale of Glamorgan Council under the Safe Routes in Communities programme in north Barry and will support the development of improved sustainable access to Cardiff Airport.

- 6.94 The A48 Bridgend to Culverhouse Cross is recognised by the South East Wales Transport Alliance as a major strategic transport route that connects Bridgend to Cardiff and the rural Vale to Cardiff and the M4. Whilst this route has been identified as in the top 10 corridors within the Sewta area for bus priority improvements, the route will also benefit from improved walking and cycling routes to enhance this strategically important transport corridor and connect the rural communities to the transport interchange at Culverhouse Cross.
- 6.95 As part of the Enterprise Zone and associated housing development at and around St Athan, it is considered essential to deliver walking and cycling infrastructure on Eglwys Brewis Road when the Northern Access Road is developed, given the importance of linking link St Athan to Llantwit Major to access the transport interchange at Llantwit Major. This will provide real sustainable transport options to the residents of St Athan and assist Forces personnel and users of the Aerospace Business Park in accessing the site by alternative means to the car. It will also assist school pupils to access the secondary school without the requirement for dedicated school transport provision, and promote healthy and active lifestyles.
- 6.96 Barry Waterfront to Dinas Powys is identified as a major strategic transport corridor connecting the settlement of Barry to Cardiff. Currently there are no walking and cycling facilities linking the Waterfront to Dinas Powys between the Biglis Roundabout on the outskirts of Barry to Dinas Powys on the corridor to Cardiff. Sewta has already funded the feasibility of a walking and cycling route along this corridor and the Council is currently considering the land options to deliver a dedicated off road shared walking and cycling route to connect these settlements. Walking and cycling provision has already been provided from Dinas Powys to Llandough along the Merrie Harrier bus priority corridor and on Cardiff Road Barry and Hayes Road Sully. This missing link is considered important to build upon the previous successful projects that have been implemented by the Vale of Glamorgan Council through the Regional Transport Plan programme and the Safe Routes in Communities programme.
- 6.97 The Welsh Coastal Access Improvement Programme seeks to improve access to the Welsh coast for local communities and visitors by way of improvements to existing paths and the development of new routes. With 53 kilometres of coast the Vale of Glamorgan coastline forms an integral part of the Coastal Path stretching from Cardiff Bay/Ely Estuary in the east to the Ogmere River in the west. Funded by the Welsh Government and project managed by Natural Resources Wales the programme has delivered a high quality walking and cycling route around the Welsh coastline (Policy SP11 refers).

Rail and Bus

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

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- 6.99 Cardiff Airport and the adjoining Airport Business Park have the potential, as part of the Enterprise Zone, to deliver substantial and long term economic growth to both the Vale of Glamorgan and the wider Capital Region. This potential however has been constrained by inadequate surface access that has limited growth and delayed investment. All opportunities to enhance public transport access to the airport, and provide economic benefits and reduce the reliance on the private car, will therefore be supported.
- 6.100 The Welsh Government in partnership with other stakeholders will be taking forward proposals to modernise the Valley Lines rail network, including the Vale of Glamorgan line. The modernisation of the Valley Lines as part of proposals for the Cardiff Metro will bring environmental benefits, faster journeys, more capacity and support economic regeneration and jobs growth in South Wales.
- 6.101 As part of a study undertaken by Jacob's consultancy in 2010 commissioned by Sewta, a number of rail stations on the VOG Line were identified as areas that would require additional park and ride spaces in the short to medium term. Barry Docks Station has already been delivered, providing for 220 spaces in 2011, although a further location identified at Cogan, Penarth has not been delivered due to issues of deliverability during the Plan period.
- 6.102 As part of the development of a scheme for a new Central Station to serve the Barry Town Centre and Barry Waterfront, in 2002 the Vale of Glamorgan Council identified an integrated and phased approach to the redevelopment and improvement of Barry Dock Station and the surrounding area. Initial phases have resulted in the upgrading of the station platform and the construction of a new strategic footbridge linking Thompson Street to the Holton Reach site on Barry Waterfront. Supported by the Welsh Government and the South East Wales Transport Alliance, a Park and Ride site has also been completed at Barry Docks station, comprising the upgrading of the Barry Dock Office car park and provision of approximately 220 park and ride spaces.
- 6.103 The Sewta Bus Strategy (2007) includes proposals to improve the bus corridor between the Vale of Glamorgan and Cardiff along the primary road network. The main recommendation of the bus investment programme study was to focus on improvements to the Dinas Powys, Llandough and Leckwith corridor to Cardiff. The Steer Davies Gleave Study 2008 expands on the proposals identified within the Sewta Bus Strategy and identifies 10 major corridors for bus priority measures within the Sewta Region. The corridors identified within the Vale of Glamorgan, include the Dinas Powys to Cardiff corridor, Culverhouse Cross to the Airport corridor and Bridgend to Cardiff via A48 and Cowbridge corridor. These routes are considered more problematic for buses to gain advantage over the car due to congestion and volume of traffic which makes the buses sit in the same traffic as the cars. An advantage to buses through bus priority will encourage a switch of transport mode from car to public transport.
- 6.104 Detailed feasibility work is required in respect of these key routes, which will be considered as part of a comprehensive assessment of how the impact of development on the strategic highway network can be mitigated, funding for which will be sought from national grants and development proposals in conjunction with the Council's Infrastructure Plan and Community Infrastructure Levy.
- 6.105 In Summer 2013, Sewta unveiled proposals for a fully integrated transport system in the Cardiff City region, identifying potential new railway stations and routes, as well as priority bus lanes and light rail, to better connect the region. Designed to be a "catalyst" for economic growth and job creation, with the support of the Welsh Government in partnership with the public and private sector, it is

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hoped to deliver public transport improvements in the Vale of Glamorgan including journey time improvements and integrated park-and-ride proposals.

6.106 The Capita Park and Share Study (2007) undertaken on behalf of Sewta identified a need for land to be provided for a park and ride/park and share facility Penarth. Land at Cosmeston has been identified as large enough and close enough, to meet the requirements to enable the 500 spaces required for a regional site to be provided. Through its emerging Bus Network Strategy, Sewta recognises the need to implement bus priority measures along corridors where regional bus based park and ride facilities are provided. Therefore, in order to consider a park and ride facility at Cosmeston to cater for buses accessing Cardiff via the Barrage, bus priority measures will need to be provided on the corridor from Cosmeston to Cardiff Bay.

Highways

6.107 As part of the St Athan Enterprise Zone, a new Northern Access Road (NAR) is proposed from the B4265 between Boverton and Llanmaes Traffic Signal Junctions, to accord generally with the scheme previously approved in full by applications ref. 2009/00500/OUT and 2009/00501/OUT for the Defence Technical College and Aerospace Business Park. The NAR is considered essential to facilitate development at the Enterprise Zone and deliver the economic benefits to the Vale of Glamorgan and wider region.

6.108 The Council has long standing proposals for a highway improvement along the B4265 at Gileston - Old Mill where the current road alignment between St. Athan and Aberthaw is constrained by the local topography which creates significant road safety issues. The Gileston - Old Mill proposal comprises on and off line improvements to the B4265 that include both horizontal and vertical carriageway realignments that alleviate the existing highway safety issues along this key access corridor that forms the primary road connection to Aberthaw Power Station, Llantwit Major and the Aerospace Business Park / Enterprise Zone at St. Athan.

6.109 The Barry Island Link Road is an integral part of the strategically important Phase Two Barry Waterfront regeneration scheme. The new link road will form the primary access corridor through the development area providing improved sustainable transport infrastructure, increasing local permeability within the Waterfront and facilitating the improved integration of the regeneration area, the town and the communities and tourism centre at Barry Island. The Council will actively pursue discussions with the developers and Welsh Government to provide the link road at the earliest possible stage of the development.

6.110 The Vale of Glamorgan Council has progressed environmental studies and identified route alignment options in respect of highway safety improvements along Five Mile Lane. The route is an important north-south corridor within the Vale of Glamorgan with poor alignment that contributes to road safety concerns. The studies that have been undertaken have formed the basis for the Council's current proposals to upgrade the alignment of the Five Mile Lane and the junction improvements at Sycamore Cross (completed 2013) and Waycock Cross. The proposals would improve highway safety, help reduce congestion and enhance access to Cardiff Airport and St Athan. Funding for the scheme has been approved by the Welsh Government and a planning application was submitted in March 2016.

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6.111 In addition, the following three major residential allocations under Policy MG2 will be required to facilitate or deliver key highway improvements, with further details on implementation provided under Policy MG2: -

- Land to the north and west of Darren Close, Cowbridge (MG2 (20)) - Link Road Between A48 and Llantwit Major Road, Cowbridge
- Land at Cross Common Road (MG2 (31)) – New junction onto Cross Common Road/Cardiff Road
- Land to the east of Bonvilston (MG2 (40)) – Highway Improvements from A48

6.112 As detailed above, the Highway Impact Assessment¹⁶ has identified the links and junctions that will be at or over capacity as a result of the LDP by the year 2026. The list of links/ junctions required by Policy MG16 to mitigate the impact of development on the highway network are as follows:

Links / Corridor Improvement Schemes

- a. Windsor Road, Penarth
- b. Pontypridd Road, Barry
- c. Port Road (South Wenvoe)
- d. Cardiff Road (Gwenllian Street)
- e. Port Road (South Wenvoe)
- f. Barry Docks Link Road (North Of Signals)
- g. Port Road (VOG Depot)
- h. Cardiff Road (Gwenllian Street)
- i. Port Road (Merthyr Dyfan Road)
- j. Port Road (Wenvoe Golf Club)
- k. Broad Street, Barry
- l. Port Road (VOG Depot)
- m. Pontypridd Road, Barry
- n. Broad Street, Barry
- o. Port Road West (Tesco)

Junctions

- a. A4232/Cowbridge Road W/A4050/A48 Roundabout
- b. Cardiff Road/Murch Road/Millbrook Road Junction
- c. A48/A4226/Road To North Priority Junction
- d. Penarth Road/Cogan Spur/Windsor Road/Barry Road Junction
- e. Waycock Road/Port Road W/Pontypridd Road Roundabout
- f. Penlan Road/Barry Road/Andrew Road/Cardiff Road And Cardiff Road/Redlands Road Junctions
- g. Leckwith Road/Pen-Y-Turnpike Road Priority Junction
- h. A4050 Port Road/Caerau Lane/Nant Isaf Roundabout
- i. A48/B4265/Road To North Priority Junction
- j. A4050 Port Road/Morfa Lane/Old Port Road Roundabout
- k. A4231/A4055 Cardiff Road/B4267 Sully Moors Road Roundabout
- l. Palmerston Road/Cardiff Road Junction
- m. A4050/A4231/Port Road Roundabout
- n. A4222/B4270 Priority Junction
- o. Aberthin Road/Cardiff Road/St. Athan Road/Eastgate Junction
- p. Port Road/Colcot Road Roundabout
- q. B4265/Gileston Road Priority Junction (E)

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- r. Gladstone Road/Broad Street/Gladstone Bridge/ Roundabout
- s. Ffordd Y Mileniwm/A4055/Cardiff Road Roundabout
- t. Pontypridd Road/Jenner Road / Park Crescent/Gaen Street R/A
- u. Cogan Hill/Approach From Terra Nova Roundabout

- 6.113 The links identified above will all require 'Corridor Improvement Schemes' which may include bus priority measures; additional vehicle lanes; new roads (by-pass); cycle ways; high occupancy lanes, VMS (Variable Message Signs), one-way roads, etc. In a similar way, the 'Junction Improvement Schemes' will include new junctions, upgrading to signals or roundabouts, additional approach/exiting lanes, bus gates, use of intelligent systems, improved signal timings, etc.
- 6.114 Detailed feasibility work, including all necessary integration of highway improvements with sustainable transport links, will form an essential part of the Council's on-going Infrastructure delivery work. This work will seek to identify improvements or mitigating measures that will help to: (a) encourage, improve or provide the infrastructure for sustainable modes of travel, by means other than the private car; and/or (b) increase link or junction capacity by way of highway improvements, or creation of new routes (building a new link for example).
- 6.115 The Council's Infrastructure Plan incorporates further details of planned highway improvements and delivery mechanisms, including through the Community Infrastructure Levy.

Interchanges

- 6.116 Interchanges provide a central focus and point of integration for public transport services. The quality and safety of the facilities provided at interchanges is a key influence on passenger perception of public transport services and the provision of high quality public transport interchange facilities often has important regeneration benefits as a catalyst to stimulate investment due to the associated footfall. Since the demise of the bus depot on Broad Street Barry in 1992, it is recognised in the Steer Davies Gleave (2008) report that Barry, being the largest town in the region, would benefit from an interchange along the line of the railway, to include a bus interchange. Initially, it was considered that Barry railway station may be a more favourable location to site a bus station, but due to the lack of land and the fact that Barry Docks is more central for the town centre and the Waterfront, the report recognised a need for a Bus station close to the Barry Docks railway station. Therefore, as a final phase of the on-going improvement works at Barry Dock Station, an integrated transport interchange is proposed. This scheme is supported by Sewta and is identified for delivery within the RTP's capital programme. It will complement the improved Park and Ride facilities at the station and further integrate Barry Waterfront with Barry Town centre.

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POLICY MG17 - SPECIAL LANDSCAPE AREAS

The following areas are designated as special landscape areas:

1. Castle Upon Alun;
2. Upper & Lower Thaw Valley;
3. Ely Valley & ridge slopes;
4. Nant Llancarfan;
5. Dyffryn basin & ridge slopes;
6. Cwrt-yr-Ala basin.

Within the special landscape areas identified above, development proposals will be permitted where it is demonstrated they would cause no unacceptable harm to the important landscape character of the area.

6.117 Special Landscape Areas (SLA) have been designated to protect areas of the Vale of Glamorgan¹⁷ that are considered to be important for their geological, natural, visual, historic or cultural significance. These areas have been identified through the utilisation of a methodology devised by the former Countryside Council for Wales (now Natural Resources Wales) in collaboration with a consortium of local authorities in South East Wales¹⁸, which uses LANDMAP data. The process allows information about the landscape to be gathered, organised and evaluated into a nationally consistent, quality assured data set.

6.118 Details of the identified SLAs are contained within the Vale of Glamorgan Designation of Special Landscape Areas Background Paper (2013).

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

6.120 Development proposals within SLAs will be required to fully consider the impact of the proposal on the SLA through the submission of a Landscape and Visual Impact Assessment (LVIA). A LVIA will be required for any development that is likely to have a significant impact upon landscape character, or have a significant visual effect within the wider landscape (by virtue of its size or prominence or degree of impact on the locality) and will be prepared in accordance with the latest Landscape Institute and the Institute of Environmental Management and Assessment guidelines¹⁹. Where applicable, this should form a key element of a planning application's design and access statement and should demonstrate that the proposal has been designed to remove or reduce any unacceptable impacts on the qualities for which the SLA has been designated. Any cumulative impacts that the proposal may have in relation to existing or planned proposals in the locality should also be considered. This is particularly the case for wind turbines or large structures and large-scale proposals such as solar farms. The level of detail required in each landscape impact assessment should be commensurate with the scale of the proposal.

¹⁷Designation of Special Landscape Areas (April 2008) TACP

¹⁸Development of Criteria for Special Landscape Area Designation for South East Wales Local Authorities (July 2007)

¹⁹Design in the Landscape Supplementary Planning Guidance, Vale of Glamorgan Council (2006)

POLICY MG18 - GREEN WEDGES

Green wedges have been identified to prevent the coalescence of settlements and to retain the openness of land at the following locations:

- 1. Between Dinas Powys, Penarth and Llandough;**
- 2. North West of Sully;**
- 3. North of Wenvoe;**
- 4. South of Bridgend;**
- 5. Between Barry and Rhoose;**
- 6. South Penarth to Sully; and**
- 7. Between Rhoose and Aberthaw.**

Within these areas development which prejudices the open nature of the land will not be permitted.

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

6.122 While other policies of the LDP seek to prevent inappropriate development within the open countryside it is considered that the areas defined by the green wedges are more vulnerable and susceptible to change and require additional protection. Therefore, within the areas defined by the green wedges there will be a presumption against inappropriate development²⁰ which would contribute to urban coalescence, prejudice the open nature of the land, or have an adverse impact upon the setting of an urban area. In applying this protection, however, it is recognised that individual or small groups of dwellings exist within the designations and that activities such as agriculture, forestry and recreation, occur. Consequently, development associated with existing uses will be limited to minor structures which are strictly ancillary to existing uses. Details of each of the designations are contained within the Green Wedge Background Paper (2013).

POLICY MG19 - SITES AND SPECIES OF EUROPEAN IMPORTANCE

Development proposals likely to have a significant effect on a European site, when considered alone or in combination with other projects or plans will only be permitted where:

- 1. The proposal is directly connected with or necessary for the protection, enhancement and positive management of the site for conservation purpose; or**
- 2. The proposal will not adversely affect the integrity of the site;**
- 3. There is no alternative solution;**
- 4. There are reasons of overriding public interest; and**
- 5. Appropriate compensatory measures are secured.**

²⁰ PPW Edition 9 (November 2016) paragraphs 4.8.14 to 4.8.18.

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Development proposals likely to have an adverse effect on a European protected species will only be permitted where:

- 1. There are reasons of overriding public interest;**
- 2. There is no satisfactory alternative; and**
- 3. The action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.**

6.123 Internationally designated sites comprise Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar Sites. The Vale of Glamorgan has 2 international sites: - Dunraven Bay (SAC) and Severn Estuary (SAC, SPA, Ramsar) and is directly adjacent to the Kenfig SAC in the County Borough of Bridgend. The locations of the European sites are shown on the Constraints Map.

6.124 Any development proposals that are likely to affect European designated sites or European Protected Species (EPS) will be determined in accordance with national planning policy set out in Planning Policy Wales and Technical Advice Note 5: Nature Conservation and Planning (2009) and relevant case law.

6.125 In accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), any development proposals that has the potential for adverse impact on the integrity of a European site will be subject to a Habitats Regulations Assessment.

6.126 Prior to implementing any consent that may be granted which may affect species of European importance, developers will need to secure a derogation from Natural Resources Wales under the Conservation of Habitats and Species Regulations 2010 (as amended), the 'Habitats Regulations.

POLICY MG20 – NATIONALLY PROTECTED SITES AND SPECIES

Development likely to have an adverse effect either directly or indirectly on the conservation value of a site of special scientific interest will only be permitted where it is demonstrated that:

- 1. There is no suitable alternative to the proposed development; and**
- 2. It can be demonstrated that the benefits from the development clearly outweigh the special interest of the site; and**
- 3. Appropriate compensatory measures are secured; or**
- 4. The proposal contributes to the protection, enhancement or positive management of the site.**

Development proposals likely to affect protected species will only be permitted where it is demonstrated that:

- 1. The population range and distribution of the species will not be adversely impacted;**
- 2. There is no suitable alternative to the proposed development;**
- 3. The benefits of the development clearly outweigh the adverse impacts on the protected species; and**
- 4. Appropriate avoidance, mitigation and compensation measures are provided.**

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- 6.127 For the purposes of the policy, nationally designated sites include Sites of Special Scientific Interest (SSSI). Within the Vale of Glamorgan there are 28 SSSI and these are detailed in Appendix 2 and their locations are shown on the Constraints Map. Protected species are those detailed within the Wildlife and Countryside Act 1981 (as amended) and species specific legislation e.g. the Protection of Badgers Act 1992.
- 6.128 The presence of a protected species is a material consideration in the determination of planning applications. When assessing any development proposal which if carried out would be likely to result in harm to a protected species or its habitat, the Council will be guided by advice received from Natural Resources Wales.
- 6.129 There will always be a presumption against development which is likely to harm a protected site or species. However, there may also be instances when the importance of a development proposal will outweigh the conservation value, either temporarily or permanently to a SSSI / protected species and in such instances, the objective will always be to ensure that the nature conservation value of the site or protected species is preserved and where possible enhanced.
- 6.130 Where development is permitted, appropriate conditions or agreed planning obligations will be used to secure adequate compensation or mitigation measures.

POLICY MG21 –

SITES OF IMPORTANCE FOR NATURE CONSERVATION, REGIONALLY IMPORTANT GEOLOGICAL AND GEOMORPHOLOGICAL SITES AND PRIORITY HABITATS AND SPECIES

Development proposals likely to have an adverse impact on sites of importance for nature conservation or priority habitats and species will only be permitted where it can be demonstrated that:

- 1. The need for the development clearly outweighs the nature conservation value of the site;**
- 2. Adverse impacts on nature conservation and geological features can be avoided;**
- 3. Appropriate and proportionate mitigation and compensation measures can be provided;**
and
- 4. The development conserves and where possible enhances biodiversity interests.**

- 6.131 Sites of Importance for Nature Conservation (SINC) are identified to protect areas of high wildlife value at a local level. Regionally Important Geological and Geomorphological Sites are locally designated sites of local, national and regional importance for geodiversity (geology and geomorphology).
- 6.132 Priority Habitats and Species for Conservation are identified in the Environment (Wales) Act 2016 Section 7. Species or habitats are important wildlife features, are rare or declining and are not protected by primary legislation.
- 6.133 Development which is likely to have an adverse impact on SINC, RIGS or Priority Habitats and Species will be required to demonstrate that every effort has been made to avoid and mitigate any adverse impacts and that the need for the development outweighs the nature conservation or geological value. Where on site mitigation is not possible or sufficient to prevent any adverse

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impact then off-site compensation will be required. Off-site compensation will be secured through planning conditions or Section 106 agreements as appropriate.

6.134 The Council will produce Supplementary Planning Guidance on 'Biodiversity and Development' to support these policies and provide advice for developers on the Council's approach to biodiversity issues.

POLICY MG22 - DEVELOPMENT IN MINERAL SAFEGUARDING AREAS

Known mineral resources of sandstone, sand and gravel and limestone are safeguarded as shown on the proposals map.

New development will only be permitted in an area of known mineral resource where it has first been demonstrated that:

- 1. Any reserves of minerals can be economically extracted prior to the commencement of the development;**
- 2. Or extraction would have an unacceptable impact on environmental or amenity considerations; or**
- 3. The development would have no significant impact on the possible working of the resource by reason of its nature or size; or**
- 4. The resource in question is of poor quality / quantity.**

6.135 In view of the landbank of reserves with planning permission at existing mineral working sites within the Vale of Glamorgan, there is no requirement for the Plan to allocate additional areas for limestone extraction. Significant areas have, however, been identified as containing resources that may be of value for mineral working in future. Those areas are identified on the Proposals Map and are protected from permanent development that could sterilise or hinder their future extraction.

6.136 The reason for the safeguarded area (i.e. the potential long term benefit of the resource in question) should be considered relative to the need for development and any short term economic arguments.

6.137 In addition, small-scale development proposals, for example limited infill, householder development or agricultural development, will often be permissible within safeguarded areas, although they will first need to demonstrate that they would not prejudice future exploitation of the safeguarded resource.

6.138 Further details on the implementation of the Policy will be addressed through Supplementary Planning Guidance.

POLICY MG23 - QUARRY BUFFER ZONES

Buffer zones have been identified around mineral working sites. Within buffer zones proposals for new development will only be permitted where it is demonstrated that:

- 1. The proposal would not constrain the operations of the mineral site; or**
- 2. The proposal is located within an existing built up area which already encroaches into the buffer zone.**



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6.139 The operation of mineral workings frequently conflict with other land uses and impacts such as noise, dust and vibration which can significantly affect local amenity. Similarly, development in close proximity to mineral workings can severely constrain the ability of mineral resources to be worked. In order to provide areas of protection around mineral workings buffer zones have been identified to reduce the conflict between the mineral operation and other sensitive land uses such as residential areas, hospitals and schools. Within the buffer zone, there should be no new mineral extraction or new sensitive development, except where the site of the new development would be located within an existing built up area which already encroaches into the buffer zone. Other less sensitive development such as industry or employment may be acceptable where it can be demonstrated that such proposals would not unacceptably impact upon the operations of the mineral working.

6.140 The extent of the buffer zone is based on standard national guidance contained in MTAN1 which is 200 m for hard rock quarries. The minerals buffer zones have been identified on the Proposals Map. Accordingly, where there is an application for a quarry extension, the quarry buffer zone will normally be considered to extend 200 m from the boundary of the extension, unless otherwise justified as part of the consideration of that proposal.

POLICY MG24 - DORMANT MINERAL SITES

The Council will seek to prevent further mineral extraction by seeking to serve prohibition orders at the following long dormant mineral sites where it is satisfied that the resumption of winning and working of minerals or the depositing of mineral waste to any substantial extent is unlikely:

- 1. Beaupre (Long Grove) Quarry, St Hilary;**
- 2. Cnap Twt Quarry, Castle upon Alun;**
- 3. Cosmeston Quarry, Penarth;**
- 4. Cross Common Quarry, Dinas Powys;**
- 5. Downswood Quarry, Penarth;**
- 6. Ely Brickworks (site shared with Cardiff);**
- 7. Lavernock Quarry;**
- 8. St. Andrews Quarry, St Andrews Major;**
- 9. Southerndown Road Quarry.**

As the dormant reserves at Argoed Isha, Llansannor have been assessed as having potential to be reworked in the future, the Council will not seek to serve a prohibition order at this site.

6.141 In addition to active quarry sites, there are a number of inactive and long dormant mineral sites within the Vale of Glamorgan where no mineral working has occurred for a period in excess of 10 years. These are shown on the Proposals Map. Many of the sites have regenerated naturally, have been put to alternative uses or are constrained by nearby development. For example, Cosmeston Quarry flooded to a depth of over 20 metres when quarrying ceased in the 1960s and has since been incorporated into Cosmeston Country Park; Lavernock Quarry and Southerndown Road have been used as waste disposal sites; and Ely Brickworks (shared with Cardiff) has been largely covered by the Ely Link Road. In addition, approximately 5.4 hectares to the North of Lavernock Quarry has been allocated for residential development under Policy MG2 (24) Land at Upper Cosmeston Farm, Lavernock. Reserves at Beaupre, Cnap Twt, Cross Common and Downswood quarries are limited and/or constrained and St Andrews Quarry is constrained by nearby sensitive development.

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- 6.142 The Council will seek to prevent further extraction of resources at the sites listed in Policy MG24 in order to provide certainty about their future working and will seek to ensure that restoration is undertaken where appropriate. Restoration and after-use will primarily rely on natural regeneration for nature conservation/ecological purposes. For Lavernock Quarry, residential development will take place on the northern part of the dormant quarry allocated as part of MG2 (24) Land at Upper Cosmeston Farm, Lavernock.
- 6.143 It is considered that reserves at Argoed Isha Quarry, Llansannor, could be reworked in the future subject to the approval of a new scheme of workings. Accordingly, the Council will undertake annual minerals site monitoring of all quarries to monitor the potential future contribution from inactive quarries.
- 6.144 The quarry at Cnap Twt, Castle upon Alun is a geological SSSI. Section 28G of The Countryside and Rights of Way Act 2000 places a duty on Local Authorities “to take reasonable steps, consistent with the proper exercise of the Authority’s functions, to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest.” As the features of interest of the site are in the rock face, it is considered that no restoration should take place unless and until such proposals have been approved by Natural Resources Wales.

POLICY MG25 - MINERAL WORKING (INCLUDING OIL AND GAS EXTRACTION)

Proposals which prioritise the use of recycled material and secondary aggregates before new sources of primary materials are developed will be favoured where this does not have an unacceptable effect on amenity or the environment.

Proposals for the extraction of new primary minerals will only be permitted where there is a proven national, regional or local need for the mineral and where:

- 1. Any adverse impacts on the natural environment are avoided or mitigated to an acceptable level, and proposals include, where appropriate, measures to enhance the natural environment;**
- 2. Impacts on built and cultural heritage are mitigated to an acceptable level and enhanced wherever possible;**
- 3. Impacts on the amenity of local residents and local communities are not unacceptable, in particular with regard to noise, health, air quality, vibration, visual impact, access provision and traffic generation;**
- 4. Impacts on geology, hydrology and hydrogeology, including land stability and water supplies, are acceptable;**
- 5. There is clear evidence that there will be no unacceptable loss of agricultural land of ALC grade 1, 2, and 3a;**
- 6. Minerals are transported by the most sustainable means and the potential for minerals to be transported by means other than by road has been adequately assessed;**
- 7. There is provision for the land to be progressively and finally restored to a high standard and to a beneficial and sustainable after-use including long term post-closure management; and**
- 8. Where opportunities for the re-use and recycling of mineral waste have been considered and where there are no practicable substitute materials that can be provided at less environmental costs.**

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- 6.145 This Policy will be applied to new workings, extensions to existing workings and reworking or reopening of old workings and will be used to consider applications for the working of all types of minerals.
- 6.146 In view of the current landbank of reserves with planning permission at existing mineral working sites within the Vale of Glamorgan, there is no requirement for the Plan to allocate additional areas for limestone extraction. However, the Council recognises that the landbank of reserves may change over the life of the LDP. Output levels are currently depressed and should they return to previous levels, although that is not expected, the landbank will be depleted more quickly than forecast. This Policy allows the Plan to react to such changes in circumstances over the Plan period and provides a framework for consideration of proposals for new or extended mineral working sites.
- 6.147 Proposals which prioritise the use of recycled material and secondary aggregates before new sources of primary materials are developed will be favoured. The Council recognises there is a need for a change in the pattern of supply of minerals from primary sources to alternatives and that overprovision of primary material as a result of extant permissions and granting new permissions would encourage unsustainable use of resources. Therefore, the extraction of new primary minerals in addition to the landbank of permitted reserves will normally only be permitted where it can be demonstrated that there is no practicable substitute material which can be provided at less environmental cost and where there is an identified shortfall in reserves which is justified under Policy MG25 (MTAN1 Paragraph 34).
- 6.148 In order to ensure that the disturbance of land is kept to a minimum, phasing of development and progressive restoration will be expected wherever possible although it is recognised that opportunities may be limited for hard rock operations with a long lifespan.
- 6.149 The extraction of minerals in the Vale is mainly for construction purposes providing for aggregate and cement products. Surveys for hydrocarbon resources were carried out over much of the western Vale in the 1990s however there are currently no known mineral energy sources (oil, gas or coal) within the Vale. Future applications for the exploration of shale gas will also be considered against the Plan's relevant design and environmental protection policies including SP10 (Built and Natural Environment) and MD7 (Environmental Protection). New proposals for mineral extraction will need to be considered against Policy MG25, however, if future exploration were to lead to the discovery of different minerals, such as hydrocarbons, the acceptability of working them may well depend on other issues associated with the development.

POLICY MG26 - SPECIFIC SITES FOR MINERAL WORKING

Ruthin Quarry and Garwa Farm Quarry are identified as specific sites for mineral working.

- 6.150 Aggregate mineral resources of known commercial significance exist at Ruthin Quarry and Garwa Farm Quarry. In addition, Garwa Farm Quarry is capable of supplying significant mineral resources suitable for non-aggregate use in the cement industry.
- 6.151 Ruthin Quarry is an Interim Development Order permission granted on 16th April 1947 and the permission was registered as 'dormant' under the provisions of the Planning & Compensation Act 1991. Extraction of minerals at Ruthin Quarry is currently time limited until the end of 2017 under the terms of a Section 106 Agreement entered into on 3rd November 1982. The extraction of minerals

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at Garwa Farm Quarry is time limited until the end of 2019 under the terms of planning permission 97/00796/FUL granted on 25th September 1997, however the original permission dates back to 1970. These time limits were considered to be appropriate at the time they were imposed and were based on quarry development aspirations which have not been achieved. The resource therefore remains in place and is available to contribute to the landbank provided the time period for working the resource is extended to enable it to be won.

- 6.152 Ruthin Quarry is considered to be an important aggregate resource and is available as a replacement for the quarries at Ewenny and Lithalun. Garwa Farm Quarry is particularly important as a potential future supply to the cement works at Aberthaw and a replacement for Pant Quarry. Garwa Farm would also contribute to aggregate supply required to achieve the aggregate apportionment figure set out in the Regional Technical Statement.
- 6.153 There are no significant environmental or amenity constraints to the continuation of working at Ruthin and Garwa Farm Quarries. A suitable access to the road system is available, there are no environmental designations significantly impacted upon and there are no settlements located in close proximity to the sites. In addition, the continuation of the permissions for mineral extraction at Ruthin and Garwa Farm Quarries and their subsequent restoration is considered to be preferable to the allocation of Greenfield sites for future aggregate mineral working.

Enjoying

POLICY MG27 - GLAMORGAN HERITAGE COAST

The special environmental qualities of the Glamorgan Heritage Coast will be conserved and enhanced. New development will be restricted to:

- 1. Development that is necessary for coastal defence as identified within the Lavernock Point to St Ann's Head shoreline Management Plan 2;**
- 2. Development that is essential for agriculture, nature conservation, informal recreation, low impact tourism or coastal access;**
- 3. Development within settlement boundaries; or**
- 4. Other appropriate and sustainable development that accords with National Policy.**

Development that unacceptably affects the special environmental qualities of the Glamorgan Heritage Coast will not be permitted.

- 6.154 Development Plans should normally only propose coastal locations for development which needs to be on the coast. The undeveloped coast will rarely be the most appropriate location for development.²¹
- 6.155 The designation of the Glamorgan Heritage Coast recognises its national importance as an area of attractive undeveloped coastline. The objective of the designation is to ensure that the special character and natural beauty of the coastline are protected and improved while enabling and enhancing its enjoyment and facilitating its continued use for agriculture and other established and appropriate economic activities.

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6.156 The Council recognises that it is necessary to carefully control development activities within the Glamorgan Heritage Coast to ensure that the natural environmental qualities for which it was designated are conserved and enhanced. However, the Council recognises that farming is the major activity within the Heritage Coast, helping to maintain the landscape character and playing an important role in supporting the rural economy and this activity should not be unduly restrained when justifiable development proposals are required. In seeking to protect the Glamorgan Heritage Coast the Council recognises that the minor rural settlements of Ogmore and Southerndown fall within the designation and whilst being mindful of the need to protect the special qualities of the Glamorgan Heritage Coast, the Council accepts that development within these settlements is appropriate. In this regard, development proposals within settlement boundaries will be primarily assessed against the requirements of Policy MD5.

6.157 The Glamorgan Heritage Coast is also an important destination for visitors and offers opportunities for informal recreation, low impact tourism and coastal access. Low impact tourism would include interpretation centres, footpaths, and other developments such as camping sites where the impacts on the locality are often small-scale and seasonal. These activities should be encouraged where they do not have an unacceptable impact upon the intrinsic natural environmental qualities of the coast or landscape or result in adverse impacts on the Dunraven Special Area of Conservation.²⁴

6.158 Major development proposals are unlikely to be acceptable within the Glamorgan Heritage Coast unless they are required for coastal defence works. Any proposals for major development will need to demonstrate that a coastal location is essential. Coastal defence works should accord with the proposals identified within the Lavernock Point to St Ann's Head Shoreline Management Plan 2 (2010) (SMP)²³ which has been prepared to consider the potential long term impact of increased sea levels as a consequence of climate change. The SMP identifies general policies and actions for managing change along the coastline. Proposals for coastal defence works should consider all potential environmental effects, both on and off-shore.

POLICY MG28 - PUBLIC OPEN SPACE ALLOCATIONS

Land is allocated for the provision of open space and recreational facilities at:

- 1. Cosmeston Lakes Country Park (27 ha).**
- 2. Porthkerry Country Park (42 ha).**
- 3. Barry Waterfront (7.83 ha).**
- 4. White Farm (6.9 ha).**
- 5. Land adjoining Ysgol Maes Dyfan (0.16 ha).**
- 6. Headlands School, St. Augustines Road, Penarth (0.24 ha).**
- 7. Land to the north of the railway line, Rhoose (3.60 ha).**
- 8. Land to the east of Bonvilston (0.55 ha).**
- 9. Land off Sandy Lane, Ystradowen (0.43 ha). and**
- 10. Land at Upper Cosmeston Farm, Lavernock (1 ha).**

6.159 Designated as a Country Park in 1978, Cosmeston Lakes Country Park covers an area in excess of 100 hectares and provides a range of informal recreation opportunities in close proximity to large

²² Technical Advice Note 14: Coastal Planning (March 1998)

²³ Lavernock Point to St Ann's Head Shoreline Management Plan 2 (2010)

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numbers of the Vale of Glamorgan population. Centred on two flooded quarries, the country park includes a Site of Special Scientific Interest and provides a wide variety of natural habitats and diverse plant and animal species.

- 6.160 In order to further enhance the public amenity value and tourist appeal of Cosmeston Lakes Country Park, approximately 27 hectares of land to the west of Mile End Road and north of Cogan Hall Farm have been allocated as an extension to the country park and will complement the housing development at Cogan Hall Farm in Penarth.
- 6.161 It is proposed to provide a 42 hectare extension to Porthkerry Country Park as part of the development of the Enterprise Zone site adjacent to Cardiff Airport and south of Port Road, Rhoose (Policy MG9 (2) refers). The extension to Porthkerry Country Park is an essential part of such development, and will be required to form part of the first phase of development of the land for employment purposes.
- 6.162 The Open Space Background Paper (2013) identifies existing areas of surplus and shortfall of open space and recreational facilities throughout the Vale of Glamorgan to meet the needs of the existing population. It also analysed the level of new demand for children's play and outdoor sport facilities generated as a result of population growth associated with new housing developments that are likely to come forward during the plan period. Where this additional demand cannot be met by available surplus open space and recreational facilities (including allotments) in the area, provision for new or improved facilities needs to be made. Policy MG28 allocates land for open space to be provided as part of housing allocations in those areas where the scale of demand for such facilities from housing growth cannot be met by existing provision. These allocations have been based on the Council's most up-to-date evidence of need. However, it is recognised that this can change over time and where there is no longer a need for open space to meet the needs of new developments or suitable alternative provision is made, the Council will take a flexible approach to this requirement.

POLICY MG29 - TOURISM AND LEISURE FACILITIES

The provision of all year round tourism and leisure facilities will be favoured. Land is allocated at the following locations for tourism related development:

- 1. Barry Island Pleasure Park, Whitmore Bay;**
- 2. Land at Nell's Point, Whitmore Bay; and**
- 3. Land at Cottrell Park Golf Course**

- 6.163 Barry Island seafront and Whitmore Bay are recognised as the main tourist destinations within the Vale of Glamorgan. The resort is well known throughout the Valleys of South Wales, South East England and the West Midlands from which historically a high proportion of visitors were drawn. The resort's main attractions include the beach, Barry Island Pleasure Park, other smaller attractions and numerous amusements, cafes and bars. Despite having to face major market changes and ever increasing demands the area still attracts an estimated 300,000 visitors per year.
- 6.164 Since the closure of Barry Island Holiday camp and with only a handful of local accommodation establishments, Whitmore Bay and Barry Island have become the main day visitor destinations in the Vale of Glamorgan. In order to compete effectively with other UK resorts and to develop Barry

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Island into a year round resort it is critical that good quality accommodation is available and that all weather attractions are developed.

- 6.165 In recent years the Council has been actively enhancing the attractiveness of the town for visitors and business, with the designation of Barry as a Regeneration Area providing a focus for the securing of investment to deliver real economic and social benefits to the town. This includes a number of regeneration projects, such as the 0.81 hectare 'Triangle' site which provides a hotel/public house/restaurant development that complements the identified uses within the Phase II Barry Waterfront scheme by further enhancing the mix of uses within the dockland redevelopment.
- 6.166 In recent years the Barry Island Amusement Park has been the focus of development interest and the Council considers that redevelopment of this site would significantly enhance the range and choice of attractions available at Whitmore Bay. In allocating the site for tourism and leisure uses the Council is aware that a level of enabling development in the form of residential or other commercial development is likely to be required to make a scheme commercially viable. However, the primary focus of any redevelopment must be the provision of all-weather tourism and leisure facilities that support the ongoing tourism role of Whitmore Bay and Barry Island. In this regard any redevelopment proposal for the site which is overly biased towards residential uses will be resisted.
- 6.167 Another important regeneration site at Whitmore Bay is located on Nell's Point. Formerly a part of the Butlins Holiday Camp, this vacant 4.45 hectare site is owned by the Vale of Glamorgan Council and represents considerable opportunities for enhancing and supporting the tourism role of Barry Island. The Council has undertaken initial feasibility work with specialist consultants and a number of development options are being considered.
- 6.168 At Cottrell Park Golf Course, Bonvilston land is allocated for a major new hotel and luxury spa to complement the existing golf course, to further attract visitors, to create local employment and to enhance the tourism offer in the Vale of Glamorgan. The allocation of this site will also add to the range and choice of quality hotel accommodation in the area.

POLICY MG30 - LOCAL SEARCH AREAS FOR SOLAR ENERGY

Local search areas for solar energy are shown on the Proposals map. In these areas proposals for solar energy generation schemes up to 50 mw will be permitted provided there are no unacceptable effects on amenity, heritage assets or the environment.

- 6.169 The Council's Renewable Energy Assessment (2016) provides an assessment of solar energy potential within the Vale of Glamorgan in accordance with the Welsh Government Planning for Renewable and Low Carbon Energy – Toolkit for planners (September 2015). It provides a high level assessment of the potential solar energy resource within the Vale of Glamorgan and has identified 6 broad areas of search with potential for 'local authority wide' scale solar energy schemes (i.e. for schemes up to 50 MW of installed capacity).
- 6.170 As broad areas of search the identified areas provide only an indication of solar energy potential rather than specific areas of safeguarded land for solar development. The search areas have been identified by mapping the potential solar energy resource (based on land elevation and orientation) and by removing key constraints to solar energy development.

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6.171 Within the identified 'local search areas' further refinement will be required to identify specific opportunities for detailed development proposals and to consider their acceptability and deliverable renewable energy capacity. Detailed proposals will need to demonstrate that they have no unacceptable effects on adjoining land in terms of their impact on amenity, heritage assets and the wider environment. Proposals for solar energy development will also need to comply with the requirements of other relevant policies of the Plan such as Policy MD19 (Low Carbon and Renewable Energy Generation). The impact of detailed proposals on environmental designations in close proximity will therefore require careful consideration. The following paragraphs provide a brief description of each local search area and the potential constraints to solar energy development.

Local Search Area 1 – East of Treoes

6.172 This search area measures approximately 135 hectares and is located to the east of Treoes and adjoins the village of Llangan in the western Vale. The search area is located within the Upper & Lower Thaw Valley Special Landscape Area. Detailed development proposals will therefore need to carefully consider the extent of landscape and visual impacts. The identified solar energy resource in this area adjoins a number of other potential constraints that will need consideration in the preparation and assessment of detailed proposals. This includes the Llangan Conservation Area, two Sites of Importance for Nature Conservation (purple moor grass and rush pasture), and a C2 flood zone which runs along the course of the Nant Ganna and which is located to the north east of Llangan.

Search Area 2 – Land at Llandow

6.173 This search area measures approximately 112 hectares and is located in the western Vale between Llandow Trading Estate to the west, Dyffryn Business Park to the east and the Vale Business Park to the north. The area includes the former Llandow airfield and fields adjoining to the east and west. The identified solar energy resource in this area adjoins the identified existing and allocated employment sites and woodland areas to the north and west of Llandow Trading Estate.

Search Area 3 – Land West of Five Mile Lane

6.174 This search area measures approximately 86 hectares and is located to the west of the A4226 (Five Mile Lane) and south of Bonvilston and lies in the open countryside. The search area is located within the Nant Llancarfan Special Landscape Area where detailed development proposals will need to carefully consider the extent of landscape and visual impacts. The identified solar energy resource in this area adjoins a number of other potential constraints that will need consideration in the preparation and assessment of detailed proposals. This includes Sites of Importance for Nature Conservation (lowland meadows and purple moor grass and rush pasture) to the south and woodland to the north and south. In addition, a Scheduled Ancient Monument (Ty'n-y-Coed castle ringwork) and boundary of the Llancarfan Landscape of Outstanding Historic Interest lay in close proximity to the north and south west of the search area respectively.

Search Area 4 – Land South of the M4, Hensol

6.175 This search area measures approximately 54 hectares and is located immediately south of the M4 between Junctions 34 to the west and Junction 33 to the east. Whilst the area is located within the north eastern corner of the Vale of Glamorgan and outside of any Special Landscape Area designation the Ely Valley & Ridge Slopes SLA lies to the east of the search area. The identified solar energy resource in this area adjoins a number of other potential constraints that will need

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consideration in the preparation and assessment of detailed proposals. This includes an area of C2 flooding to the North West along the course of the Nant Coslech, a Site of Importance for Nature Conservation (purple moor grass and rush pasture) to the east and woodland areas to the north and east of the search area.

Search Area 5 – Land East of Aberthaw Power Station

6.176 This search area measures approximately 30 hectares and is located in between the Aberthaw Power Station to the west and the Vale of Glamorgan rail line and village of East Aberthaw to the east. The search area comprises land that has previously been used as spoil mound for the disposal of ash from Aberthaw Power Station and a parcel of undeveloped land to the north east which abuts the rail line. The identified solar energy resource in this area adjoins a number of potential constraints that will need consideration in the preparation and assessment of detailed proposals. This includes woodland areas and a Site of Importance for Nature Conservation (lowland meadows and calcareous grassland) to the north and west of the undeveloped field parcel. In addition, the East Aberthaw coastal SSSI is located along the southern boundary of the search area.

Search Area 6 – Land North West of Welsh St Donats

6.177 This search area measures approximately 20 hectares and is located to the North West of Welsh St Donats within the open countryside. The identified solar energy resource in this area adjoins a number of potential constraints that will need consideration in the preparation and assessment of detailed proposals. This includes Sites of Importance for Nature Conservation (purple moor grass and rush pasture) and woodland areas to the south and east. Whilst the search area does not fall within a Special Landscape Area designation the Ely Valley & Ridge Slopes SLA is located to the east.

Section 7

Managing Development in the Vale of Glamorgan



Managing Development in the Vale of Glamorgan

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

POLICY MD1 - LOCATION OF NEW DEVELOPMENT

New development on unallocated sites should:

- 1. Have no unacceptable impact on the countryside;**
- 2. Reinforce the role and function of the key settlement of Barry, the service centre settlements, primary settlements or minor rural settlements as key providers of commercial, community and healthcare facilities;**
- 3. Where appropriate promote new enterprises, tourism, leisure and community facilities in the Vale of Glamorgan;**
- 4. In the case of residential development, support the delivery of affordable housing in areas of identified need;**
- 5. Have access to or promote the use of sustainable modes of transport;**
- 6. Benefit from existing infrastructure provision or where necessary make provision for new infrastructure without any unacceptable effect on the natural or built environment;**
- 7. Where possible promote sustainable construction and make beneficial use of previously developed land and buildings;**
- 8. Provide a positive context for the management of the water environment by avoiding areas of flood risk in accordance with the sequential approach set out in national policy and safeguard water resources; and**
- 9. Have no unacceptable impact on the best and most versatile agricultural land.**

7.2 Policy MD1 sets out the framework for future development to take place on unallocated sites within the Vale of Glamorgan. New development will be directed to those locations that are accessible by sustainable transport and reduce dependence on the private car. In addition, it seeks to ensure the efficient use and reuse of land and buildings and effectively manage important resources. In directing development to the most sustainable locations the Council recognises the importance of ensuring that development is carefully managed ensuring that development does not have an unacceptable impact on existing infrastructure, local amenity or result in the redevelopment of important open space or community facilities.

7.3 Within rural locations development will be managed carefully to ensure that it contributes positively to the rural economy and the viability and sustainability of rural communities, whilst ensuring the distinctive character of the Vale of Glamorgan is protected. In this regard, Policy MD1 still seeks to emphasise the importance of protecting the countryside from unacceptable and unjustified new development. For the purposes of the LDP, countryside is defined as that area of land lying outside the settlement boundaries of the main towns and villages identified in the LDP settlement hierarchy that has not been developed for employment use or allocated for development in the

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Plan. Proposals affecting green wedges, special landscape areas and the Glamorgan Heritage Coast will be considered against policies MG18, MG17 and MG27 respectively.

- 7.4 New development will be expected to avoid unnecessary flood risk and to meet the requirements of TAN 15: Development and Flood Risk. No highly vulnerable development will be permitted within Development Advice Map (DAM) Zone C2²⁴ and development will only be considered in areas at risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements set out in TAN 15.

POLICY MD2 - DESIGN OF NEW DEVELOPMENT

In order to create high quality, healthy, sustainable and locally distinct places development proposals should:

- 1. Be of a high standard of design that positively contributes to the context and character of the surrounding natural and built environment and protects existing features of townscape or landscape interest;**
- 2. Respond appropriately to the local context and character of neighbouring buildings and uses in terms of use, type, form, scale, mix, and density;**
- 3. Where appropriate, provide new or enhanced areas of public realm particularly in key locations such as town centres, major routes and junctions;**
- 4. Promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour. In the case of retail centres, developments should provide active street frontages to create attractive and safe urban environments;**
- 5. Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users;**
- 6. Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree;**
- 7. Where appropriate, conserve and enhance the quality of, and access to, existing open spaces and community facilities;**
- 8. Safeguard existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance;**
- 9. Provide public open space, private amenity space and car parking in accordance with the council's standards;**
- 10. Incorporate sensitive landscaping, including the retention and enhancement where appropriate of existing landscape features and biodiversity interests;**
- 11. Provide adequate facilities and space for the collection, composting and recycling of waste materials and explore opportunities to incorporate re-used or recyclable materials or products into new buildings or structures; and**
- 12. Mitigate the causes of climate change by minimising carbon and other greenhouse gas emissions associated with their design, construction, use and eventual demolition, and include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change.**

- 7.5 Policy MD2 sets out the key principles that developers should consider in respect of design, amenity and access which together contribute to attractive, safe and accessible environments. Safeguarding the local character of the Vale of Glamorgan's towns and villages is reliant on securing high quality

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design that is of the appropriate scale and form in the right location. Equally, the layout and design of new development is essential for improving resident's quality of life, creating a sense of place and ensuring a healthy and safe environment.

- 7.6 All development proposals will be required to fully consider the context and character within which the development proposal is located so as to ensure that it contributes positively to the local setting including important views and vistas. Issues associated with safeguarding residential amenity should also be addressed during the design process especially where mixed use developments are proposed. Solutions to problems such as overlooking and noise can often be overcome by good design. All new buildings should respond positively to and respect their surroundings and contribute towards healthy and vibrant communities, reducing the fear of crime and creating a sense of place. In this regard developments must be of an appropriate scale, density and design for their location and make a positive contribution to the local environment. Further guidance will be provided in the Householder Design Guide Supplementary Planning Guidance.
- 7.7 Key locations, such as town centres and main routes/junctions that serve new developments, present opportunities for enhancing public realm and reinforcing a sense of place through the use of sensitive landscaping and public art. In all shopping centres, the Council will require well designed shop fronts which will enhance the area and add to its local distinctiveness.
- 7.8 All new development should be highly accessible. Walking and cycling have an important role to play in the management of movement across the area, particularly reducing the number of short trips taken by car. Developers will be required to ensure that new developments encourage walking and cycling by giving careful consideration to location, design, access arrangements, travel 'desire lines' through a development, and integration with existing and potential off-site links. Providing safe and convenient walking and cycling environments will help tackle health problems associated with physical inactivity and social exclusion factors arising from car dependency, poor access to services and public transport facilities.
- 7.9 The provision of car parking is a major influence on the choice of means of transport and the pattern of development. The Council will seek to restrict developments that generate a high level of trips (e.g. offices, shops and leisure uses) to locations well served by public transport. Moreover, provision for parking will be reduced in line with improvements to public transport accessibility. The Council's standards are set out in the Parking Standards Supplementary Planning Guidance.
- 7.10 As well as ensuring healthy and active environments consideration should also be given to the impact on the health and wellbeing of future users in the design of buildings, use of materials and access to light and quiet areas. The provision of features or the shared use of community facilities for health care needs which enable people to retain their independence and remain in the local community will be favoured where considered appropriate.
- 7.11 The Welsh Government promotes the widespread adoption of travel plans by businesses, schools, hospitals, tourist attractions, major residential developments and other significant travel-generating uses. These assist with the efficient management of the highway network and promote alternative modes of transport. The need for a travel plan will be identified early on as part of the pre-application process or scoping discussions with the Council, and will be the subject of Supplementary Planning Guidance.

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- 7.12 To meet the goal of achieving sustainable development, proposals need to make appropriate provision for reducing and recycling waste in accordance with the waste hierarchy. Encouraging energy conservation and generation from renewable sources is one measure by which the planning system can make a positive contribution towards reducing the impact of new development on climate change. The design of new developments must address the need to reduce energy consumption and maximise opportunities for low carbon energy generation. Developers should consider measures to help reduce effects related to climate change, for example by incorporating green space to provide shading and sustainable drainage systems to reduce run-off, incorporating renewable energy generation into the fabric of buildings or designs which prevent overheating to avoid the need for artificial cooling of buildings.
- 7.13 It is a statutory requirement that certain applications for planning permission and listed building consent are accompanied by a Design and Access Statement (DAS)²⁵. Where required, a Design and Access Statement should explain how proposals can contribute positively to reducing the fear of crime and creating a sense of place. The level of detail in the statement should be proportionate to the complexity of the proposal but should contain sufficient detail to explain how the development addresses any factors relevant to the scale and type of development proposed.
- 7.14 Larger residential and commercial schemes present an opportunity to deliver developments that create a sense of place, provide an accessible and healthy environment, and reinforce or enhance existing urban areas. In order to ensure the creation of high quality public spaces, the Council may require promoters of allocated and unallocated sites to prepare a master plan. As part of the master planning exercise developers will be required to demonstrate that they have had regard to all of the requirements of Policy MD2.

POLICY MD 3 - PROVISION FOR OPEN SPACE

Where there is an identified need for public open space, new residential development with a net gain of 5 or more dwellings will be required to provide public open space in accordance with the following standards:

- 1. Outdoor sports provision 1.6 hectares per 1,000 population**
- 2. Children's equipped play space 0.25 hectares per 1,000 population**
- 3. Informal play space 0.55 hectares per 1,000 population**

Where there is an identified need for public open space provision, major new commercial developments, where floorspace to be created exceeds 1000 sqm or the site is 1 hectare or more, will be required to provide public open space at a ratio of 16 sqm per full time equivalent employee.

In order to create sustainable places areas of open space will usually be required to be provided on-site as part of new development proposals. Where it is not practical or desirable to make provision on-site, appropriate off-site provision or financial contributions for improvements to existing facilities will be required in lieu of on-site public open space.

- 7.15 Planning Policy Wales (PPW) directs that the development plan should contain clear policies for the provision, protection and enhancement of sport, recreation and leisure facilities. Standards of

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provision should be set so that local deficiencies can be identified and met through the planning process. Policy MD3 outlines the Council's standards for open space provision as part of new developments and supports Policies MD2 and MD4.

- 7.16 The latest evidence of need for open space in the Vale of Glamorgan is contained in the Open Space Background Paper that supports the LDP. Where local deficiencies of provision have been identified, new residential development in the Vale of Glamorgan will be expected to provide new children's play space and informal recreation space and both commercial and residential developments will be expected to provide new outdoor sport facilities in accordance with the identified standards. In setting standards, the Council has adopted the widely accepted Fields in Trust (FIT) benchmark open space standards²⁶ as referenced in TAN 16: Sport, Recreation and Open Space²⁷.
- 7.17 The application of these standards will ensure that in areas of deficiency, new development will provide open space for future residents and employees and will not place an additional burden on existing levels of provision. The standards will be applied to all new residential development including, new build residential developments, redevelopment schemes, conversions and mixed-use developments containing housing and sheltered housing with a net gain of 5 or more dwellings. The policy applies to all proposals for commercial development where the new floorspace to be created exceeds 1000 sqm or the site area is more than 1 hectare. Where the proposal relates to a change of use to commercial activity, the policy will be applied where the intensification of use would generate additional demand for open space, for example change of use from a B8 storage use to a B1 Office use where the number of employees significantly increases. For the purpose of this policy commercial development is taken to mean employment, retail, leisure and other uses that provide a degree of employment, in recognition of the fact that such uses generate demand for open space and recreational activities by employees i.e. before, after and during recreational breaks.
- 7.18 New open space will normally be required to be provided on-site in order to serve those new residents and employees that will generate the increased demand. Where it is not possible to provide additional facilities on-site, for example due to the constrained nature of the site or the nature of the development proposed, off-site provision or financial contributions towards improving or maintaining existing facilities or access to existing facilities within the vicinity may be appropriate. Any alternative off-site provision agreed must be suitably located within easy, safe walking distance of the proposed development. The Council will work with developers to agree the most appropriate way of meeting the accepted standards and maintaining a satisfactory level and balance of provision should such circumstances arise. Where adequate open space exists in the vicinity of a development but has poor accessibility, improved access links may be sought as an alternative to open space provision.
- 7.19 The future maintenance of open space is essential to ensuring that high quality, safe facilities are available for local users. The Council will secure appropriate future maintenance arrangements through planning conditions or obligations in a section 106 agreement to ensure that all open space provided is appropriately maintained.
- 7.20 The above policy relates to recreational public open space requirements, and does not override the need for other areas of incidental green space throughout development proposals. In the interest of good design and to improve the urban realm, all new developments will be required to include appropriate levels of green space and landscaping for public amenity. Furthermore, in the case

²⁶Fields in Trust Planning and Outdoor Sport and Play (2008)

²⁷Technical Advice Note 16: Sport, Recreation and Open Space (Welsh Government 2009)

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of residential developments, appropriate provision must be made for private amenity space such as gardens, roof terraces and balconies, to meet the immediate needs of residents for storage, clothes drying and incidental private enjoyment of their property. Further details on Amenity Space provision is provided in Supplementary Planning Guidance.

7.21 Further details on the application of the open space standards will be provided in the Planning Obligations Supplementary Planning Guidance.

POLICY MD4 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Where appropriate and having regard to development viability, the Council will seek to secure new and improved community infrastructure, facilities and services appropriate to the scale, type and location of proposed developments through the use of planning obligations. Community infrastructure may include the provision or improvement of:

- 1. Affordable housing;**
- 2. Educational facilities;**
- 3. Transport infrastructure and services for pedestrians, cyclists, public transport and vehicular traffic;**
- 4. Public open space, public art, leisure, sport and recreational facilities;**
- 5. Community facilities;**
- 6. Healthcare facilities;**
- 7. Service and utilities infrastructure;**
- 8. Environmental protection and enhancement such as nature conservation, flood prevention, town centre regeneration, pollution management or historic renovation;**
- 9. Recycling and waste facilities; and**
- 10. Employment opportunities and complementary facilities including training.**

7.22 The quality, accessibility and range of community infrastructure available to meet the needs of new developments is vital to the creation of sustainable communities. Policy MD4 seeks to ensure that all new developments in the Vale of Glamorgan are supported by appropriate services and facilities to meet their needs and the needs of the existing community, to create safe, sustainable, liveable, healthy and mixed communities. This may be through improvements to existing facilities or the provision of new infrastructure. The Infrastructure Plan accompanying this LDP sets out what infrastructure is required to deliver the LDP Strategy and specific development allocations, and identifies how these will be delivered throughout the Plan period.

7.23 Community infrastructure will be secured either through planning obligations contained within a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended), or in due course through levy receipts under the Community Infrastructure Levy Regulations 2010 (as amended). The Council is currently working towards introducing a Community Infrastructure Levy (CIL) for the Vale of Glamorgan shortly after adoption of the LDP. It intends to prepare a draft charging schedule in 2016 with a view to adopting CIL by 2017. In advance of adopting CIL the Council will continue to secure necessary infrastructure through Section 106 Planning Obligations. Once CIL is in place, the use of Planning Obligations will be scaled back to include those matters not covered by CIL and affordable housing.

Planning Obligations

- 7.24 In accordance with the advice contained in Planning Policy Wales, Circular 13/97 on 'Planning Obligations' and Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations), the type and value of Planning Obligations sought in connection with a planning permission will be considered on a site by site basis having regard to the policy and legislative tests. As of 6th April 2010, a planning obligation may only legally constitute a reason for granting planning permission if it is: necessary to make the development acceptable in planning terms; directly related to the development and fairly and reasonably related in scale and kind to the development. Each application will be considered in respect of the need for planning obligations based on the type of development proposed, the local circumstances and needs arising from the development and what it is reasonable to expect the developer to provide in light of the relevant national and local planning policies. Details of the types of infrastructure which may be required are set out in Policy MD4 and further information will be provided in Supplementary Planning Guidance on Planning Obligations. In most cases, the Council will encourage developers to provide facilities and infrastructure on site to serve the future occupiers of the development. Where this is the case, these 'in-kind' contributions will be taken into account when calculating the amount of any off-site contributions. Where a development is considered to meet all its needs on site and mitigate its impacts through sufficient in-kind contributions, it is unlikely that any additional financial contributions will be sought.
- 7.25 Where they satisfy the policy tests, (i.e. are necessary; relevant to planning; relevant to the development to be permitted; enforceable; precise and reasonable in all other respects), the Council will use planning conditions rather than Planning Obligations to secure the necessary community infrastructure required as a result of the development (Planning Policy Wales and Circular 16/2014 'The Use of Conditions for Development Management').
- 7.26 Planning Policy Wales explains that unacceptable development should never be allowed because of unrelated benefits and acceptable development should never be refused simply because an applicant is unwilling to offer such benefits. Section 106 agreements are voluntary and require the cooperation of the developer in order to be delivered. However, where a developer fails to show they can adequately mitigate the impacts of their development, either through planning obligations or other measures, it is likely that the application will be refused.

Community Infrastructure Levy

- 7.27 The Community Infrastructure Levy Regulations 2010 came into force on 6th April 2010 in England and Wales and introduced powers for Local Planning Authorities to establish a Community Infrastructure Levy (CIL) to fund infrastructure required to support the development of the area. Section 216 of the Planning Act 2008, as amended by Regulation 63 of the CIL Regulations define 'Infrastructure' for the purpose of CIL as including roads and other transport facilities; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities as well as open spaces. The scope of this definition currently excludes affordable housing. However, if it is included at a later date Policy MD4 caters for either scenario.
- 7.28 In February 2011, the Council resolved in principle to commence preparation of a Community Infrastructure Levy (CIL) for the Vale of Glamorgan. Once in place, the CIL will replace Section 106 agreements in many respects. CIL will therefore become the main mechanism for providing

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infrastructure in connection with new development once it is adopted. However, S106 agreements and planning conditions will still be used to secure on-site infrastructure such as open space and affordable housing. The CIL schedule for the Vale of Glamorgan will be subject to independent examination prior to adoption. Following its adoption, in considering the need for planning obligations, the Council will need to consider the level of CIL liability on the development and to what extent the community infrastructure needs of the development will be met through implementation of CIL.

Development Viability

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

7.30 The Council accepts that it may not always be possible for developers to satisfy all the planning obligation requirements. Where this is proven to be the case, the Council will need to consider what the planning obligation priorities will be for that particular development, having regard to the site location and the local needs in the vicinity. This will be considered on a site by site basis having regard to the statutory tests. The Welsh Government has advised that, in such circumstances, affordable housing should be the priority once sufficient infrastructure to enable the scheme to proceed (such as education facilities to meet the additional pupil demand) has been made available²⁸.

Prioritising Community Infrastructure

7.31 The above list in Policy MD4 is not a prioritised list and where it is necessary to prioritise planning obligations the Council will do so on a site by site basis, having regard to the specifics of the development at that time and in light of the statutory tests. However, in considering how planning obligations will be prioritised, the Council will consider the specific needs arising from the development, using the following categories:

Essential Infrastructure required to enable the development of the site (LDP Objectives 1, 2, 3, 4 & 8 refer) e.g. Transport infrastructure and services for pedestrians, cyclists, public transport and vehicular traffic; service and utilities infrastructure; ecological mitigation (where a protected species is affected by the development) and flood prevention.

Necessary Infrastructure which includes:

- Infrastructure required to mitigate the impacts of the proposed development on local services and to provide for the needs generated by the development, where they cannot be met by existing facilities (LDP Objectives 1, 3 & 5 refer) e.g. educational facilities; community facilities; healthcare facilities; public open space and recreational facilities.

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- The delivery of affordable housing to meet local need (LDP Objectives 1 & 7 refer).
- Infrastructure required to satisfy the Council's aim of delivering high quality developments that bring environmental and other benefits to the Vale of Glamorgan (LDP Objectives 1, 4, 6, 9 & 10 refer) e.g. public art; environmental protection and enhancement; town centre regeneration; pollution management; historic renovation; recycling and waste facilities.

7.32 This categorisation should only be relevant where the developer has demonstrated that the development cannot deliver all of the Council's planning obligation requirements because of viability constraints. The Council has undertaken a viability assessment of the Plan's planning obligation and affordable housing requirements and in most circumstances developers will be expected to meet all the requirements set out in Policy MD4.

POLICY MD5 - DEVELOPMENT WITHIN SETTLEMENT BOUNDARIES

Settlement boundaries have been defined around all the settlements within the LDP settlement hierarchy. New development within these settlements will be permitted where the proposed development:

- 1. Makes efficient use of land or buildings;**
- 2. Would not prejudice the delivery of an allocated development site;**
- 3. Is of a scale, form, layout and character that is sympathetic to and respects its immediate setting and the wider surroundings and does not unacceptably impact upon the character and appearance of the locality;**
- 4. The proposal would not result in the loss of natural or built features that individually or cumulatively contribute to the character of the settlement or its setting;**
- 5. Would not result in the unacceptable loss of public open space, community or tourism buildings or facilities;**
- 6. Has no unacceptable impact on the amenity and character of the locality by way of noise, traffic congestion and parking; and**
- 7. Makes appropriate provision for community infrastructure to meet the needs of future occupiers.**

7.33 Settlement boundaries have been drawn around the settlements of the Vale of Glamorgan identified in the LDP hierarchy which are considered capable of accommodating additional development during the Plan period. The boundaries define the settlements within which new development will be permitted encouraging the re-use of land and buildings and preventing the spread of new development in the open countryside. Accordingly to protect the identity of these settlements, to ensure the efficient use of land and to protect the countryside from urbanisation and incremental loss, development will only be permitted outside of the identified settlement boundaries where it complies with national planning policy set out in paragraph 9.3.2 of PPW. Such developments would also need to respond appropriately to the local context and accord with Policies MD1 and MD2.

7.34 It is recognised that these settlements are likely to contain unallocated or "windfall" sites (either previously developed or infill sites) which could accommodate new development over and above those sites that have been allocated in Policy MG2 and which can make an important contribution to the housing land bank and the objectives of the LDP. Such developments will be expected to accord with Policy MD6 in respect of housing density and achieving best use of available land.

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- 7.35 Where proposals involve the loss of open space, community or tourist facilities the Council will require robust evidence that demonstrates the facilities are no longer required or such a loss would not have a detrimental impact upon local service provision. For the purposes of the Policy, Community Facilities are as defined in the Glossary of Terms at Appendix 1. Development proposals will therefore need to be supported by evidence which demonstrates that community buildings or facilities are either no longer required for their original purpose or, in the case of commercial enterprises, no longer economically viable. Statements of justification could include evidence that alternative provision is available within close proximity to the proposal site, the use of which is preferable to that which would be lost and satisfies local needs.
- 7.36 The inclusion of land within a settlement boundary, however, does not automatically imply its suitability to accommodate development and Policy MD5 provides a framework for the development of such sites ensuring that where they are promoted, they are appropriate to their surroundings. The Council would resist the development of a site that would prejudice the delivery of an allocated development site, for example by blocking vehicular access through to an allocated site, introducing a use that would adversely affect amenity on an allocated site; or undermining its delivery by placing pressure on existing infrastructure needed to serve a proposed allocation.

POLICY MD6 - HOUSING DENSITIES

Residential development proposals within the key, service centre and primary settlements will be permitted where the net residential density is a minimum of 30 dwellings per hectare. In minor rural settlements, a minimum net residential density of 25 dwellings per hectare will be required.

Lower density levels will only be permitted where it can be demonstrated that:

- 1. Development at the prescribed densities would have an unacceptable impact on the character of the surrounding area;**
- 2. Reduced densities are required as a result of significant site constraints or to preserve a feature that would contribute to existing or future local amenity; or**
- 3. The proposal is for a mixed use development where a residential use is the subordinate element of the proposal.**

Higher densities will be permitted where they reflect the character of the surrounding areas and would not unacceptably impact upon local amenity.

- 7.37 New residential development within the Vale of Glamorgan will seek to use land efficiently, providing dwellings that meet current housing needs whilst protecting land for future generations. A minimum residential density of 30 dwellings net per hectare will therefore be required for new residential development within the key, service centre and primary settlements of the Vale of Glamorgan. Within the minor rural settlements of the Vale of Glamorgan new residential development at a lower density of 25 dwellings net per hectare will be permitted. This reflects the sensitive nature of many rural villages and the character of existing built form.
- 7.38 Net developable area includes only those areas which will be developed for housing and directly associated uses such as access roads within the site, private garden space, car parking areas, incidental open space and landscaping, and children's play areas where these are to be provided.

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This differs from gross density which is used to define the number of dwellings in a site/development area including major and local distributor roads, primary schools, churches, local shopping etc., open spaces serving a wider area and significant landscape buffer strips which may define the site boundary/development edge. In calculating net developable area it will be reasonable to discount areas of significant constraint within a site such as woodland to be retained, flood zone, ecology mitigation areas and other strategic infrastructure such as distributor roads, playing fields or schools.

7.39 Development below the specified residential density levels will not be permitted unless it is demonstrated that there are significant constraints associated with a site that prevent development at the specified levels or where development at the density required would have an adverse impact on the character or appearance of the locality or result in the loss of an important site feature. Higher densities will be permissible and indeed encouraged where they represent the sustainable use of land and reflect the character of the surrounding area and would not unacceptably impact upon local amenity. By way of example higher densities would be expected in waterfront developments, flatted schemes and on sites in areas which are already characterised by high density development. All new development should contribute to the creation of balanced communities, providing an appropriate mix of housing types, tenures and sizes, including smaller properties to meet local housing need.

POLICY MD7 - ENVIRONMENTAL PROTECTION

Development proposals will be required to demonstrate they will not result in an unacceptable impact on people, residential amenity, property and / or the natural environment from either:

- 1. Pollution of land, surface water, ground water and the air;**
- 2. Land contamination;**
- 3. Hazardous substances;**
- 4. Noise, vibration, odour nuisance and light pollution;**
- 5. Flood risk and consequences;**
- 6. Coastal erosion or land stability;**
- 7. The loss of the best and most versatile agricultural land; or**
- 8. Any other identified risk to public health and safety.**

Where impacts are identified the Council will require applicants to demonstrate that appropriate measures can be taken to minimise the impact identified to an acceptable level. Planning conditions may be imposed or legal obligation entered into, to secure any necessary mitigation and monitoring processes.

In respect of flood risk, new developments will be expected to avoid unnecessary flood risk and meet the requirements of TAN15. No highly vulnerable development will be permitted within Development Advice Map (DAM) zone C2. Development will only be permitted in areas at risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements set out in TAN15.

7.40 While many elements of pollution control are outside the remit of the planning system it is important that new development does not lead to unacceptable levels of pollution. If, as a result of consultation with bodies such as Natural Resources Wales and Health and Safety Executive, the

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Council considers that a development proposal would lead to unacceptable pollution, or make an existing problem worse, then planning permission will not be granted.

- 7.41 Policy MD7 follows the precautionary approach and the Council encourages developers to assess any impact at the earliest stage so that development proposals reduce any impact present to an acceptable level. Where development is permitted conditions will be attached to the approval to minimise any potential pollution levels and where appropriate monitor the effects of the development.
- 7.42 The Vale of Glamorgan is covered by 2 Shoreline Management Plans (SMP). These have been prepared to consider the potential long term impact of increased sea levels as a consequence of climate change. The SMPs identify general policies and actions for managing change along the coastline. In developing the LDP the Council has used the SMPs to inform site allocations so as to ensure that future development proposals do not conflict with the longer term plans contained within the SMP. Policy MD7 is consistent with this approach by requiring that proposals within coastal locations include appropriate measures to avoid increasing coastal erosion and mitigate potential flooding.
- 7.43 The purpose of this Policy is to avert development from where it would be at risk from river, ordinary watercourse, coastal, surface water flooding or where it would increase the risk of flooding or additional run off from development elsewhere. The Policy will help deliver LDP objectives relating to flood risk and reflects advice set out in PPW and Technical Advice Note 15: Development and Flood Risk (July 2004). Avoiding unnecessary flood risk will be achieved by strictly assessing the flood risk implications of development proposals within areas susceptible to tidal or fluvial flooding and preventing development that unacceptably increases risk. In accordance with TAN15: Development and Flood Risk, no highly vulnerable development will be permitted in development advice zone C2. Development will only be considered in other areas at high risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements of TAN15 (2004 – Section 6, 7 and Appendix 1)".

POLICY MD8 - HISTORIC ENVIRONMENT

Development proposals must protect the qualities of the built and historic environment of the Vale of Glamorgan, specifically:

- 1. Within conservation areas, development proposals must preserve or enhance the character or appearance of the area;**
- 2. For listed and locally listed buildings, development proposals must preserve or enhance the building, its setting and any features of significance it possesses;**
- 3. Within designated landscapes, historic parks and gardens, and battlefields, development proposals must respect the special historic character and quality of these areas, their settings or historic views or vistas;**
- 4. For sites of archaeological interest, development proposals must preserve or enhance archaeological remains and where appropriate their settings.**

- 7.44 The historic environment is a significant, but finite, resource. With sensitivity and imagination, it can be a stimulus to creative new architecture and design, a basis for regeneration and make a powerful contribution to people's quality of life.

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- 7.45 The historic environment embraces many features: buildings, structures, monuments, remains, archaeological sites, gardens, parks, landscapes and their settings. Appendix 10 provides details of Listed Buildings, Conservation Areas, Local Listed County Treasures, Parks and Gardens of Special Historic Interest in Wales, Landscapes of Outstanding Interest in Wales and Scheduled Monuments. National legislation²⁹ and planning policy,^{30,31} indicates that all of these facets of the historic environment should be protected. The preservation and enhancement of the historic environment, including the settings of historic assets, is a key aspect of the Council's wider responsibilities, and will constitute a material consideration of significant weight when determining applications affecting such assets.
- 7.46 In the Vale of Glamorgan there are 39 Conservation Areas which make a significant contribution to the attractiveness of the Vale, having been designated not on the basis of individual buildings but because of the overall quality of the area, its mix of uses, historic layout, characteristic materials, scale and detailing of buildings and open spaces. The Council has prepared detailed appraisals for each of its designated conservation areas, which define their special character and guidelines for development and enhancement schemes, and have been adopted by the Council as Supplementary Planning Guidance in support of the policies of the LDP.
- 7.47 The Vale of Glamorgan has in excess of 740 Listed Buildings, whose special architectural or historic interest is protected by the need to obtain Listed Building Consent under the provisions of the Planning (Listed Buildings & Conservation Areas) Act 1990. The setting of such buildings, however, is often critical to the character of the building, and can be restricted to its immediate site or extend to a much wider area. It is therefore essential that any development proposals demonstrate that they have had regard to the need to preserve or enhance the building and its setting.
- 7.48 In partnership with the wider Community, the Council has identified buildings and structures within the Vale of Glamorgan considered as having special local architectural or historic interest. These 'County Treasures' are of significance to the local community and contribute to the environmental and cultural heritage of the County. Although not of national importance required to merit statutory listing, their local value deserves preservation and regard must therefore be given to the need for development proposals to protect such assets from insensitive development which individually and cumulatively can harm local character. Further advice on development affecting locally listed County Treasures has been prepared and is set out in a Supplementary Planning Guidance document³².
- 7.49 The Vale of Glamorgan has considerable archaeological and historical interest. Glamorgan-Gwent Archaeological Trust curates the authority's Historic Environment Record. Archaeological features can have a considerable bearing on the feasibility of development proposals. Where archaeological remains are known or understood to be present, an archaeological field evaluation should be undertaken at the earliest opportunity and submitted as part of planning application. Where a development proposal affects an important archaeological site or its setting, there will be a presumption in favour of physical preservation of the remains, regardless of whether or not the site is a Scheduled Monument. Where development is permitted, remains should be preserved and sensitively incorporated into the development scheme or removed for preservation off site, where appropriate, in accordance with advice from Glamorgan-Gwent Archaeological Trust.
- 7.50 Policy MD8 seeks to ensure that the unique built and historic environment of the Vale of Glamorgan is protected and enhanced. Facilities to enhance and increase the public enjoyment of these historic environments will be encouraged provided that the facilities do not conflict with their conservation.

²⁹Planning (Listed Buildings and Conservation Areas) Act, 1990 and Historic Environment (Wales) Act 2016

³⁰Planning Policy Wales Edition 9 Section 6

³¹Technical Advice Note 24 – The Historic Environment (2017)

³²Vale of Glamorgan County Treasures SPG (March 2009)

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POLICY MD9 - PROMOTING BIODIVERSITY

New development proposals will be required to conserve and where appropriate enhance biodiversity interests unless it can be demonstrated that:

- 1. The need for the development clearly outweighs the biodiversity value of the site; and**
- 2. The impacts of the development can be satisfactorily mitigated and acceptably managed through appropriate future management regimes.**

7.51 The biodiversity value of a proposed development site should be established at the earliest opportunity. Biodiversity value of sites should be assessed in national and local contexts. By virtue of their designation, internationally and nationally designated sites have the highest conservation value. Other sites such as SINC's or those sites that support a priority habitat or species should be assessed individually, but would likely be of lower conservation value.

7.52 However, the biodiversity value of local sites may be increased by having any of the attributes below.

- Diversity
- Rarity
- Naturalness
- Size
- Typicalness
- Fragility
- Irreplaceability .

7.53 Other features that may increase the importance of a site are where the site acts as a 'stepping stone', provides habitat connectivity or acts as a buffer zone to a designated site. Sites with one or more of these attributes will be important for biodiversity value.

7.54 Where a site has biodiversity value, and where the development will be likely to have an adverse impact on biodiversity, the need for development must be weighed against the biodiversity value of the proposed development site. Where a development will have an adverse impact on the biodiversity value of a site, the development must demonstrate that the need for the development clearly outweighs the biodiversity value of the site.

7.55 Developers must demonstrate what measures have been taken to avoid an adverse impact on biodiversity and what mitigation measures will be undertaken to minimise the impact on biodiversity. Where reasonable avoidance measures and mitigation are not sufficient in minimising an adverse impact, any residual impact should be addressed by appropriate and proportionate compensation measures. Compensation should ideally be located as close as possible to the original site and be on a like-for-like basis. Mitigation measures and compensation sites should be chosen so as to maintain biodiversity features or resources.

7.56 It is nearly always possible to provide biodiversity enhancement on development sites. Levels of enhancement should be commensurate with the level of adverse impact and the scale of development. Mitigation features that can be included could include: small animal underpasses, bird boxes on new build, vegetated dark flight corridors, ponds, hedgerows, native species in planting schemes, newt-friendly drainage. These features not only mitigate and enhance, but also significantly contribute towards sustainability and natural resource planning; ensuring that new developments in the Vale are "future-proof" allowing for migration and colonisation in response to climate change.

POLICY MD10 -

AFFORDABLE HOUSING DEVELOPMENTS OUTSIDE SETTLEMENT BOUNDARIES

Small scale affordable housing developments will be permitted outside settlement boundaries where they have a distinct physical or visual relationship with an existing settlement and where it is demonstrated that:

- 1. The proposal meets an identified local need which cannot be satisfied within identified settlement boundaries;**
- 2. The number of dwellings is in proportion to the size of the settlement;**
- 3. The proposed dwelling(s) will be of a size, tenure and design which is commensurate with the affordable housing need;**
- 4. In cases where the dwelling is to be provided by either a private landlord or the intended occupier, secure mechanisms are in place to ensure the property shall remain affordable in perpetuity; and**
- 5. The development has reasonable access to the availability and proximity of local community services and facilities.**

7.57 In seeking to deliver sustainable communities, the LDP Strategy directs new housing to settlements within the settlement hierarchy which possess or have good access to a wide range of services and facilities (Policy MD5 refers). However, there may be instances where housing need arises outside existing settlement boundaries or within villages that are not included within the settlement hierarchy. Policy MD10 makes provision to allow affordable housing in these areas outside of those settlements with settlement boundaries identified in the LDP settlement hierarchy. Such proposals will be considered as “exceptions” to the general housing policies of the Plan, although development will still need to have reasonable access to local community services and facilities in nearby settlements and meet the specified criteria and other relevant policies of the Plan.

7.58 The integration of new development within the existing settlement pattern is imperative so as not to adversely impact upon their rural character or setting. Accordingly, any affordable housing scheme will need to be of a scale proportionate to the size of the existing settlement, and generally comply with Policies MD1 and MD2 in order to ensure the appropriate integration of new affordable housing within the existing smaller settlements of the Vale of Glamorgan. Small scale for the purpose of Policy MD10 will generally mean 10 or fewer dwellings, however, in or adjoining some of the larger settlements, proposals for more than 10 dwellings may be acceptable if required to meet specific need and where the number of dwellings is proportionate to the size of the settlement and satisfies all the other criteria against which a housing development would be judged.

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

7.60 In cases where a private developer proposes to develop and manage the affordable housing without the involvement of a RSL, a Section 106 agreement will be used to ensure that the homes are only occupied by people in local housing need, both initially and on successive changes of occupier. For the purpose of this Policy ‘local housing need’ refers to households with a local connection to the area that require affordable housing. The Council operates a Local Lettings

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Policy for rural affordable housing schemes to ensure they meet local housing need. Priority (1) will be given to those applicants with a local connection to the area (usually the village(s) within a few miles of the development site or within the community council area). Local connection will be defined as follows: existing resident in the areas for the last 12 months or 3 out of the last 5 years; a person or household with parents or close family living in the area; permanently employed (or moving to be permanently employed) in the area; retiring from tied accommodation in the area. When allocating properties, if there are insufficient applicants with a local connection then priority (2) will next be given to applicants from the adjacent community council areas, in particular local villages. If insufficient applications are received from Priority 1 and 2, then priority will be given to applicants with an extended family connection to the area. In the unlikely event that there are insufficient applicants taking into account the above priority, then applicants from the electoral ward will be next in line to be considered, followed by applicants from the rest of the rural Vale. Should applicants in these areas also be exhausted, then lettings can be extended to applicants residing elsewhere in the Vale of Glamorgan.

7.61 Dwelling size should reflect the reasonable living requirements of the applicant. Where potential occupants have yet to be identified, dwellings should be provided that meets the requirements outlined in the Council's Local Housing Market Assessment³³. In this regard, the Council may control future permitted development rights to ensure that properties are not extended or altered in any way to increase values beyond an affordable level. The Council will consider the suitability of any future adaptations or extensions where required by an occupant with disabilities or to accommodate appropriate extensions for family growth.

POLICY MD11 - CONVERSION AND RENOVATION OF RURAL BUILDINGS

Proposals for the conversion or renovation of existing rural buildings for rural enterprise, tourism, community or residential use will be acceptable where:

- 1. Conversion of an existing rural building would not give rise to the need for a replacement building; and**
- 2. Reuse can be achieved without substantial reconstruction, extension or alteration that unacceptably affects the appearance and rural character of the building or its setting;**

Proposals for conversions to residential use will only be permitted where it is demonstrated that;

- 3. The building has been appropriately marketed for other alternative uses such as farm diversification, business, community, tourism, or recreational uses and it has been demonstrated that such alternative uses are not viable; and**
- 4. The location of the building is sustainable in terms of access to local services, public transport and community facilities**

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

7.63 Many of the Vale of Glamorgan's rural buildings are either traditional stone or brick built barns of architectural merit (generally predating 1914). However, there are also a number of modern rural buildings which are often prefabricated and utilitarian in style. For both traditional and modern rural buildings, the Council will favour reuses which can make a positive contribution to the rural

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economy, such as rural enterprises, farm and craft shops, small scale commercial and light industrial enterprises, or tourism and recreation facilities. In order to ensure that conversions make a positive contribution to the rural economy, Criterion 3 requires proposals for residential use to be supported by appropriate marketing evidence to demonstrate that the building has been marketed for other alternative uses for at least 12 months. Information from the agent or applicant regarding demand for alternative uses could take the form of a marketing report or correspondence from the relevant property agent. The type of information could include the following:

- The length of time the rural building has not been used for agricultural purposes;
- The types of uses which the rural building has been marketed for, what the marketing strategy involved and its duration; and
- The amount of interest in the rural building during the marketing period – this should detail the number of queries, the type of uses sought, and if known, the reason for not pursuing any initial enquiries.

7.64 Notwithstanding these preferences, the most common proposals in the Vale of Glamorgan are for the conversion of traditional rural buildings to residential use. Such proposals can lead to a dispersed pattern of dwellings which generates new and longer trips to settlements and services and also places additional pressure on the Council to provide essential services and facilities often in isolated locations. Criterion 4 therefore states that residential use will only be acceptable in locations which are sustainable and would not result in the occupiers being overly reliant on the private motor vehicle. In more isolated rural locations where residential development would otherwise not be acceptable, proposals for residential conversions will be limited to tourist accommodation and occupancy conditions will be imposed to prevent long term residential occupation.

7.65 The conversion of both traditional and modern rural buildings must be sympathetic to their location and not require any extensions or alterations which would materially alter the character of the building including its setting in the rural landscape. For traditional rural buildings, separate guidance is contained in the Council's SPG "The Conversion of Rural Buildings". Any major remodelling of either the building itself or its setting in a manner which would not maintain or enhance its existing rural character is unlikely to be considered favourably.

POLICY MD12 - DWELLINGS IN THE COUNTRYSIDE

Proposals for the replacement of an existing dwelling in the countryside will be permitted where

- 1. The dwelling has an established lawful residential use;**
- 2. It would not result in the loss of a dwelling which contributes significantly to the rural character of the area, unless it can first be demonstrated that the building is structurally unsound and repairs are economically unviable or existing physical or environmental site constraints restrict the ability to appropriately extend the existing property;**
- 3. The replacement dwelling would, by reason of its scale, siting, design, materials, landscaping and external appearance, be compatible with the surrounding built and natural environment and have no materially greater impact on the landscape; and**
- 4. The proposal does not necessitate an unacceptable extension to the residential curtilage.**

Extensions to dwellings in the countryside will be permitted if the dwelling as extended:

- 1. Is not disproportionate in size to the original dwelling,**
- 2. Would not unacceptably affect the character of the existing dwelling and its contribution to rural character; and**
- 3. Would have no materially greater impact on the landscape.**

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- 7.66 For the purposes of the LDP, countryside is defined as that area of land lying outside the settlement boundaries of the main towns and villages identified in the LDP settlement hierarchy that has not been developed for employment use or allocated for development in the Plan. Proposals for replacement dwellings in the countryside will be permitted where it can be demonstrated that the dwelling has an established use and has not been abandoned. The replacement of dwellings which cannot demonstrate the continued use of the property will be treated as a new dwelling. In cases where a continuous use can be established, the replacement of a dwelling which contributes significantly to the rural character of the area will only be permitted where it is demonstrated that the property is either unacceptably affected by structural damage and replacement is the most economically viable option or where the site is affected by physical or environmental constraints that restrict the ability to appropriately extend the property, for example where part of the site is unacceptably affected by flood risk or unstable land.
- 7.67 Under such circumstances, the replacement new dwelling will be expected to make a positive contribution to the local environment, and have no materially greater impact on the landscape than the dwelling it replaces. In this respect, the replacement dwelling should not be disproportionate in size to the dwelling being replaced, nor be of a scale that would materially affect the residential character of properties in the area. In addition, the exterior design and materials of the new dwelling shall be compatible with the local environment. Additionally, planning conditions may be imposed to restrict permitted development rights in respect of additional extensions and alterations. This is intended to allow the Council to maintain control over future minor extensions / alterations to the new dwelling which need to be sensitive given the rural setting.
- 7.68 Extensions to existing dwellings in the countryside have the potential to significantly change the character of a dwelling and increase the physical impact of development on the landscape. Such extensions will be strictly controlled in terms of their scale, design and appearance to reflect their rural location, with Policy MD12 seeking to retain the rural character of dwellings and mitigate the physical impact of such extensions on the surrounding landscape.
- 7.69 National policy contained in chapter 9 of PPW seeks to strictly control the development of new dwellings in the open countryside, where there is generally an absence of existing employment opportunities, services and public transport facilities. However, PPW acknowledges that there may be instances where sensitive infilling or minor extensions to groups of dwellings may be acceptable (in particular for affordable housing to meet local need). Proposals for such development will be assessed against this national policy framework. Where new development is justified in the open countryside, relevant LDP policies will also apply such as Policies MD2 Design of New Development and MD10 Affordable Housing. In addition, national policy also makes provision for new rural enterprise dwellings and 'one planet developments' as exceptions for residential development in the open countryside and clear guidance on these types of development is set out in TAN 6 Planning for Sustainable Rural Communities (July 2010)."

POLICY MD13 - TOURISM AND LEISURE

Proposals for the development of new or enhanced tourism and leisure facilities will be permitted where the proposal:

- 1. Is located within the key settlement, the service centre settlements, primary settlements and minor rural settlements; or**

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2. **Forms part of a rural enterprise or farm diversification scheme; or**
3. **Involves the conversion of an existing rural building in accordance with Policy MD11; or**
4. **Involves sustainable low impact tourism and leisure proposals in the countryside; and**

Proposals that would result in the loss of existing tourism and leisure facilities will be resisted unless it can be demonstrated that there is a sufficient supply of facilities within the area to satisfy demand and/or the facility has been marketed and proven to be no longer economically viable.

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

7.71 The provision of new and enhanced tourism facilities in the Vale of Glamorgan is a key element of both the Council's Tourism Strategy and the LDP. Proposals for new tourism accommodation such as hotels, bed and breakfast establishments, camping or caravan sites will be favoured where the development is located in settlements identified in the settlement hierarchy or where they promote rural enterprise and / or diversification. Low impact tourism would include interpretation centres, footpaths, and other developments such as camping sites where the impacts on the locality are often small-scale and seasonal. Equestrian activities are popular within the Vale of Glamorgan and can contribute to tourism and leisure facilities as well as the rural economy. The design and location of new or enhanced facilities will be assessed in accordance with Policy MD2. In addition, sustainable tourism proposals will generally be supported provided they are of an appropriate scale and design to their surroundings.

7.72 Fundamental to the development of a robust tourism industry is the requirement to retain existing tourism facilities. Evidence suggests that the tourism industry in Barry and Penarth has been in decline for a number of years, with many facilities being lost to alternative uses. Proposals for the redevelopment of existing tourism facilities for alternative uses will only be permitted where it is demonstrated that the facility is no longer economically viable, or there is surplus supply of the same type of use within Vale of Glamorgan. The Council will require proposals to be supported by evidence that retention of the facility is no longer economically viable or required for tourism purposes. As part of this process the Council will require applicants to demonstrate that the facility has been actively marketed for a period of 12 months at a realistic price.

POLICY MD14 - NEW EMPLOYMENT PROPOSALS

On existing and allocated employment sites development proposals for B1, B2 and B8 employment uses, and complementary ancillary uses will be supported.

Elsewhere proposals for new employment uses will be permitted where:

1. **It is located within or adjacent to an existing settlement boundary, where the scale and type of employment use is complementary to its location and neighbouring uses; or**
2. **Where the proposal is for an agriculture, forestry or rural enterprise where a need for a rural location is justified; or**
3. **Where it is clearly demonstrated that the nature of the business necessitates a location away from existing settlements and/or employment areas in order to mitigate impact on amenity.**

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- 7.73 Strategic Policy 5 identifies the employment land requirements, and a hierarchy of employment sites of both regional and local importance, which the Council consider will provide for flexibility of choice, to meet the Vale's employment needs over the Plan period. The sites are well located to existing employment bases and are primarily the areas where new employment development has taken place. Existing employment sites are those sites already in use for B1, B2 and B8 uses and are shown on the LDP Proposals Map.
- 7.74 Accordingly, Policy MD14 supports proposals for new B1, B2 and B8 employment uses, including complementary ancillary uses where appropriate, on existing and allocated employment sites in order to support economic growth and the long term viability of existing employment areas.
- 7.75 The Plan also recognises that there are occasions where it may not be appropriate for new employment proposals to be accommodated on existing employment sites, such as homeworking and small scale business. Policy MD14 therefore supports opportunities that enable new business to develop on non-allocated sites within or adjacent to existing settlements.
- 7.76 The Council however recognises that there are industries that due to the nature of their activities need to be located away from established general employment areas and some distance from residential areas so as to avoid negative impacts. A number of existing employment sites are located away from residential properties, including Atlantic Trading Estate, the Operational Port at Barry Docks and Llandow Industrial Estate, and available land within these areas should be investigated in the first instance. Other industries may specifically require a rural location, i.e. rural diversification, agriculture or forestry and Policy MD14 supports these.
- 7.77 In accordance with the sequential test advocated in TAN23, outside of employment sites and settlement boundaries, with the exception of rural development permitted by Criterion 2, the Council will need to be satisfied that a sequential approach has been given to the identification of the site and all potential options have been explored which demonstrates that the proposed location is justified and is an appropriate option when considering the potential benefits of the proposal and the needs of the business proposed.

POLICY MD15 - PROTECTION OF ALLOCATED EMPLOYMENT SITES

On strategic and local employment allocations (Policy MG9 refers) proposals for non B-Class employment uses, other than minor ancillary uses, will not be permitted. Proposals for waste management facilities at the sites identified in policy MG9 will be favoured.

- 7.78 The maintenance of a land bank of sites, particularly where growth sectors can be accommodated, is vital to the success of the areas' economic development initiatives and investment. Therefore, proposals for alternative uses on the strategic and local employment site allocations identified in Policy MG9 for non-employment purposes will not be permitted in order to protect their status as regionally and locally important employment sites.
- 7.79 Small, ancillary uses which fall outside the B-Class uses, such as cafés, crèches and training facilities which generate employment opportunities and support the wider function of employment sites may be appropriate where this would not affect the integrity of these sites, or unacceptably reduce employment land supply. Similarly, and subject to the waste policies of this Plan, the local employment sites identified in Policy MG9 are considered suitable locations to accommodate waste facilities.

POLICY MD16 -

PROTECTION OF EXISTING EMPLOYMENT SITES AND PREMISES

The following sites are identified within the plan as existing employment sites:

1. Barry Docks.
2. The Chemical Complex, Barry.
3. Atlantic Trading Estate, Barry.
4. Palmerston Trading Estate, Barry.
5. Sully Moors Road Industrial Estate, Barry.
6. Ty Verlon Industrial Estate, Barry.
7. Cardiff Road Business Park, Barry.
8. Vale Enterprise Centre, Barry.
9. St Hilary Court, Culverhouse Cross.
10. Llandough Trading Estate, Llandough (Penarth).
11. West Point Industrial Estate, Llandough (Penarth).
12. Cardiff Airport / Airport Business Park, Rhoose.
13. MOD St Athan.
14. Aberthaw Power Station.
15. Aberthaw Cement Works.
16. Heritage Business Park, Llantwit Major.
17. Llandow Trading Estate.
18. Vale Business Park, Llandow.
19. Dyffryn Business Park, Llandow.
20. West Winds Industrial Estate, Llangan.
21. Renishaw, land south of Junction 34, M4.

At existing employment sites and premises proposals for non B1, B2 and B8 employment uses will only be permitted where:

1. The proposal is for ancillary or sui generis uses that would not singularly or cumulatively lead to a material change in the nature of the employment site; or
2. The existing employment use has unacceptable adverse impacts on amenity or the environment; or
3. Land of equal or better quality is made available for employment uses elsewhere; or
4. It is demonstrated that the site or premises is no longer suitable or viable for employment purposes; and
5. The proposal would not prejudice existing or neighbouring employment uses, have an unacceptable impact on amenity or the environment and would not lead to a material change in the nature of the employment site.

7.80 Existing local employment sites and premises have been identified in Policy MD16 and on the Proposals Map. These provide valuable opportunities for employment close to where people live and support economic growth and the local economy. As such the loss of employment uses can negatively impact on access to local jobs and the competitiveness of the local area. The Council's Employment Land and Premises Study (2013) highlights a relative scarcity of a range and choice of available and developable land, alongside an identified demand from small business start-ups and "grow on" space within the Vale of Glamorgan.

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- 7.81 Policy MD16 seeks to protect the loss of existing employment sites and premises to non-employment use, unless it is clearly demonstrated that the site is no longer suitable or viable for employment uses; or the existing employment use has unacceptable adverse impacts on amenity or the environment; or land of equal or better quality is made available for employment uses elsewhere. Where proposals involve the loss of an existing employment site or premises the Council will require them to be supported by appropriate evidence supporting their justification under the Policy. The type of evidence required will vary depending on the use and individual circumstances but may include details of why the land or premises is no longer in use and evidence to show that appropriate and reasonable efforts have been made to market it for sale or lease for its existing use.
- 7.82 Information from the agent or applicant regarding demand (in relation to Criterion 4) could take the form of a marketing report or correspondence from the relevant property agent. The type of information could include the following:
- Details of existing occupiers, if any;
 - If appropriate, the length of time a property or site has been vacant;
 - The type of use which the property/site has been marketed for, and what the marketing strategy involved and its duration;
 - The amount of interest in the site during the marketing period - this should detail the number of queries, the type of use sought, and if known, the reason for not pursuing the initial query; and,
 - Whether the relocation of existing occupiers to other suitable accommodation will be facilitated.

POLICY MD17 - RURAL ENTERPRISE

Proposals for the development of small scale employment uses that promote rural enterprise will be permitted where the proposal:

- 1. Is located within a minor rural settlement; or**
- 2. Is part of a farm diversification scheme; or**
- 3. Involves the conversion of an existing rural building in accordance with policy MD11.**

Proposals that would result in the loss of existing small scale employment uses will be assessed in accordance with policy MD16.

- 7.83 The findings of the Employment Study indicate that many of the traditional sectors of rural employment such as agriculture and forestry in the Vale of Glamorgan are in decline. The Council recognises that in order to breathe new life into the rural economy it is necessary to maximise the opportunities for small scale, sustainable employment to take place outside the larger settlements of the Vale of Glamorgan. The promotion of economic development which promotes rural enterprise and diversification in the rural Vale is therefore an essential element of the Strategy.
- 7.84 The development of new small scale employment uses within the Minor Rural settlements will be supported where the proposed use accords with the requirements of Policies MD1 and MD2. Proposals for rural enterprise in association with a farm diversification scheme or the conversion of a rural building will be considered in accordance with Policy MD11 and National Planning Guidance³⁴.

POLICY MD18 -

GYPSY AND TRAVELLER ACCOMMODATION

Proposals for additional gypsy and traveller accommodation will be permitted providing that:

1. There is reasonable access from the site to day to day services, facilities and employment, including schools, medical facilities, shops and community facilities;
2. The size of the site and the number of pitches are appropriate to its location and accommodation needs of the applicant;
3. Adequate on site services for water supply, drainage, sewage, power and waste disposal are available or can be provided without causing any unacceptable environmental impact; and
4. The existing highway network is adequate to serve the site and a satisfactory means of access can be provided, including provision for parking, turning, servicing and emergency vehicles.

There will be a preference for accommodation needs to be met on any of the following:

- Allocated gypsy and traveller sites;
- Existing gypsy and traveller sites or on appropriate extensions to those sites; or
- Sites within existing settlements.

7.85 National guidance recognises the need for a criteria based Policy in order to assess proposed private or other gypsy and traveller sites, in order to meet future or unexpected demand. Policies must be fair, reasonable, realistic and effective in delivering sites. Accordingly, Policy MD18 sets out the criteria for new gypsy and traveller accommodation.

7.86 Where the proposal is considered to be justified, planning permission will be restricted to the applicant and their dependent resident family. In addition, the sustainability of the site in terms of access to essential services and facilities will also be an important factor in determining the suitability of the proposals.

7.87 The Council may impose planning conditions to control business uses and associated buildings on the site to ensure that they remain ancillary to residential use. In this regard and where relevant, planning applications should be accompanied by details of any proposals for the storage of plant and equipment associated with the business activities of those living on the site.

POLICY MD19 -

LOW CARBON AND RENEWABLE ENERGY GENERATION³⁵

Proposals for the generation of low carbon and renewable energy will be permitted where it can be demonstrated that there is no unacceptable impact on the interests of:

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

In assessing such proposals, the cumulative impacts of renewable energy schemes will be an important consideration. Where necessary, proposals should be informed by a landscape and visual impact assessment.

Favourable consideration will be given to proposals that provide opportunities for renewable and low carbon energy and / or heat generation to be utilised within the local community.

³⁵Technical Advice Note 8: Planning for Renewable Energy (July 2005)

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- 7.88 The Council's Renewable Energy Assessment (2016) has assessed the potential renewable energy capacity within the Vale of Glamorgan. This identified significant opportunities for a range of renewable energy proposals, particularly from standalone solar photovoltaic developments, small clusters of wind energy potential, biomass, and from micro generation schemes including Building Integrated Renewables [BIR]. For wind energy potential these generally relate to schemes within the 'micro' (up to 50kw) and up to the 'sub local authority' (up to 5MW) scales defined under national planning policy. For solar energy, potential has been identified for schemes within the 'local authority-wide' scale (i.e. for schemes up to 50MW). Accordingly, Local Search Areas for solar energy have been identified on the Proposals Map as identified in policy MG30.
- 7.89 Policy MD19 seeks to favour low carbon and renewable energy schemes, where appropriate. These technologies include onshore wind, landfill gas, energy crops, efficient energy from waste processes, anaerobic digestion, sewage gas, hydropower, biomass, solar energy, combined heat and power and buildings with integrated renewable sources e.g. solar power.
- 7.90 Although there are significant opportunities for small scale and 'sub-local authority' scale renewables within the Vale of Glamorgan there may be occasions where larger scale schemes are technically viable and appropriate in planning terms; however such schemes will require careful consideration. These are likely to relate to 'local authority-wide' scale schemes (i.e. schemes from 5MW to 25MW for onshore wind and 5MW to 50MW for all other technologies). These could include proposals for individual wind turbines or other wind energy schemes where unacceptable impacts on aviation safeguarding and all other constraints can be overcome. Other larger scale schemes where there is potential and a high level of interest includes proposals for standalone solar farms arrays. These schemes are likely to be located within the open countryside and may result in the loss of landscape features (such as trees and hedges) and may require site levelling. In assessing 'local-authority wide' scale schemes, the cumulative impact of proposals (when compared with other existing or permitted schemes is likely to be a particularly important consideration.
- 7.91 At all scales, careful consideration will need to be given to likely adverse effects that may arise from the proposal. In terms of mitigation, schemes need to be well designed, reflect local circumstances and demonstrate how any environmental, social, resource and economic impacts have been minimised through careful site selection, design, construction, operation and other measures. In this respect, in considering the impact on the interests of those features and constraints listed in policy MD19, renewable energy proposals will also need to have due regard to the requirements of policies MD7 (Environmental Protection), MD9 (Promoting Biodiversity) and MG17 (Special Landscape Areas) where relevant.
- 7.92 In areas of high landscape value such as Special Landscape Areas, individual wind turbines or solar farms may be acceptable where they are sited to reduce environmental impacts. Over time the cumulative effects of these structures may have unacceptable impacts on the visual quality of the wider area. Accordingly proposers of wind turbines or other structures with significant landscape impacts will normally be required to undertake a Landscape and Visual Impact Assessment to demonstrate how they have considered these impacts, including any cumulative landscape impacts with existing or permitted developments.
- 7.93 Where development proposals involve the use of energy and/or heat from renewable or low carbon generation favourable consideration will be given. This could relate to the establishment of a district heat network or proposals to supply high energy users in the community (e.g. swimming pools,

Managing Development in the Vale of Glamorgan

hospitals, care homes or other commercial or domestic users). This approach is in line with criteria relating to climate change mitigation and adaptation within Policy MD2. Further guidance regarding the identification and assessment of such renewable energy opportunities will be provided through new Supplementary Planning Guidance on Renewable Energy.

POLICY MD20 - ASSESSMENT OF WASTE MANAGEMENT PROPOSALS

Development proposals for waste management facilities will be permitted where:

- 1. The proposal is supported by an appropriate waste planning assessment;**
- 2. The proposal has regard to the waste hierarchy, proximity principle and the requirements of the waste framework directive;**
- 3. It is demonstrated that the development would not result in unacceptable harm to health, the environment or to the amenity of neighbouring land uses; and**
- 4. Where the principal road network has adequate capacity, or improvements to ensure adequate capacity can be readily and economically provided, to accommodate the transport movements associated with the proposal.**

Proposals for waste management facilities that accord with the locations set out in Policy SP8 will be favoured.

- 7.94 It is anticipated that applications will come forward within the Plan period for new waste management facilities. Applications are likely to include waste disposal, processing, recycling and transfer of waste.
- 7.95 Strategic Policy SP8 identifies the Council's preferred locations for the provision of new waste facilities, at Atlantic Trading Estate, Barry Docks, Llandow Trading Estate and the allocated B2 and B8 employment sites identified in Policy MG9. Policy SP8 also permits open air waste management facilities, such as civic amenity sites and windrow composting, on existing B2 and B8 employment sites, operational mineral working sites or within or adjoining farm complexes where these do not conflict with existing or proposed neighbouring uses.
- 7.96 Policy MD20 sets out criteria against which all applications for the treatment, processing, storage and distribution of waste will be assessed, including those relating to new waste management facilities and extensions to existing operations.
- 7.97 In accordance with national policy, all applications for waste management facilities will be required to be accompanied by a Waste Planning Assessment (WPA). The information contained within the WPA should be both appropriate and proportionate to the nature and scale of the development proposed, and contain all relevant information. Further details regarding Waste Planning Assessments are contained in Annex B of TAN 21 (2014).
- 7.98 As part of the Waste Planning Assessment, proposals should demonstrate that the treatment process reflects the priority order of the waste hierarchy as far as possible. Consideration of the hierarchy will be set against the wider social, economic and environmental considerations which are relevant to the proposal. In accordance with national policy, regard will also be given to how proposals have considered and comply with the 'Nearest Appropriate Installation' and 'Self-Sufficiency' principles.

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- 7.99 Proposals for waste management facilities will need to demonstrate that they will not result in unacceptable harm to people, land, infrastructure and the natural environment. Proposals for waste management facilities will be required to provide evidence on how the requirements of Policy MD20 have been addressed, alongside the Plan's other relevant policies, such as Policy MD7 (Environmental Protection). In assessing such proposals, consultation will be undertaken with Natural Resources Wales and conditions will be attached to any permissions and/or legal agreements sought to ensure adequate environmental safeguards and controls.
- 7.100 Policy MD20 requires proposals to have adequate highway capacity to accommodate the transport movements associated with the development. The impact on the highway will therefore need to be established and where applicable, developers may be required to undertake a Transport Assessment depending on the scale of development proposed.

Section 8

Delivery and Implementation



Delivery and Implementation

- 8.1 Local Development Plan Wales (2005) paragraph 1.21 states the importance of ensuring that all proposals within the Local Development Plan (LDP) are 'realistic and likely to be implemented within the plan period' in the interest of avoiding blight. In this respect, all proposals included as land use allocations within the LDP should have sufficient evidence to demonstrate that they can be delivered within the Plan period.
- 8.2 The relevant Policies in respect of specific land use proposals (e.g. housing, retail, employment) each set out details of site-specific allocations, including information on location, size, proposed use and number of units or size of development. Further details regarding the identified site constraints and infrastructure requirements for the residential and employment allocations are provided at Appendices 5 and 6 of the LDP.

Infrastructure Requirements

- 8.3 Planning Policy Wales (paragraph 12.1.6) states that the capacity of existing infrastructure and the need for additional facilities should be taken into account in the preparation of Development Plans. The LDP Strategy locates new development within areas which maximise the use of existing infrastructure within the South East Zone and other sustainable settlements.
- 8.4 As part of the Council's detailed Infrastructure Planning, assessments have been undertaken in respect of highway impacts, sustainable transport, education facilities, open space and community facilities. All of these detailed assessments have regard to the housing allocations in the plan and the anticipated spatial distribution of windfall development, and feed directly into site-specific allocations (where land is required to deliver necessary infrastructure) and the Infrastructure Plan.
- 8.5 Regard will have to be paid to the implications of any unforeseen circumstances such as the impact of windfall development taking place which may require additional community infrastructure within the local area (in advance of CIL). As a consequence, any proposals for development will have to pay particular regard to Policy MD4 – Community Infrastructure and Planning Obligations. By way of examples, an assessment will be undertaken to ascertain whether local highway network improvements will be required as a consequence of the development proposed.
- 8.6 For the majority of allocated sites, the provision of additional infrastructure will be funded through Section 106 planning obligations, until such time as the Council's Community Infrastructure Levy (CIL) Schedule is adopted. In this regard appropriate contributions will be sought towards education, sustainable and public transport services and infrastructure, enhancement of community facilities and the provision of public art, having regard to the prevailing situation at the time of the application and specifically the requirements of Policy MD4. The requirements will also be reviewed as part of any Plan review.
- 8.7 The majority of development sites rely on private sector investment and implementation. Where this is the case private sector developers are expected to fund essential utilities infrastructure. In addition to the wider strategic implications on the highway network, the Plan has considered initial highway and access issues relating to site allocations. Where there are significant constraints and / or highway improvements required, these have been referenced within the supporting text alongside other site-specific issues. Additionally, consultations with the main statutory undertakers indicate that there are generally no significant constraints which would prevent delivery of sites identified for development within the LDP.

Delivery and Implementation

- 8.8 Dŵr Cymru Welsh Water (DCWW) has advised that although their Final Water Resources Plan to 2040 considers Welsh Government population forecasts, the implications of employment related development are more difficult to forecast given the potential and varying range of commercial uses. In this respect, they have advised that the South East Wales Conjunctive Use System (SEWCUS) water resource zone is one of two which covers the Vale of Glamorgan and is an area forecast as having a small shortfall of supply from around 2039. DCWW has advised that there should be on-going engagement regarding future development proposals and any potential issues.
- 8.9 In respect of water resources more generally, the findings of the Habitats Regulations Assessment (HRA) report on the Deposit LDP recommended that the Council takes a practical approach to understanding future water requirements in the context of planning development. Accordingly the Council will undertake a Water Cycle Study in collaboration with other local authorities within South East Wales during the first 4 years of the LDP after its adoption.

Section 9

Measuring Success



- 9.1 Monitoring is a key aspect of the Welsh Government's 'Plan, Monitor and Manage' approach to the planning system and also ensures the successful delivery of the LDP. Accordingly, the Council is required by the Welsh Government to produce an Annual Monitoring Report (AMR) to be submitted to the Welsh Government by 31st October each year following the adoption of the LDP.
- 9.2 The purpose of the AMR is to enable the Council to assess the performance of the Vale of Glamorgan LDP in respect of progress of development proposals within the plan and the implementation of policies.
- 9.3 The AMR can assist the Council to -
- Identify areas of success
 - Identify where certain policies are not being successful in delivering their intended objective;
 - Identify gaps in the evidence base, perhaps through a change in the economy , which need to be addressed and reflected in the LDP; and
 - Identify what actions will be taken to address the issues identified to ensure the implementation of the LDP, including any revisions that need to be made to the LDP
- 9.4 In addition to annual monitoring, the Plan shall be the subject of a full review every 4 years which will provide the opportunity for the Council to review the progress in implementing the policies and make modifications where appropriate. The review shall also enable the Council to ensure that the LDP is kept up to date in respect of changes in national planning policy and associated documents such as the Vale of Glamorgan Community Strategy.

Monitoring Framework

- 9.5 In order to enable the effective delivery of the LDP the Council has developed a set of targets and indicators against which the performance of the policies and development proposals can be measured. Targets have been set for levels of development either annually or at interim years during the LDP period. The target for the whole of the Plan is to achieve the implementation of the LDP strategy.
- 9.6 LDP Regulation 37 prescribes two core indicators which must be included in the Annual Monitoring Report:
- The housing land supply taken from the current Housing Land Availability Study;
 - The number (if any) of net additional affordable and general market dwellings built in the LPA's area both in the period in respect of which the report is made in the period since the LDP was first accepted or approved.
- 9.7 Other suggested core output indicators are set out in the LDP Manual (Edition 2, 2015) and these are set out below and reflected in the monitoring framework.
- Total housing units permitted on allocated sites as a percentage of overall housing provision;
 - Employment land permitted (ha) on allocated sites as a percentage of all employment allocations;
 - Amount of major retail, office and leisure development (sq. m.) permitted within and outside established own and district centre boundaries and
 - The extent of primary land – won aggregates permitted in accordance with the Regional Technical Statement for Aggregates expressed as a percentage of the total capacity required as identified in the Regional Technical Statement (MTAN).

Measuring Success

Local Indicators

9.8 The monitoring framework also includes a range of local indicators which supplement the core indicators referred to above. The local indicators relate to the Vale of Glamorgan context and refer to the specific requirements of individual policies and proposals contained within the LDP. They are also based on the availability and quality of local data. Both the core and local indicators are linked to the LDP objectives and are considered to be important in monitoring the effectiveness of the LDP strategy and policies.

Monitoring Indicators and Trigger Points

9.9 The monitoring framework of the LDP includes a set of indicators and targets which are set against trigger points to indicate if one part of the plan is not achieving the desired outcomes. Trigger points have been included to assess the level to which a Policy has diverged from the monitoring target to such an extent that it could identify that the Policy is failing to be implemented or needs to be amended. Many of the indicators include biannual targets or refer to appropriate target dates for specific developments / facilities to assess the performance of the Plan.

Continue Monitoring (Green)

Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.

Training Required (Blue)

Where indicators are suggesting that LDP Policies are not being implemented as intended and further officer or Member training is required.

Supplementary Planning Guidance Required and Development Briefs (Purple)

Indicators may suggest the need for further guidance to be provided in addition to those already identified in the Plan. Additionally, should sites not be coming forward as envisaged; the Council will actively engage with developers / landowners to bring forward Development Briefs on key sites to help commence the development process.

Policy Research (Yellow)

Where indicators are suggesting the LDP Policies are not being effective as they should further research and investigation is required. This may also include the use of contextual indicators and comparisons with other local authorities and national statistics where appropriate may be required.

Policy Review (Amber)

Where indicators are suggesting the LDP Policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.

Plan Review (Red)

Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.

- 9.10 The following options will be used in order to assess the severity of the situation associated when a target is reviewed and recommends an appropriate response.
- 9.11 The monitoring indicators are categorised below by LDP objectives and are linked to relevant LDP policies / SA objectives. Where interim / target dates are included in the framework they relate to the 1st April of that year and the publication of the AMR. However, the survey data upon which the information relates may have been collected and analysed at other points during the previous year.
- 9.12 As part of the AMR process, the Council will also include a progress update on the implementation of allocated sites. This will highlight what activity has taken place on the site, the preparation of studies or the progression of development. If a site is not being progressed in accordance with the proposed target dates identified in the monitoring framework, this will be interpreted as a trigger and appropriate action will be taken by the Council if needed.
- 9.13 The term 'major development' used in the framework is defined as per the Town and Country Planning (Development Management Procedure)(Wales) Order 2012 as: the winning and working of minerals or the use of land for mineral-working deposits; waste development; the provision of 10 or more houses (or on a site over 0.5 hectares); development of 1,000 square metres or more; or development of an area of 1 hectare or more.
- 9.14 The Policy Targets contained in the following sections are not considered to be mutually exclusive and in seeking to achieve the objectives multiple Policy Target indicators may be relevant. This will be made clear within AMRs where this is considered to be the case.

Vale of Glamorgan Local Development Plan 2011 – 2026

SUSTAINABLE COMMUNITIES					
OBJECTIVE 1: To sustain and further the development of sustainable communities within the Vale of Glamorgan, providing opportunities for living, learning, working and socialising for all.					
Ref. No.	Indicator - Core / Local	Monitoring Target	Trigger Point	Relevant Policies / SA Objectives	Data Source
1.1	CORE: Total number of housing units permitted on allocated sites as a percentage of overall housing provision.	82% of housing units permitted on allocated sites as a percentage of overall housing provision.	10% less than the monitoring target over 2 consecutive years.	Strategic Policies: SP1, SP2, SP3, SP4. Managing Growth / Development Policies: MG1, MG2, MG3, MG4, MD2, MD4, MD5, MD6. SA Objectives: 1, 3, 4, 8, 10, 12.	Vale of Glamorgan Planning Applications Register. Annual Vale of Glamorgan Joint Housing Land Availability Study. Annual Vale of Glamorgan Employment Land Survey. Vale of Glamorgan Housing Land Supply Trajectory.
1.2	LOCAL: Total number of housing units completed on MG2 allocated sites.	Build 1,770 dwellings on MG2 allocated sites by 2018. Build 2,428 dwellings on MG2 allocated sites by 2019. Build 3,246 dwellings on MG2 allocated sites by 2020. Build 4,279 dwellings on MG2 allocated sites by 2021. Build 5,321 dwellings on MG2 allocated sites by 2022. Build 6,228 dwellings on MG2 allocated sites by 2023. Build 7,172 dwellings on MG2 allocated sites by 2024. Build 7,969 dwellings on MG2 allocated sites by 2025. Build 8,525 dwellings on MG2 allocated sites by 2026.	10% less than the monitoring target over 2 consecutive years.	Strategic Policies: SP1, SP2, SP3, SP4. Managing Growth Policies: MG1, MG2, MG3, MG4, MD2, MD4, MD6. SA objectives: 1, 3, 4, 8, 10, 12.	Vale of Glamorgan Annual Joint Housing Land Availability Study. Vale of Glamorgan Planning Applications Register.

1.3	CORE: Employment land permitted (ha) on allocated sites as percentage of all employment allocations.	To secure planning permissions on 9.8% (36.3 Ha) of employment land by 2018. To secure planning permissions on 20% (73.6 Ha) of employment land by 2020. To secure planning permissions on 44% (163 Ha) of employment land by 2022. To secure planning permissions on 68% (251 Ha) of employment land by 2024. To secure planning permissions on 92% (340.5 Ha) of employment land by 2026.	10% less than the monitoring target over 2 consecutive years.	Strategic Policies: SP1, SP2, SP5. Managing Growth / Development Policies: MG3, MG9, MG10, MG11, MD14, MD15, MD16. SA Objectives: 4, 10, 13.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan Employment Land Survey.
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CLIMATE CHANGE					
OBJECTIVE 2: To ensure that development within the Vale of Glamorgan makes a positive contribution towards reducing the impact of and mitigating the adverse effects of climate change.					
Ref. No.	Indicator - Core / Local	Monitoring Target	Trigger Point	Relevant Policies /SA Objectives	Data Source
2.1	LOCAL: Amount of Development (by TAN15 category) permitted in C1 floodplain areas not meeting all TAN 15 tests.	No planning permissions granted within C1 floodplain areas unless all TAN15 tests are met.	1 or more developments permitted within C1 floodplain areas that do not meet all TAN15 tests.	Managing Development Policies: MD1, MD4, MD7. SA Objectives: 6.	Vale of Glamorgan Planning Applications Register. Refer to Development Management Sustainable Development Indicator 4.
2.2	LOCAL: Amount of Development (by TAN 15 category) permitted in C2 floodplain areas not meeting all TAN15 tests.	No planning permissions granted for highly vulnerable developments within C2 floodplain areas unless all TAN 15 tests are met.	1 or more highly vulnerable developments permitted within C2 floodplain areas unless all TAN15 tests are met.	Managing Development Policies: MD1, MD4, MD7. SA Objectives: 6.	Vale of Glamorgan Planning Applications Register. Refer to Development Management Sustainable Development Indicator 4.

3.2	LOCAL: Number of major planning applications to be accompanied by a travel plan, above the relevant Transport Assessment thresholds identified in TAN18 (Annex D refers) ³⁷ .	All relevant planning applications to be accompanied by a travel plan.	1 or more relevant planning applications not accompanied by a Travel Plan or secured by condition.	Strategic Policies: SP1, SP2, SP3, SP5, SP7, SP11. Managing Growth /Development Policies: MG2, MG3, MG6, MG7, MG8, MG9, MG10, MG11, MG16, MG29, MD1, MD2, MD4, MD13. SA Objectives: 6, 10, 12, 13, 15.	Vale of Glamorgan Planning Applications Register.
3.3	LOCAL: Preparation of Supplementary Planning Guidance relating to Travel Plans.	To produce Travel Plan Supplementary Planning Guidance by 2019.	Failure to prepare Travel Plan Supplementary Planning Guidance by 2019.	Strategic Policies: SP1, SP2, SP3, SP5, SP7, SP11. Managing Growth /Development Policies: MG2, MG3, MG6, MG7, MG8, MG9, MG10, MG11, MG16, MG29, MD1, MD2, MD4, MD13. SA Objectives: 6, 10, 12, 13, 15.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.
3.4	LOCAL: Preparation of Supplementary Planning Guidance relating to Parking Standards.	To produce Parking Standards Supplementary Planning Guidance within one year of the Plan's adoption.	Failure to prepare Supplementary Planning Guidance within one year of the Plan's adoption.	Strategic Policies: SP7. Managing Growth/ Development Policies MD2, MD5. SA Objectives: 10, 12.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.

³⁷Use Thresholds: Food retail > 1,000sqm gross floor area; Non-food retail > 1,000sqm gross floor area; Cinemas and conference facilities > 1,000sqm gross floor area; Leisure facilities > 1,000sqm gross floor area; Business > 2,500sqm gross floor area; Industry > 5,000sqm gross floor area; Distribution and warehousing > 10,000sqm gross floor area; Hospitals > 2,500sqm gross floor area; Higher and further education > 2,500sqm gross floor area; Schools All new schools (see D5 below); Stadia > 1,500 seats Housing > 100 dwellings; Hotels > 1,000sqm gross floor area

BUILT AND NATURAL ENVIRONMENT					
OBJECTIVE 4: To protect and enhance the Vale of Glamorgan’s historic, built, and natural environment.					
Ref. No.	Indicator - Core / Local	Monitoring Target	Trigger Point	Relevant Policies /SA Objectives	Data Source
4.1	LOCAL: Number of planning applications approved where there is an objection from Cadw or NRW.	No planning applications approved where there is an objection from Cadw or NRW.	1 or more planning applications approved where there is an objection from Cadw or NRW.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MD1, MD2, MD5, MD6, MD7, MD8, MD9, MD11. SA Objectives: 3, 9, 11.	Vale of Glamorgan Planning Applications Register. County Treasures Register.
4.2	LOCAL: Number of planning applications approved in a Special Landscape Area not in accordance with Policy MG17.	No planning applications approved contrary to Policy MG17.	1 or more planning applications approved contrary to Policy MG17.	Strategic Policies: SP1, SP10 Managing Growth / Development Policies: MG17, MD1, MD2, MD10, MD11, MD12, MD13, MD14, MD17, MD19. SA Objectives: 3, 9.	Vale of Glamorgan Planning Applications Register.
4.3	LOCAL: Number of planning applications approved in a Green Wedge contrary to Policy MG18.	No planning applications approved contrary to Policy MG18.	1 or more planning applications approved contrary to Policy MG18.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MG2, MG18, MD1, MD2, MD5, MD10, MD11, MD12, MD13, MD14, MD17, MD19. SA Objectives: 3, 9.	Vale of Glamorgan Planning Applications Register.
4.4	LOCAL: Number of planning applications approved in the Glamorgan heritage Coast contrary to Policy MG27.	No planning applications approved contrary to Policy MG27.	1 or more planning applications approved contrary to Policy MG27.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MG2, MG27, MD1, MD2, MD5, MD10, MD11, MD12, MD13, MD14, MD17, MD19. SA Objectives: 3, 9.	Vale of Glamorgan Planning Applications Register.

4.5	LOCAL: Number of planning applications approved which would have an adverse impact on a Site of Special Scientific Interest (SSSI).	No planning permissions granted that would have an adverse impact on the designation without complying with the tests set out in Policy MG20 or national policy. Plan.	1 or more planning permissions granted not in accordance with Policy MG20 or national policy.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MG19, MG20, MG21, MD1, MD2, MD9. SA Objectives: 3, 9.	Vale of Glamorgan Planning Applications Register.
4.6	LOCAL: Number of planning applications approved which would have an adverse impact on a Site of Importance for Nature Conservation.	No planning permissions granted that would have an adverse impact on the designation without complying with the tests set out in Policy MG21 or national policy.	1 or more planning permissions granted not in accordance with Policy MG21 or national policy.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MG21, MD1, MD2, MD9. SA Objectives: 3, 9.	Vale of Glamorgan Planning Applications Register.
4.7	LOCAL: Amount of public open space gained through development. (Ha).	Net increase in open space.	No net bi-annual increase in open space.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MG2, MG3, MG10, MG28, MD1, MD2, MD3, MD4, MD5. SA Objectives: 2, 3, 4, 5, 9, 15.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan S106 database DM Sustainable Development Indicator 6.
4.8	LOCAL: Preparation of Supplementary Planning Guidance relating to Householder Design Guidance.	To produce Householder Design Guidance Supplementary Planning Guidance within one year of the Plan's adoption.	Failure to prepare Supplementary Planning Guidance within one year of the Plan's adoption.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MD2, MD5, MD8, MD9, MD10, MD12. SA Objectives: 1, 3, 9, 10.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.
4.9	LOCAL: Preparation of Supplementary Planning Guidance relating to Biodiversity and Development.	To produce Biodiversity and Development Supplementary Planning Guidance within one year of the Plan's adoption.	Failure to prepare Supplementary Planning Guidance within one year of the Plan's adoption.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MG19, MG20, MG21, MD1, MD2, MD9. SA Objectives: 3, 9.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.

4.10	LOCAL: Preparation of Supplementary Planning Guidance relating to Conversion and Renovation of Rural Buildings.	To produce Conversion and Renovation of Rural Buildings Supplementary Planning Guidance within one year of the Plan's adoption.	Failure to prepare Supplementary Planning Guidance within one year of the Plan's adoption.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MG1, MD1, MD2, MD8, MD11, MD13, MD17. SA Objectives: 1, 8, 9, 10, 11, 15.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.
4.11	LOCAL: Preparation of Supplementary Planning Guidance relating to Design in the Landscape.	To produce Design in the Landscape Supplementary Planning Guidance within two years of the Plan's adoption.	Failure to prepare Supplementary Planning Guidance within two years of the Plan's adoption.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MG17, MG18, MG27, MD1, MD2, MD10, MD11, MD12, MD13, MD14, MD17, MD19 SA Objectives: 1, 9, 10.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.
4.12	LOCAL: Preparation of Supplementary Planning Guidance relating to Public Art.	To produce Public Art Supplementary Planning Guidance within one year of the Plan's adoption.	Failure to prepare Supplementary Planning Guidance within one year of the Plan's adoption.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MD2, MD4. SA Objectives: 4, 5, 9, 10.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.
4.13	LOCAL: Preparation of Supplementary Planning Guidance relating to Trees and Development.	To produce Trees and Development Supplementary Planning Guidance within one year of the Plan's adoption.	Failure to prepare Supplementary Planning Guidance within one year of the Plan's adoption.	Strategic Policies: SP1, SP10. Managing Growth / Development Policies: MD1, MD2, MD9. SA Objectives: 8, 9, 10.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.

COMMUNITY FACILITIES

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

Ref. No.	Indicator - Core / Local	Monitoring Target	Trigger Point	Relevant Policy/SA Objectives	Data Source
5.1	LOCAL: Education facilities identified in Policy MG6, secured through S106/CIL in association with new development.	Deliver Policy MG6 (1) education facility by 2018. Deliver Policy MG6 (2) education facility by 2020. Deliver Policy MG6 (3) and Policy MG6 (6) education facilities by 2024. Deliver Policy MG6 (4) and Policy MG6 (5) education facilities by 2026.	Failure to deliver the new education facilities identified in Policy MG6 in accordance with the monitoring targets.	Strategic Policies: SP1, SP2. Managing Growth / Development Policies: MG2, MG3, MG6, MD1, MD2, MD4, MD5. SA Objectives: 2, 4, 5.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan S106 database.
5.2	LOCAL: Community facilities identified in Policy MG7, secured through S106/CIL in association with new development.	Deliver Policy MG7 (1) community facility by 2018. Deliver Policy MG7 (3) community facility by 2020. Deliver Policy MG7 (2) community facility by 2024. Deliver Policy MG7 (4) community facility by 2026.	Failure to deliver the new community facilities identified in Policy MG7 in accordance with the monitoring target.	Strategic Policies: SP1, SP2, SP6, SP11. Managing Growth / Development: MG2, MG3, MG7, MG8, MG29, MD1, MD2, MD4, MD5, MD13. SA Objectives: 2, 4, 5.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan S106 database.
5.3	LOCAL: Public open space identified in Policy MG28, secured through S106/CIL in association with new development.	Deliver Policy MG28 (1) and Policy MG28 (4) public open space facilities by 2018. Deliver Policy MG28 (5), and Policy MG28 (8) public open space facilities by 2020. Deliver Policy MG28 (7), Policy and Policy MG28 (11) public open space facilities by 2024. Deliver Policy MG28 (2), Policy MG28 (3) and Policy MG25 (6) public open space facilities by 2026.	Failure to deliver the new public open space facilities in accordance with the monitoring target.	Strategic Policies: SP1, SP2. Managing Growth / Development: MG2, MG3, MG28, MD1, MD2, MD3 MD4, MD5. SA Objectives: 2, 4, 5, 8, 9, 10.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan S106 database.
5.4	LOCAL: Number of community facilities ³⁸ lost through development.	No unacceptable loss of community facilities in areas of identified need ³⁹ in accordance with Policy MD5 (Development within Settlement Boundaries).	The loss of 1 community facility in an area of identified need not in accordance with Policy MD5.	Strategic Policies: SP1, SP11. Managing Growth / Development: MG2, MG7, MG8, MG29, MD1, MD2, MD3, MD4, MD5, MD13. SA Objectives: 2, 4, 5.	Vale of Glamorgan Planning Applications Register. CIL/S106 monitoring. Vale of Glamorgan Sustainable Settlements Survey.

³⁸ Definition of Community Facilities: Facilities used by local communities for social, leisure, recreational and cultural purposes. Please refer to LDP Appendix 1.

³⁹ Areas of Identified need: Refer to LDP Community Facilities background paper (September 2013) and Planning Obligations SPG.

5.5	LOCAL: Preparation of Supplementary Planning Guidance relating to Planning Obligations.	To produce Planning Obligations Supplementary Planning Guidance within one year of the Plan's adoption.	Failure to prepare Supplementary Planning Guidance within one year of the Plan's adoption.	Strategic Policies: SP1, SP2, SP4, SP5, SP7. Managing Growth /Development Policies: MG2, MG3, MG4, MG6, MG7, MG8, MG9, MG16, MG28, MD1, MD2, MD3, MD4, MD5, MD9, MD10, MD14. SA Objectives: 1, 2, 4, 5, 9, 10, 12, 13.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.
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RETAIL

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

Ref. No.	Indicator - Core / Local	Monitoring Target	Trigger Point	Relevant Policies/SA Objectives	Data Source
6.1	CORE: Amount of retail, office and leisure development (sq.m) permitted within established town and district centre boundaries.	Maintain or increase the level of retail floorspace within town and district centres.	10% reduction in the level of existing retail floorspace within town and district centres.	Strategic Policies: SP1, SP2, SP5, SP6, SP11. Managing Growth / Development Policies: MG2, MG3, MG7, MG9, MG10, MG11, MG12, MG13, MG14, MG15, MG29, MD1, MD4, MD13, MD14. SA Objectives: 2, 4, 5, 13, 14, 15.	Vale of Glamorgan Planning Applications Register.
		Maintain or increase the level of office floorspace within town and district centres.	10% reduction in the level of existing office floorspace within town and district centres.		
		Maintain or increase the level of leisure floorspace within town and district centres.	10% reduction in the level of existing leisure floorspace within town and district centres.		

	CORE: Amount of major retail, office and leisure development (sq.m) permitted outside established town and district centre boundaries.	No major retail floor space permitted outside town and district centre boundaries unless in accordance with Policy MG13 (Edge and Out of Town Retailing Areas).	1 or more planning applications approved for major retail floorspace outside town and district centres unless in accordance with Policy MG13.		
		No major office floor space permitted outside town and district centre boundaries unless in accordance with Policy MD14 (New Employment Proposals).	1 or more planning applications approved for major office floorspace outside town and district centres unless in accordance with Policy MD14.		
		No major leisure floor space permitted outside town and district centre boundaries unless in accordance with Policy MD13 (Tourism and Leisure) or MG29 (Tourism and Leisure Facilities).	1 or more planning applications approved for major leisure floorspace outside town and district centres unless in accordance with policies MD13 and MG29.		
6.2	LOCAL: Number of applications approved annually for non-A1 uses in primary and secondary frontages of the town and district retail centres.	The level of non-A1 uses is 35% or less within primary frontages and 50% or less within secondary frontages in accordance with Policy MG14.	1 or more non-A1 uses granted planning permission where the town and district centre is at or above 35% within primary frontages and 50% within secondary frontages.	Strategic Policies: SP1, SP6. Managing Growth / Development Policies: MG12, MG14, MD1, MD5. SA objectives: 2, 4, 5, 14.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan Annual Retail Floorspace Survey.
6.3	LOCAL: Number of applications approved annually for non-A1 uses in local and neighbourhood retail centres.	The level of non-A1 uses in local and neighbourhood centres is 50% or less in accordance with Policy MG15.	1 or more non-A1 uses granted planning permission where the local and neighbourhood centre is at or above 50%.	Strategic Policies: SP1, SP6. Managing Growth Policies: MG12, MG15, MD1, MD5. SA objectives: 2, 4, 5, 14.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan Annual Retail Floorspace Survey.
6.4	LOCAL: Percentage of vacant retail units within the primary shopping frontage of the town and district centre boundaries ⁴⁰ .	A decrease in the vacancy rates within town and district centres.	An increase in the vacancy rates recorded for 2 consecutive years within town and district centres.	Strategic Policies: SP1, SP6 Managing Growth: MG12, MG14, MD1, MD5. SA objectives: 2, 4, 5, 14.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan Annual Retail Floorspace Survey.

⁴⁰Town and District Centre Boundaries and Primary Shopping Frontages – See Appendix 5 of LDP Written Statement

6.5	LOCAL: Percentage of vacant retail units within local and neighbourhood centre boundaries. ⁴¹	A decrease in the vacancy rates within local and neighbourhood centres.	An increase in the vacancy rates recorded for 2 consecutive years within local and neighbourhood centres.	Strategic Policies: SP1, SP6. Managing Growth: MG12, MG15, MD1, MD5. SA objectives: 2, 4, 5, 14.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan Annual Retail Floorspace Survey.
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HOUSING

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

Ref. No.	Indicator - Core / Local	Monitoring Target	Trigger Point	Relevant Policies /SA Objectives	Data Source
7.1	CORE: Housing land supply, taken from the current Housing Land Availability Study (TAN1).	Maintain a 5 year supply of housing land for development for each year of the plan following adoption.	Less than a 5 year supply of housing land is recorded, in any given year following adoption of the Plan.	Strategic Policies: SP1, SP2, SP3, SP4. Managing Growth/ Development Policies: MG1, MG2, MG3, MG4, MD1, MD5, MD6, MD10, MD11. SA Objectives: 1, 3, 4, 8, 10, 12.	Vale of Glamorgan Annual Joint Housing Land Availability Study. Vale of Glamorgan Planning Applications Register.
7.2	CORE: Number of net additional affordable dwellings built.	Build 746 additional affordable dwellings by 2018. Build 993 additional affordable dwellings by 2019. Build 1,283 additional affordable dwellings by 2020. Build 1,646 additional affordable dwellings by 2021. Build 1,993 additional affordable dwellings by 2022. Build 2,279 additional affordable dwellings by 2023. Build 2,555 additional affordable dwellings by 2024. Build 2,741 additional affordable dwellings by 2025. Build 2,933 additional affordable dwellings by 2026.	10% less than the affordable housing target over 2 consecutive years.	Strategic Policies: SP1, SP2, SP3, SP4. Managing Growth/ Development Policies: MG1, MG2, MG3, MG4, MD1, MD4, MD5, MD6, MD10. SA Objectives: 1, 3, 4, 8, 10, 12.	Vale of Glamorgan Annual Joint Housing Land Availability Study. Vale of Glamorgan Planning Applications Register. Sustainable Development Indicator 3.

⁴¹Local and Neighbourhood Centre Boundaries – See Appendix 6 of LDP Written Statement

7.3	CORE: Number of net additional general market dwellings built.	<p>Build 1,879 additional general market dwellings by 2018.</p> <p>Build 2,418 additional general market dwellings by 2019.</p> <p>Build 3,074 additional general market dwellings by 2020.</p> <p>Build 3,872 additional general market dwellings by 2021.</p> <p>Build 4,695 additional general market dwellings by 2022.</p> <p>Build 5,445 additional general market dwellings by 2023.</p> <p>Build 6,242 additional general market dwellings by 2024.</p> <p>Build 6,387 additional general market dwellings by 2025.</p> <p>Build 6,527 additional general market dwellings by 2026.</p>	10% less than the general market housing target over 2 consecutive years.	<p>Strategic Policies: SP1, SP2, SP3.</p> <p>Managing Growth/ Development Policies: MG1, MG2, MG3, MD1, MD5, MD6, MD11, MD12.</p> <p>SA Objectives: 1, 3, 4, 8, 10, 12.</p>	<p>Vale of Glamorgan Annual Joint Housing Land Availability Study.</p> <p>Vale of Glamorgan Planning Applications Register.</p>
7.4	LOCAL: Meeting the identified short term need for authorised local Gypsy and Traveller Accommodation.	Provision of an authorised gypsy and traveller site for two pitches at 'Land to the East of Llangan' to meet the identified accommodation needs.	Failure to meet the short term gypsy and traveller accommodation needs by 2018.	<p>Strategic Policies: SP1.</p> <p>Managing Growth/ Development Policies: MG5, MD18.</p> <p>SA Objectives: 1, 3, 4, 5, 8, 10, 12.</p>	<p>Welsh Government Annual Gypsy and Traveller Site Survey.</p> <p>Vale of Glamorgan Gypsy and Traveller Accommodation Needs Assessment.</p>

7.5	LOCAL: Meeting the identified long term needs for authorised Gypsy and Traveller Accommodation.	Establish a Gypsy and Traveller Accommodation Board.	By June 2016.	Strategic Policies: SP1 Managing Growth / Development Policies: MD18	VOGC / GTAA
		Agree project management arrangements including reporting structure.	By end of June 2016.		
		Make initial contact and maintain contact with the Hayes Road occupiers.	July 2016 to May 2018.		
		Agree methodology for undertaking site search and assessment.	By end of December 2016.		
		Undertake a site search and assessment and secure approval of findings including identification of an appropriate site or sites and secure planning permission and, if appropriate, funding (including any grant funding from Welsh Government) for the identified site.	By end of May 2018.		
7.6	LOCAL: Number of dwellings permitted annually outside the defined settlement boundaries that do not meet the requirements of the LDP policies or national policy.	No dwellings permitted outside the defined settlement boundaries that do not meet the requirements of the LDP policies or national policy.	1 or more dwellings permitted outside the defined settlement boundaries that do not meet the requirements of the Plan or national policy in any year.	Strategic Policies: SP1. Managing Growth/ Development Policies: MG1, MD1, MD10, MD11, MD12. SA Objectives: 1, 4, 5, 8, 10, 12.	Vale of Glamorgan Planning Applications Register.
7.7	LOCAL: Total number of dwellings completed on strategic housing sites as identified in site allocation policies MG2 and MG3.	Deliver Policy MG2 (4) by 2022. Deliver Policy MG2 (2) and Policy MG2 (6) by 2024. Deliver Policy MG2 (1), Policy MG3, Policy MG2 (3) Policy MG2 (5) and Policy MG2 (7) by 2026.	Failure to deliver strategic housing sites by the monitoring target dates.	Strategic Policies: SP1, SP2, SP3, SP4. Managing Growth/ Development Policies: MG1, MG2, MG3, MG4, MD1, MD4, MD6. SA Objectives: 1, 3, 4, 5, 8, 10, 12.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan Annual Joint Housing Land Availability Study.

7.8	LOCAL: Preparation of Supplementary Planning Guidance relating to Affordable Housing.	To prepare Affordable Housing Supplementary Planning Guidance within one year of the Plan's adoption.	Failure to prepare Affordable Housing Supplementary Planning Guidance within one year of the Plan's adoption.	Strategic Policies: SP1, SP4. Managing Growth/ Development Policies: MG1, MG2, MG3, MG4, MD1, MD4, MD5, MD6, MD10. SA Objectives: 1, 3, 4, 8, 10, 12.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme
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ECONOMY

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

Ref. No.	Indicator - Core/Local	Monitoring Target	Trigger Point	Relevant Policies /SA Objectives	Data Source
8.1	LOCAL: Total strategic employment development permitted on allocated sites under Policy MG9 (ha).	31 ha (net) of strategic employment land with secured planning permissions by 2018. 63 ha (net) of strategic employment land with secured planning permissions by 2020. 147 ha (net) of strategic employment land with secured planning permissions by 2022. 230 ha (net) of strategic employment land with secured planning permissions by 2024. 314 ha (net) of strategic employment land with secured planning permissions by 2026.	10% less than the strategic employment land target by the target date.	Strategic Policies: SP1, SP2, SP5. Managing Growth/ Development Policies: MG9, MG10, MG11, MD14, MD15, MD16. SA Objectives: 2, 4, 8, 10, 12, 13.	Vale of Glamorgan Planning Applications Register. Vale of Glamorgan Council Employment Land Survey. Sustainable Development Indicator 1.

8.2	<p>LOCAL: Number of jobs anticipated on permitted strategic employment sites.</p>	<p>Overall Strategic Employment Site Targets 920 – 1,120 jobs anticipated on permitted strategic employment sites by 2020. 4,610 – 5,610 jobs anticipated on permitted strategic employment sites by 2026. Enterprise Zone 300 – 500 jobs anticipated on land permitted at the St Athan and Cardiff Airport Enterprise Zone by 2020. 1,500 – 2,500 jobs anticipated on land permitted at the St Athan and Cardiff Airport Enterprise Zone by 2026. Land South of J34, M4 Hensol 620 jobs anticipated on land permitted at land South of Junction 34, M4, Hensol by 2020. 3,110 jobs anticipated on land permitted at land South of Junction 34, M4, Hensol by 2026.</p>	<p>10% less than the number of jobs anticipated on strategic employment sites by the target date.</p>	<p>Strategic Policies: SP1, SP2, SP5. Managing Growth/Development Policies: MG9, MG10, MG11, MD14, MD15, MD16. SA Objectives: 2, 4, 8, 10, 12, 13.</p>	<p>Vale of Glamorgan Planning Applications Register. Vale of Glamorgan Council Employment Land Survey.</p>
8.3	<p>LOCAL: Total development permitted in accordance with Policy MD14 on allocated sites under Policy MG9 (ha).</p>	<p>2.65 ha of local employment land developed per annum for the remaining years of the Plan period.</p>	<p>10% less than the net local employment land target over 2 consecutive years.</p>	<p>Strategic Policies: SP1, SP5. Managing Growth/Development Policies: MG9, MD14, MD15, MD16. SA Objectives: 2, 4, 8, 10, 12, 13.</p>	<p>Vale of Glamorgan Planning Applications Register. Vale of Glamorgan Council Employment Land Survey. Sustainable Development Indicator 1.</p>
8.4	<p>LOCAL: Amount of existing employment land or MG9 allocations lost to non B class uses.</p>	<p>No existing or allocated employment sites lost to non B class uses unless in accordance with Policy MD15 or MD16.</p>	<p>1 or more planning permissions granted resulting in the loss of employment land to non B class uses contrary to policies MD15 or MD16.</p>	<p>Strategic Policies: SP1, SP2, SP5. Managing Growth/Development Policies: MG3, MG9, MG10, MG11, MD1, MD14, MD15, MD16. SA Objectives: 2, 3, 4, 8, 10, 12, 13.</p>	<p>Vale of Glamorgan Planning Applications Register. Vale of Glamorgan Council Employment Land Survey.</p>

8.5	LOCAL: Adoption of the Cardiff Airport and St Athan Enterprise Zone Strategic Development Framework as a development brief.	To consult on the draft Cardiff Airport and St Athan Enterprise Zone Strategic Development Framework within one year of the Plan's adoption.	Failure to consult on the draft Cardiff Airport and St Athan Enterprise Zone Strategic Development Framework within one year of the Plan's adoption.	Strategic Policies: SP1, SP2, SP5. Managing Growth/Development Policies: MG9, MG10, MD14, MD15, MD16. SA Objectives: 2, 3, 4, 8, 10, 12, 13.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.
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TOURISM

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

Ref. No.	Indicator - Core /Local	Monitoring Target	Trigger Point	Relevant Policies/SA Objectives	Data Source
9.1	LOCAL: Provision of new and enhanced tourism facilities identified in Policy MG29.	Deliver Policy MG29 (1) by 2018. Deliver Policy MG29 (2) by 2022. Deliver Policy MG29 (3) by 2026.	Failure to deliver the new and enhanced tourism facilities identified in Policy MG29 in accordance with the monitoring targets.	Strategic Policies: SP1, SP11. Managing Growth/Development: MG29, MD13. SA Objectives: 2, 3, 5, 8, 10, 11, 12, 13, 15.	Vale of Glamorgan Planning Applications Register.

NATURAL RESOURCES

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

Ref. No.	Indicator – Core / Local	Monitoring Target	Trigger Point	Relevant Policies /SA Objectives	Data Source
10.1	CORE: The extent of primary land - won aggregates permitted in accordance with the Regional Technical Statement for Aggregates expressed as a percentage of the total capacity required as identified in the Regional Technical Statement (MTAN requirement).	Maintain a 10 year land bank of permitted aggregate reserves.	Less than a 10 year land bank of permitted aggregate reserves.	Strategic Policies: SP9. Managing Growth/Development Policies: MG22, MG23, MG25, MG26. SA Objectives: 8, 9.	South Wales Regional Aggregates Working Party (SWRAWP) - Annual Report. Vale of Glamorgan Council Planning Applications Register.

10.2	LOCAL: Amount of permanent, sterilising development to be permitted within a minerals safeguarding area.	No permanent, sterilising development to be permitted within a minerals safeguarding area unless in accordance with Policy MG22.	1 or more permanent sterilising developments permitted within a minerals safeguarding area unless the development is in accordance with Policy MG22.	Strategic Policies: SP1, SP9. Managing Growth/ Development: MG22, MG25, MG26, MD7. SA Objectives: 8, 9.	SWRAWP Annual Report. Vale of Glamorgan Council Planning Applications Register.
10.3	LOCAL: Amount of development permitted within a minerals buffer zone.	No development to be permitted within a minerals buffer zone unless justified by Policy MG23.	1 or more developments permitted within a minerals buffer zone unless the development is in accordance with Policy MG23.	Strategic Policies: SP1, SP9. Managing Growth/ Development Policies: MG22, MG23, MG25, MG26. SA Objectives: 8, 9.	SWRAWP Annual Report. Vale of Glamorgan Council Planning Applications Register.
10.4	LOCAL: Amount of greenfield land lost to development (ha) which is not allocated in the Development Plan or does not meet the requirements of the relevant Local Development Plan Policies.	No greenfield land is lost to development unless it is in accordance with other policies within the Plan or national Policy.	1 or more planning permissions granted for development on greenfield land in any given year which is contrary to policies within the Plan or national Policy.	Strategic Policies: SP1, SP10. Managing Growth/ Development Policies: MG17, MG18, MG19, MG20, MG21, MG27, MG28, MD1, MD3, MD9, MD10. SA Objectives: 6, 8, 9, 10, 11.	Vale of Glamorgan Council Planning Applications Register. Sustainable Development Indicator 5.
10.5	LOCAL: Amount of new housing development (ha) permitted on previously developed land (brownfield redevelopment and conversions) expressed as a % of all housing permitted.	A minimum of 38% of all housing permissions on previously developed land.	10% less than the 38% target for all housing permissions on previously developed land over two consecutive years.	Strategic Policies: SP1, SP2, SP3, SP4. Managing Growth/ Development: MG1, MG2, MG3, MG4, MD1, MD10, MD12. SA Objectives: 1, 3, 4, 8, 9, 10.	Vale of Glamorgan Council Planning Applications Register.

10.6	LOCAL: Amount of Best and Most Versatile Agricultural Land lost to windfall development.	No loss of Best and Most Versatile Agricultural Land to windfall development unless in accordance with policies in the Plan and national Policy.	Any loss of Best and Most Versatile Agricultural Land to windfall development unless in accordance with policies in the Plan.	Strategic Policies: SP1, SP3, SP4. Managing Growth/ Development Policies: MG1, MG2, MG4, MD1, MD10, MD12. SA Objectives: 1, 3, 8, 9.	Vale of Glamorgan Council Planning Applications Register.
10.7	LOCAL: Density of permitted housing developments.	Minimum net density of permitted housing developments of 30 dwellings per hectare (dph) in key, service centre and primary settlements.	1 or more planning permissions granted with a net housing density of less than 30dph, unless the development is in accordance with Policy MD6.	Strategic Policies: SP1, SP2, SP3, SP4, SP10. Managing Growth/ Development Policies: MG1, MG2, MG3, MD1, MD2, MD5, MD6. SA Objectives: 1, 3, 4, 8, 9, 10.	Vale of Glamorgan Council Planning Applications Register.
		Minimum net density of permitted housing developments of 25 dph in minor rural settlements.	1 or more planning permissions granted with a net housing density of less than 25dph, unless the development is in accordance with Policy MD6.	Strategic Policies: SP1, SP3, SP4, SP10. Managing Growth/ Development Policies: MG1, MG2, MD1, MD2, MD5, MD6, MD10. SA Objectives: 1, 3, 4, 8, 9, 10.	Vale of Glamorgan Council Planning Applications Register.
10.8	LOCAL: Preparation of Supplementary Planning Guidance relating to Minerals Safeguarding.	To prepare Minerals Safeguarding Supplementary Planning Guidance within one year of the Plan's adoption.	Failure to prepare Minerals Safeguarding Supplementary Planning Guidance within one year of the Plan's adoption.	Strategic Policy: SP9. Managing Growth/ Development Policies: MG22, MG23, MG24, MG25, MG26, MD7. SA Objectives: 8, 9.	Vale of Glamorgan Planning Policy team. Cabinet Forward Work Programme.

10.9	LOCAL: The amount of land and facilities to cater for waste in the Vale of Glamorgan.	Maintain a sufficient capacity to cater for the Vale of Glamorgan’s waste (to be confirmed at a regional level in accordance with TAN21 waste monitoring arrangements).	Triggers to be established at a regional level in accordance with TAN 21.	Strategic Policies: SP8. Managing Growth/ Development Policies: MG9, MD8, MD15, MD16, MD20. SA Objective: 7, 8, 9.	Annual South East Wales Regional Waste Monitoring Report. Vale of Glamorgan Planning Policy team.
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APPENDIX 1 : Glossary of Terms

Above Ordnance Datum	The level to increase site levels when addressing flood risks.
Adoption	The final confirmation of an LDP where it becomes the statutory Development Plan.
Affordable Housing	Housing, whether for rent, shared ownership provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing, and where there are secure mechanisms in place to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers.
Anaerobic Digestion	Anaerobic Digestion is a naturally occurring process whereby biomass is broken down or 'digested' by bacteria in an oxygen free environment. Anaerobic Digestion takes place in landfills and is used to treat certain fractions of municipal waste water and other industrial waste waters.
Annual Monitoring Report	A report published on an annual basis that will assess the extent to which policies in the Vale of Glamorgan Local Development Plan are being successfully implemented.
Biodiversity	A term used to describe the variety of life on Earth, including the wide variety of ecosystems and living organisms, animals, plants, their habitats and their genes.
Biomass	Biomass refers to living and recently dead biological material that can be used as fuel or for industrial production. Most commonly, biomass refers to plant matter grown for use as bio fuel, but it also includes plant or animal matter used for production of fibres, chemicals or heat. Biomass may also include biodegradable wastes that can be burnt as fuel. It excludes organic material which has been transformed by geological processes into substances such as coal or petroleum.
Brownfield Land/Site	Land which is, or was, previously occupied by a permanent structure (excluding agriculture or forestry buildings) and associated fixed surface infrastructure. This includes the curtilage of development, defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made.
Bus Priority Measures	Bus priority measures include designated bus lanes, junction improvements, improved road layouts and traffic signals and/or the introduction of localised parking and loading restrictions to cut down traffic congestion and delays.

Appendices

Glossary of Terms

Candidate Sites	As part of the preparation towards the production of the LDP, developers, service providers, landowners and others with an interest in land are invited by their Local Planning Authority to submit sites they wish to be considered for development or other uses through the LDP. The sites identified are referred to as Candidate Sites. Candidate Sites may be submitted for potential uses such as: housing, employment, retail, leisure, waste, transport (e.g. park and ride sites), open space, health and community uses.
Climate Change	Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.
Community	People living in a defined geographical area, or who share common interests.
Community Facilities	Facilities used by local communities for social, leisure, recreational and cultural purposes. They include such amenities as community centres and meeting places, community halls, places of worship, libraries, life centres, leisure centres, allotments and burial land. Community facilities include non-commercial and not for profit facilities, however a local 'pub' could be regarded as a community facility especially where it is the only communal building in a small settlement.
Community Infrastructure Levy	The Community Infrastructure Levy (CIL) Regulations came into force in April 2010, and gave Local Planning Authorities the power to charge a new local levy on most new developments in their area in order to secure funding for the infrastructure required to support the development of their area. The proposed Community Infrastructure Levy offers an alternative approach to developer contributions which, unlike section 106 agreements, will be a fixed standard charge and will therefore not be negotiated on a case by case basis. The CIL will be charged on most forms of development (i.e. a single dwelling) rather than only major developments and therefore has the potential to deliver significantly more developer funding than section 106.
Community Involvement Scheme (CIS)	Sets out the project plan and policies of the authority for involving local communities, including businesses, in the preparation of the LDP. The CIS is submitted to the Welsh Assembly Government as part of the Delivery Agreement.
Consultation	Formal process where comments are invited on a particular topic or set of topics, or a draft document. Conservation Areas, areas of special architectural or historic interest, the character of appearance of which is desirable to preserve or enhance.

Glossary of Terms

Cultural Heritage	Refers to a monument, group of buildings or site of historical, aesthetic, archaeological, scientific, ethnological or anthropological value.
Delivery Agreement	A document comprising the Vale of Glamorgan Council's (as Local Planning Authority) timetable for the preparation of the LDP and Community Involvement Scheme submitted to the Welsh Assembly Government for agreement.
Deposit Plan	A formal stage in the plan making process where individuals and organisations may submit representations on the contents of the draft plan.
Design and Access Statement	A short report accompanying and supporting a planning application explaining the design principles and concepts applied to particular aspects of a proposal. It is required by legislation to accompany all planning applications (with some exceptions).
Development	Development is defined in planning law as the 'carrying out of building, engineering, mining or other operations in, on, over or under land' (Section 55 of the 1990 Planning Act as amended).
Employment Land/Site	Land used for employment purposes by one or more of the following: offices, manufacturing, research and development, storage and distribution.
Energy from Waste	Energy from Waste refers to technologies including anaerobic digestion, direct combustion (incineration), use of secondary recovered fuel (an output from mechanical and biological treatment processes), pyrolysis and gasification. Any given technology is more beneficial if heat and electricity can be recovered. The Waste Framework Directive considers that energy efficient waste incineration (where waste is used principally as a fuel or other means to generate electricity) is a recovery activity provided it complies with certain criteria, which includes energy efficiency.
Enterprise Zone	A specially designated area within which businesses are granted numerous advantages and incentives such as income tax credits, equipment tax refunds and property tax credits. At its core, the Enterprise Zone is a means of targeting a specific geographical area for economic revitalisation. Creating an Enterprise Zone encourages investment and promotes economic growth in that area.
Environmental Consultation Body	An authority with environmental responsibilities concerned by the effects of implementing plans and programmes and which must be consulted under the SEA Regulations; i.e. Natural Resources Wales and Cadw.

Appendices

Glossary of Terms

Environmental Impact Assessment	A procedure that must be carried out for certain types of project before they can be given development consent. It involves the assessment of a project's likely significant environmental effects as an aid to ensure that the importance of the predicted effects and the scope for reducing them are properly understood before a decision is made.
Evidence Base	Interpretation of baseline or other information/data to provide the basis for plan policy.
Examination	Examination is carried out by the Planning Inspectorate on behalf of the Welsh Assembly Government and involves the examination of the report, all the deposit representations, the Deposit Local Development Plan with its background evidence and the Sustainability Appraisal Report. It ensures that the LDP is based on sound information and thinking, and that the views of those with concerns about the plan have been considered.
Finite Resource	A resource that is not renewable; once it has been used it cannot be used again and will eventually run out.
Flood Consequence Assessment	A Flood Consequence Assessment (FCA) is a report prepared in accordance with Technical Advice Note 15 (TAN15), to attempt to avoid inappropriate development taking place within flood risk areas in Wales. A detailed FCA can be undertaken at a planning application stage.
Greenfield Land/Site	Land that has not been previously developed, usually farmland, grassland or heath.
Gypsy Traveller	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.
Habitat Regulation Assessment	A HRA is a requirement of European Directive Assessment 92/43/EEC which assesses the potential effects a Local Development Plan may have on one or more European sites (Natura 2000 sites). The assessment should conclude whether or not a proposal or policy in a Development Plan would adversely affect the integrity of the site in question.
Health Facilities	A building or site where medicine is practiced.

Glossary of Terms

Hub Settlement	These settlements function as service hubs for surrounding settlements. They provide the central framework around which high capacity sustainable transport links will be developed. A wider range of services should be delivered locally within them to reduce the overall need to travel.
In Building Waste Management Solution	A waste management facility for the handling, treatments and recycling of waste undertaken within a building and the operation is such to general industrial processes and includes waste transfer, composting and incineration facilities.
Infrastructure	Infrastructure includes services such as roads, transport facilities, water supplies, sewerage and associated waste water treatment facilities, waste management facilities, energy supplies (electricity and gas) and distribution networks and telecommunications infrastructure. For the purpose of the LDP it also refers to community infrastructure including education facilities, community facilities and public open space. Soft infrastructure includes ICT and telecommunications.
Initial Sustainability Appraisal Report	The SA Report produced at the Preferred Strategy stage which assesses the LDP against the SA framework.
Involvement	Generic term to include both participation and consultation
Key Employment Sites	Sites that have been identified to play a major long-term role in the economy, where activities that generate employment will be encouraged and where coordinated activity and investment programmes are required to realise their full potential.
Key Diagram	A representation of the main areas of growth and the areas to be protected from development in the Plan Area, shown in diagrammatic form.
Landscape Character Assessment	Landscape Character Assessment is a tool used to help us to understand and articulate the character of the landscape. It is used in the development plan process to help to inform policies at strategic and local levels.
Landscape Impact Assessment	A statutory requirement of an Environment Impact Assessment (EIA) used to assess the effects of change on the landscape e.g. a new road or wind farm proposal. It is used to help locate and design the proposed change, so that negative landscape effects are avoided, reduced or offset.
Landscape Importance	Landscape Importance includes areas identified for their landscape importance such as Special Landscape Areas (SLAs), landscapes, parks and gardens of special historic interest, landscapes of outstanding historic interest and the Glamorgan Heritage Coast. Features of landscape importance can include natural or manmade features important to the character of the landscape, such as, trees, woodland, hedgerows, river corridors, ponds, stone walls, and species rich grasslands.

Appendices

Glossary of Terms

Listed Building	A building, structure or artefact that is considered of special architectural or historic interest and is included on a statutory list compiled by the National Assembly for Wales. They are graded I, II* or II with Grade I being the highest.
Local Development Plan	The required statutory plan for each Local Planning Authority area in Wales under Part 6 of the Planning and Compulsory Purchase Act 2004.
Local Nature Reserve	An area designated for its importance in terms of local nature conservation.
Low Carbon Energy	Low carbon energy options cover a range of energy sources that are not renewable, but can still produce less carbon than use of the conventional electricity grid or gas network, and can therefore considered an important part of decarbonising the energy supply.
Local Planning Authority	A Planning Authority responsible for the preparation of the LDP.
Master Planning	In land-use planning, a government entity's plan for the overall utilisation of a particular area, including its allocation for residential or manufacturing uses and the corresponding environmental impacts.
Mineral Buffer Zone	A zone around permitted or proposed mineral workings in order to establish a separation distance between potentially conflicting land uses.
Mitigation	Measures to avoid, reduce or offset significant adverse effects.
Mixed Use	Developments or proposals comprising more than one land use type on a single site.
Monitoring	The use of information and evidence gathered to assess the progress made in implementing the LDP policies.
National Nature Reserve	An area designated for its national importance in terms of nature conservation and managed through joint nature reserve agreements with landowners etc.
Natural Heritage	Natural Heritage: refers to natural sites with cultural aspects such as cultural landscapes, physical, biological or geological formations.
Open Space	All space of public value including public landscaped areas, playing fields, parks and play areas, and also including areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
Periphery	A line that forms the boundary of a given area.
Phasing	The development of a site in gradual stages over a period of time rather than all at once.
Planning Policy Wales (PPW)	A document prepared by the Welsh Assembly Government containing current land use planning policy for Wales. It provides the policy framework for the effective preparation of LPA's development plans. It is supplemented by 21 topic based Technical Advice Notes (TANs).

Glossary of Terms

Population Projection	The prediction of future populations based on the present age-sex structure, and with the present rates of fertility, mortality and migration.
Pre Deposit Stage	The Strategic Options and Preferred Strategy stage of the LDP preparation process.
Previously Developed Land	Land that is or was occupied by a permanent structure and associated fixed surface infrastructure.
Priority Habitats and Species (s7)	Those habitats and species that have been identified by WG to be of principal importance for nature conservation in Wales. These are listed on section 7 of the Environment Act 2016.
Ramsar Site	Ramsar sites are wetlands of international importance designated under the Ramsar Convention.
Registered Social Landlord	Registered Social Landlords are government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.
Renewable and Low-Carbon Energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment- from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass. Low-carbon technologies are those that can help reduce carbon emissions (also see description above). Renewable and/or low-carbon energy supplies include, but not exclusively, those from biomass and energy crops; CHP/CCHP (and micro-CHP); waste heat that would otherwise be generate directly or indirectly from fossil fuel; efficient energy-from-waste; ground source heating and cooling; hydro; solar thermal and photovoltaic generation and wind generation.
Settlement Boundaries	Identifies the physical limits of the existing built up area and also embraces edge of settlement land which is allocated or permitted for development of a built up nature and which would, once completed, form a cohesive part of the settlement fabric.
Retail Frontages	Primary Frontages -The most important shopping frontages of the town centre. Most have a high proportion of shops with high rental values. Secondary Frontages - Important shopping frontages in the town centre, generally with a greater diversity of ancillary retail uses than the primary frontages and lower rental values.

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Settlement Boundaries	Identifies the physical limits of the existing built up area and also embraces edge of settlement land which is allocated or permitted for development of a built up nature and which would, once completed, form a cohesive part of the settlement fabric.
Retail Frontages	Primary Frontages -The most important shopping frontages of the town centre. Most have a high proportion of shops with high rental values. Secondary Frontages - Important shopping frontages in the town centre, generally with a greater diversity of ancillary retail uses than the primary frontages and lower rental values.
Rural Diversification	The introduction onto farms of new enterprises which are not normally associated with traditional farming activities but strengthen the viability of the farm.
Rural Exception Site	Small scale housing site within or adjoining existing rural settlements for the provision of affordable housing to meet local needs, which would not otherwise be allocated in the development plan.
Scheduled Ancient Monument	Sites/monuments recognised to have national significance and are protected by law through the Ancient Monuments and Archaeological Areas Act 1979.
Scoping	The process of deciding the scope and level of detail of a Sustainability Appraisal, including the sustainability effects and options which need to be considered, the assessment methods to be used and structure and contents of the SA report.
Section 106 Agreement	A legal agreement between the Planning Authority and the applicant/developer that ensure that certain extra works related to a development are undertaken. Found under Section 106 of the 1990 Town & Country Planning Act.
Settlement Hierarchy	The Local Development Plan arranges settlements into a hierarchy, used to determine an appropriate scale of development within a given area. For the Vale of Glamorgan LDP the hierarchy has been split into tiers of settlements, these are: <ul style="list-style-type: none">- Key Settlements- Service Centre Settlements- Primary Settlements- Minor Rural Settlements
Simplified Planning Zone	An area in which a Local Planning Authority wishes to stimulate development and encourage investment. It operates by granting specified planning permission in the zone without the need for an application for planning permission and the payment of planning fees.

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Sites of Importance for Nature Conservation (SINC)	A non-statutory designation, which seeks to protect areas of high wildlife value at a local level, adopted by Local Authorities for planning purposes.
Site of Special Scientific Interest (SSSI)	A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features i.e. plants, animals and natural features relating to the Earth's structure).
Social Housing Grant (SHG)	Social Housing Grant (SHG) is a grant given to Registered Social Landlords (Housing Associations) by the Welsh Assembly Government. The grant aims to provide new affordable housing for rent, low cost home ownership or other intermediate housing.
Soil Conservation	A set of management strategies for prevention of soil being eroded from the earth's surface or becoming chemically altered by overuse, acidification, salinisation or other chemical soil contamination.
Soundness	The LDP is examined by an Independent Planning Inspector against tests of soundness; these are defined tests of procedure, consistency, coherence and effectiveness.
Special Area of Conservation (SAC)	A site designated under the European Community Habitats Directive (enacted in the UK through the Conservation (Natural Habitats, &c.) Regulations 1994), to protect internationally important natural habitats and species.
Special Protection Areas (SPA)	Sites classified under the European Community Directive on Wild Birds (enacted in the UK through the Conservation (Natural Habitats, &c.) Regulations 1994), to protect internationally important bird species.
Stakeholder	Interests directly affected by the LDP (and/or SA/SEA) - involvement generally through representative bodies.
Strategic Environmental Assessment (SEA)	Generic term used to describe environmental assessment as applied to policies, plans and programmes. The SEA regulations require a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.
Strategic Opportunity Areas (SOAs)	Strategic Opportunity Area Strategic Opportunity Areas (SOAs) offers potential regional benefits from its sustainable development. SOAs are intended to bring greater coherence to their development, and enable public transport links to be strengthened.
Sui Generis	Certain uses do not fall within any use class defined by the Town and Country Planning (Use Classes) Order 1987 (as amended) and are considered 'sui generis'. Such uses include: theatres, hostels, scrap yards, petrol filling stations and shops selling and/or displaying motor vehicles, launderettes, taxi businesses and amusement centres.

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Supplementary Planning Guidance (SPG)	Additional guidance in respect of the policies in the LDP. SPGs do not form part of the Development Plan and are not subject to independent examination but must be consistent with it and with national planning policy.
Sustainability Appraisal (SA)	A tool for appraising policies and proposals to ensure they reflect sustainability development objects (i.e. social, environmental and economic factors). Each LPA is required by S62 (6) of the Act to undertake an SA of the LDP. This form of SA fully incorporates the requirements of the SEA Directive. The term used in the LDP includes Strategic Environmental Assessment, unless otherwise made clear.
Sustainability Appraisal Report	A document required to be produced as part of the SA process to describe and appraise the likely significant effects on sustainability of implementing the LDP, which also meets the requirement for the Environmental Report under the SEA Regulations. S62 (6) of the 2004 Act requires each local planning authority to prepare a report of the findings of the sustainability appraisal of the LDP.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Transport	Often meaning walking, cycling and public use of transport (and in some circumstances 'car sharing'), which is considered to be less damaging to the environment and contributes less to traffic congestion than one-person car journeys.
Technical Advice Notes (TANS)	Documents produced by the Welsh Government to supplement Planning Policy Wales, which give detailed technical guidance to Local Planning Authorities on particular planning issues. They should be taken into account by LPAs in the development plan preparation process.
Topography	The study or description of the Earth's surface shapes and features.
Transport Assessment	A statutory document accompanying a planning application, and used by Planning and Highway Authorities to determine whether the impact of a new development on the transport network is acceptable. It should identify what measures may be required to deal with the predicted transport impacts and to improve accessibility and safety, especially for pedestrians, cyclists and public transport users.
Transport Corridor	An area of land in which at least one main line for transport, (road, rail, canal etc.) has been built. Often new transport lines are built alongside existing ones to minimise the area affected by pollution.
Transport Hub	A place where passengers and cargo are exchanged between vehicles or between transport modes. Public Transport Hubs include train stations, rapid transit stations, bus stops, tram stop, airports and ferry slips.

Glossary of Terms

Transport Statement	A simplified Transport Assessment which is used in some cases where transport issues arising out of development proposals may not require a full Transport Assessment.
Urban Regeneration	The improvement of old houses and the addition of amenities in an attempt to bring new life to old inner city areas.
Use Classes	<p>The Town and Country Planning (Use Classes) Order (1987)(as amended) includes the following:</p> <p>A1: Shops.</p> <p>A2: Financial and professional services.</p> <p>A3: Food and drink.</p> <p>B1: Offices (not those within Use Class A2), Research and development (products and processes) or any industrial process (a use that can be carried out in any residential area without detriment to the amenity of that area).</p> <p>B2: General Industrial.</p> <p>B8: Storage and distribution.</p> <p>C1: Hotels, hostels, boarding and guest houses.</p> <p>C2: Residential Institutions, residential schools and colleges, Hospitals and nursing homes.</p> <p>C3: Dwellings.</p> <p>D1: Non Residential Institutions, Places of worship, clinics, health centres, day nurseries, museums, public halls, libraries, non-residential education and training centres etc.</p> <p>D2: Cinemas, concert halls, dance halls, sports halls, gymnasiums, swimming baths, other indoor and outdoor sports and leisure uses.</p> <p>Sui Generis: Use that falls outside any Use Class and are therefore described as Sui generis (a class on their own) e.g. car show rooms, petrol filling stations etc.</p>
Wales Spatial Plan (WSP)	A plan prepared and approved by the National Assembly for Wales under S60 of the 2004 Act, which sets out a strategic framework to guide future development and policy interventions, whether or not these relate to formal land use planning control. Under S62 (5) (b) of the Act a Local Planning Authority must have regard to the WSP in preparing an LDP.
Welsh Index of Multiple Deprivation (WIMD)	The official measure of deprivation in small areas in Wales. It is a relative measure of concentrations of deprivation at the small area level. It looks at issues such as income, housing, employment, access to services, health, environment, education and community safety.
Wildlife and Nature Conservation	The practice of protecting and enhancing biodiversity including important plant and wild animal species and their habitats.
Windfall Sites	A site not specifically allocated for development in a development plan, but which unexpectedly becomes available during the lifetime of a plan.

Appendices

APPENDIX 2 : Designated and Defined Nature Conservation Sites

International Designations

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

Sites of Special Scientific Interest (SSSIs)

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

Local Nature Reserves

Birchgrove Wood, Barry
Cliff Wood, Porthkerry
Cosmeston Lakes Country Park, Lavernock
Cwm Talwg, Barry

Wildlife Trust of South and West Wales managed Sites

Aberthaw Saltmarsh
Coed Garnllwyd, Llancarfan
Coed Llwyn Rhyddid, Hensol
Coed y Bwl, Castle upon Alun
Cwm Colhuw, Llantwit Major
Gwern Rhyd, St Georges
Lavernock Point

Regionally Important Geological Sites

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

APPENDIX 3 : Housing Allocations (Policy MG2): Individual Site Details

General Infrastructure Requirements

In support of the development allocations contained within the Deposit Local Development Plan the Council has prepared background documents in respect of infrastructure and other requirements e.g. education, which will be required to ensure that development does not place undue strain on existing resources and facilities. Whilst certain major infrastructure requirements have been included within the Policies of the Deposit Plan and/or detailed in the site descriptions below (where delivery is required on site), ALL sites will be required to contribute to local infrastructure and facilities as detailed within the various background papers.

Further information on these requirements is available in the specific background papers (Education Facilities, Community Facilities, Open Space and Sustainable Transport) and the overarching Infrastructure Plan.

General Supporting Information and Assessments

In addition to the site-specific matters raised under each allocation, a range of supporting information may be necessary to accompany proposals for development, including: -

- Environmental Statements (subject to EIA Screening)
- Transport Assessments
- Design and Access Statements
- Masterplans
- Landscape Assessments
- Travel Plans and, where necessary, improvements to encourage sustainable transport e.g. supported bus services, new or improved footways, public open space, improvements to education facilities or increased capacity.
- Ecological Assessments – while site specific comments have been made on some sites regarding possible features of biodiversity importance, an ecological assessment agreed with the Council's ecologist or where appropriate Natural Resources Wales, will be required for all sites.

The undertaking of a Habitats Regulation Assessment for the Deposit Local Development Plan does not remove the need for project level Habitats Regulation assessments of individual development sites where they could have an adverse effect on the integrity of a European Protected site.

In collaboration with other local authorities within the South East Wales region the Vale of Glamorgan Council is proposing to undertake a Water Cycle Study (WCS) to provide an understanding of the future water requirements of the region in relation to new development allocations. Where necessary, development proposals which impact on the water environment will be required to provide information at an appropriate level to the scale of the development that illustrates that the proposal will not adversely impact on the water environment.

The various site allocations in the plan may have the potential to support European Protected Species as well as habitats of biodiversity importance. In allocating these sites a precautionary approach has been adopted by the Council and appropriate species surveys, and where relevant appropriate mitigation, will be required to accompany any planning application for the development of the sites in order to comply with the requirements as set out in the Conservation of Habitats and Species Regulations 2010 (as amended). This is to ensure that the proposal does not result in any likely detriment to the maintenance of the favourable conservation status of European Protected Species.

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Site-Specific Allocations

Having regard to the detailed site appraisal, consultations and infrastructure planning detailed above, the following section provides a general summary of the key issues associated with each of the 46 sites allocated by Policy MG2.

In allocating the LDP sites the Council has had regard to the requirements of TAN15 and specifically the justification tests set out under Section 6.2. The Council is satisfied that the sites allocated can be justified and are capable of being delivered during the plan period and that any mitigation measures required will not affect the level of growth proposed at the site or the sites deliverability.

	TOTAL
MG2 (1) Phase 2, Barry Waterfront	1,700

This strategic 48.55 hectare site surrounds the No. 1 Dock at Barry Waterfront and is located between Barry town centre and Barry Island. The site is allocated for the comprehensive redevelopment of the former Barry Docks, having been granted outline planning permission (ref. 2009/00946/OUT) in March 2012 for a mix of residential (C3), retail (A1) cafes, bars and restaurants (A3), hotel (C1) offices (B1) and community and leisure uses (D1 and D2) including a new primary school. Affordable housing will be delivered in accordance with Policy MG4.

Redevelopment of the site will deliver essential major infrastructure including:

- Affordable housing;
- A new link road to Barry Island;
- Sustainable transport links and infrastructure for pedestrians, cyclists and public transport users;
- Significant local highway improvements;
- A new primary school on a 1.5 hectare site;
- Public open space (7.83 Ha) comprising of 13 Local Areas of Play, 2 Locally Equipped Areas of Play, and 1 Neighbourhood Equipped Area for Play;
- Community facilities on site, or contribution in lieu; and
- Ecological mitigation on and off site.

The strategic mixed use development at Barry Waterfront will help to realise significant regeneration benefits for the town, integrate Barry Island, the Waterfront and the town centre and strengthen Barry’s key settlement role in the Capital Region. Development of the site will be in accordance with the approved Barry Waterfront Development principles document (2009). A Flood Consequences Assessment has been completed for the site.

NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1/C2. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA/An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space.’

	TOTAL
MG2 (2) Land at Higher End, St. Athan	220

This 9.78 hectare Greenfield site lies to the south of MOD St Athan at Higher End. The eastern part of the site (approx. 4.5Ha) has planning permission for 100 dwellings and is currently under construction (2009/01368/OUT, 2012/00066/RES, 2013/01148/FUL and 2015/00335/RES refer) and will be accessed from St John's View. The development of the remaining part of the site (approximately 5.3 hectares) is expected to deliver 120 dwellings. Access could be provided via St John's View or alternative access may be available from Llantwit Major Road. Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions. Natural Resources Wales (NRW) is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. A hydraulic modelling assessment will be required to determine the point of connection to the public sewer system and additional capacity may be required at the West Aberthaw Waste Water Treatment Works (WwTW) to accommodate this and other future developments in the area. No improvements are planned within Dŵr Cymru Welsh Water's AMP 6 Capital Investment Programme (2015 - 2020). A scheme of upgrades for this WwTW will form part of DCWWs submission to the Industry Regulator Ofwat for AMP 7. Should a landowner/developer wish to progress the proposed development prior to the Regulatory investment, they may fund a feasibility study which will identify the improvements required. The site is crossed by a 225 mm foul public sewer for which protection measures in the form of an easement width and/or diversion will be required.

Any planning application will need to be accompanied by a Surface Water Assessment, including appropriate consideration of the use of SUDs, to demonstrate that there would be no adverse impacts arising from the development.

Given the sites proximity to MOD St Athan and the Aerospace Business Park a noise assessment will also be required for any future development proposals.

	TOTAL
MG2 (3) Land at Church Farm, St. Athan	250

This 8.47 hectare greenfield site is located to the east of St Athan village. Affordable housing will be delivered in accordance with Policy MG4.

Natural Resources Wales (NRW) is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application.

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Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. A hydraulic modelling assessment will be required to determine the point of connection to the public sewer system and/or any improvement work required. No improvements are planned within Dŵr Cymru Welsh Water’s AMP 6 Capital Investment Programme (2015 - 2020). A scheme of upgrades for this WwTW will form part of DCWWs submission to the Industry Regulator Ofwat for AMP 7. Should a landowner/developer wish to progress the proposed development prior to the Regulatory investment, they may fund a feasibility study which will identify the improvements required.

The Council’s Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions. A development brief will be prepared which will ensure that landscape issues and local sensitivities are fully considered in future development proposals. A detailed survey according to the ‘revised guidelines and criteria for grading the quality of agricultural land’ (MAFF 1988) will be required to confirm agricultural land grading and the Glamorgan Gwent Archaeological Trust have advised that an archaeological evaluation may be required as part of the planning application process.

	TOTAL
MG2 (4) Former Stadium Site / Land adjacent to Burley Place, St. Athan	65

This 2.2 hectare brownfield site is located to the east of St Athan village on a former sports ground. Affordable housing will be delivered in accordance with Policy MG4.

The Council’s Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

Natural Resources Wales (NRW) is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. A hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and/or any improvement work required. No improvements are planned within Dŵr Cymru Welsh Water’s AMP 6 Capital Investment Programme (2015 - 2020). A scheme of upgrades for this WwTW will form part of DCWWs submission to the Industry Regulator Ofwat for AMP 7. Should a landowner/developer wish to progress the proposed development prior to the Regulatory investment, they may fund a feasibility study which will identify the improvements required.

A Surface Water Assessment, including appropriate consideration of the use of SUDs, will also be required to demonstrate that there would be no adverse impacts arising from future development.

	TOTAL
MG2 (5) Land to the east of Eglwys Brewis	255

This 10.9 hectare Greenfield site is located to the north of St Athan to the east of Cowbridge Road. Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions. NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1 / C2. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA / An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space.' The Council's drainage engineer has advised that a designated main river runs along the boundary of the site. Any application should clarify the present level of flood risk on the site and consider the suitability of the main river to accept any proposed surface water run-off. The suitability of the use of soakaways for the disposal of surface water run-off should be investigated, and an assessment should be undertaken into the potential for disposing of the surface water by means of a sustainable drainage system. A Surface Water Assessment, including appropriate consideration of the use of SUDs, will also be required to demonstrate that there would be no adverse impacts arising from future development.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. A hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and/or any improvement work required and additional capacity that may be required. The site is crossed by a 150 mm foul public sewer and a 150 mm foul rising main for which protection measures in the form of an easement width and/or diversion will be required. There is also a Sewage Pumping Station (SPS) on the public sewerage network within this site, for which a Cordon Sanitaire or buffer zone may be required in order to protect residential amenity. DCWW and VoG Environmental Health can advise further on this. No improvements are planned within Dŵr Cymru Welsh Water's AMP 6 Capital Investment Programme (2015 - 2020). A scheme of upgrades for this WwTW will form part of DCWWs submission to the Industry Regulator Ofwat for AMP 7. Should a landowner/developer wish to progress the proposed development prior to the Regulatory investment, they may fund a feasibility study which will identify the improvements required. Natural Resources Wales (NRW) is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application.

A detailed survey according to the 'revised guidelines and criteria for grading the quality of agricultural land' (MAFF 1988) will be required to confirm agricultural land grading.

Appendices

A number of high amenity value trees are located in the southern corner of the site and these should be maintained in any development proposals.

MG2 (6) Land adjacent to Froglands Farm, Llantwit Major	TOTAL 90
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This 4.4 hectare Greenfield site is located on the western edge of the village of St Athan and is likely to be accessed from the new Northern Access Road that will be provided as a part of the St Athan - Cardiff Airport Enterprise Zone proposals. Together with Welsh Government and other funding sources, the development will contribute to the delivery of the Northern Access Road (Policies SP7 (2) and MG16 (4) refer) and other essential highway works and associated infrastructure. Affordable housing will be delivered in accordance with Policy MG4.

The Council's drainage engineer has advised that a designated main river runs along the southern boundary of the site and known flood risk areas are situated downstream. Consultation with Natural Resources Wales (NRW) will therefore be required and a Flood Consequence Assessment and a Surface Water Assessment, including appropriate consideration of the use of Sustainable Urban Drainage Systems, will be necessary to demonstrate that there would be no adverse impacts arising from future development of the site.

NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1 / C2. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA / An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space.' The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

Natural Resources Wales (NRW) is aware that a protected European Species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development. The site is crossed by a 225 mm foul public sewer for which protection measures in the form of an easement width and/or diversions will be required.

The Glamorgan Gwent Archaeological Trust has advised that an Archaeological Assessment would be necessary prior to the determination of a future planning application.

A detailed survey according to the 'revised guidelines and criteria for grading the quality of agricultural land' (MAFF 1988) will be required to confirm agricultural land grading although the land is unlikely to be the Best and Most Versatile (BMV).

	TOTAL
MG2 (7) Land between new Northern Access Road and Eglwys Brewis Road	375

This 15.8 hectare site is located to the west of the village of St Athan and will be accessed from the new Northern Access Road that will be provided as part of the St Athan – Cardiff Airport Enterprise Zone proposals. The lower site density proposed for the site reflects that a designated main river runs along the southern boundary and across the site. NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1 / C2. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA / An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding. NRW has advised that no development would be permitted with 7 metres of the main river and/or the flood alleviation assets. Affordable housing will be delivered in accordance with Policy MG4.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. A hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and/or any improvement work required. The site is crossed by two 150 mm foul public sewers for which protection measures in the form of an easement width and/or diversion will be required.

Natural Resources Wales (NRW) is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application.

The Glamorgan Gwent Archaeological Trust has advised that an Archaeological Assessment would be necessary prior to the determination of a future planning application.

A detailed survey according to the 'revised guidelines and criteria for grading the quality of agricultural land' (MAFF 1988) will be required to confirm agricultural land grading although the land is unlikely to be the Best and Most Versatile.

Although the provision of the NAR is a Welsh-Government led initiative relating to the Enterprise Zone, the development will nevertheless be expected to contribute towards the essential highway works which have been outlined in Policies SP7 and MG16.

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	TOTAL
MG2 (8) Barry Island Pleasure Park	25

This 1.18 hectare brownfield site has been allocated for 25 dwellings. The south-eastern part of this site was granted planning permission for 25 residential units and associated commercial uses in November 2015 (2014/01358/FUL refers). The remaining part of the site is allocated for mixed use leisure development.

	TOTAL
MG2 (9) White Farm	177

This 12.1 hectare Greenfield site is allocated for residential and recreational purposes. The residential element of the site comprises 5.2 hectares with the remaining 6.9 hectares allocated as informal open space. The site has full planning permission for 177 dwellings (applications ref. 2002/01636/OUT and 2010/00123/RES), and the development was completed in 2015.

	TOTAL
MG2 (10) Land to the east of Pencoedtre Lane	67

This 2.8 hectare site was part of an historic employment allocation at Pencoedtre which has come forward for residential development. The site was granted full planning permission (applications 2008/01531/OUT and 2010/01225/RES refer) for 67 dwellings and the development was completed in 2014.

	TOTAL
MG2 (11) Land to the west of Pencoedtre Lane	137

This 4.45 hectare Greenfield site is located to the north west of Pencoedtre, Barry. Part of the site has previously gained planning permission for B1 Business use (planning application 2000/00860/FUL refers) as part of a larger historic employment allocation, however, this permission has not been implemented and parts of the historic employment allocation to the east have since gained consent for residential use (see MG2 (10)). Therefore, given its size and relationship to the residential development to the east this site has been allocated for residential use providing at least 137 dwellings. The western part of the site currently forms part of the grounds of Bryn Hafren Comprehensive School which has been deemed to be surplus to the school's requirements. The development of the site will facilitate the delivery of new improved recreational facilities to serve the school and potentially the wider community. Affordable housing will be delivered in accordance with Policy MG4.

Natural Resources Wales (NRW) is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application. In addition, NRW has advised that the site is within close proximity to the Coedydd y Barri/ Barry Woodland Site of Special Scientific Interest (SSSI) which lies roughly 200 metres to the east and that the designated site should be protected at all times. NRW has encouraged the retention of mature trees and hedgerows on the proposed site for their conservation and aesthetic value.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site. The site is crossed by a 36" trunk water main and a 450 mm trunk water main at the northern extent of the site and a 125 mm distribution main in the eastern part of the site for

which protection measures in the form of an easement width and/or diversion will be required. A hydraulic modelling assessment will be required to establish a point of connection to the public sewer system and/or any improvement work required.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will therefore need to be assessed. Any prospective developer should, in the first instance investigate the suitability of soakaways for the disposal of surface water run-off and ensure that an assessment is carried out into the potential of disposing of surface water by mean of a suitable drainage system.

The Council's Engineers have advised that a suitable safe access is required that conforms to the current design criteria and future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required and that some parts of the site may be required to be retained as open space in order to protect archaeological features.

	TOTAL
MG2 (12) Ysgol Maes Dyfan	81

This is a 1.44 hectare brownfield site located within the settlement of Barry and was granted planning permission for 81 residential units in 2015 (applications 2015/00075/FUL and 2015/00076/FUL refer) and the redevelopment of the site has commenced. Affordable housing will be delivered in accordance with Policy MG4.

	TOTAL
MG2 (13) Barry Magistrates Court	52

This brownfield site has been allocated for 52 dwelling units. The site was granted planning permission for a mixed use scheme incorporating 52 residential units in March 2013 (2012/01114/FUL refers) and the redevelopment of the site was completed in 2015.

	TOTAL
MG2 (14) Court Road Depot, Barry	50

This 1.6 hectares brownfield site is located in the settlement of Barry, and is currently in use as a depot for the Vale of Glamorgan Council. Affordable housing will be delivered in accordance with Policy MG4. The Council's drainage engineers have advised that future development proposals should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority. Given the previous use of the site as a Council Depot, consideration should be given to the potential impact land contamination would have on the provision of surface water drainage.

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Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site and that no problems are envisaged with the public sewer system or Waste Water Treatment Works in dealing with foul discharge from this development.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

The Glamorgan Gwent Archaeological Trust and the Council's conservation officer have suggested that some extant buildings may have formed a part of a former Victorian slaughterhouse complex and would wish to be consulted on future development proposals.

	TOTAL
MG2 (15) Holm View	50

This brownfield site has an area of 1.2 hectares. Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage system for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority. The Highway Authority will require a suitable safe access that conforms to current design criteria to be provided. Affordable housing will be delivered in accordance with Policy MG4.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site and that no problems are envisaged with the public sewer system or Waste Water Treatment Works in dealing with foul discharge from this development.

	TOTAL
MG2 (16) Hayes Wood, The Bendricks	55

This 1.8 hectare site is located to the southeast of Barry. Affordable housing will be delivered in accordance with Policy MG4.

Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage system for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site and that no problems are envisaged with the public sewer system or Waste Water Treatment Works in dealing with foul discharge from this development. The site is crossed by a 6" distribution water main and a 100 mm foul public sewer for which protection measures in the form of an easement width and/or diversion will be required.

Given the sites proximity to the Coed Y Hayes ancient woodland consultation with the Council's ecologist will be required prior to the submission of any future planning application.

The Highway Authority will require a suitable safe access that conforms to current design criteria to be provided however it is unlikely that this can be provided from Hayes Road.

The Glamorgan Gwent Archaeological Trust has advised that archaeological evaluation of the site should be undertaken as a part of any future development proposal.

	TOTAL
MG2 (17) Cowbridge Comprehensive Lower School	21

This 0.80 brownfield site is located in close proximity of Cowbridge town centre and adjoins the Cowbridge Conservation Area and a number of listed buildings and a scheduled ancient monument. Planning permission (ref.2011/01248/FUL) was granted in September 2012 for a development of 21 dwellings with 30% affordable housing. Redevelopment of the site was completed in 2015.

	TOTAL
MG2 (18) Cowbridge Comprehensive 6th Form Block, Aberthin Road	20

This 0.52 hectare site comprises the former Sixth Form building on Aberthin Road to the north east of Cowbridge. Affordable housing will be delivered in accordance with Policy MG4.

Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage system for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority.

The Council's Engineers have advised that the existing vehicular access is sub-standard and dangerous due to the lack of a vision splay and therefore a suitable safe access that conforms to current design criteria will need to be provided.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site and that no problems are envisaged with the public sewerage system for domestic discharge from the proposed development. The site is crossed by a 225 mm combined public sewer for which protection measures in the form of an easement width and/or diversion will be required. Programmed improvement works to the Cowbridge Waste Water Treatment Works which could accommodate the proposed development are due to be completed by March 2018.

The Victorian school building has some architectural merit and lends itself to conversion although the building is not currently listed. GGAT have advised that an archaeological evaluation will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.

	TOTAL
MG2 (19) Land adjoining St. Athan Road, Cowbridge	130

This 4.3 hectare Greenfield site lies to the south east of Llanblethian, and comprises two parcels of land adjacent to the St Athan Road. Outline planning permission for the whole of the site will be required in order to ensure a comprehensive approach to development and the provision of any necessary infrastructure. Affordable housing will be delivered in accordance with Policy MG4.

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The Council’s Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions. The development will be required to fund and implement highway improvement works in the form of a realignment of St Athan Road.

Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage systems for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. A hydraulic modelling assessment will be required to establish a point of connection to the public sewer system and/or any improvement work required. The site is crossed by a 65 mm diameter rising main that runs parallel to St. Athan Road and protection measures in the form of easement widths or a diversion of this facility will be required. Programmed improvement works to the Cowbridge Waste Water Treatment Works which could accommodate the proposed development are due to be completed by March 2018.

The Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect existing archaeological features.

	TOTAL
MG2 (20) Land to the north and west of Darren Close, Cowbridge	475

This 27 hectare Greenfield site is located on the western edge of Cowbridge and is allocated for a mixed use development to include a total of 475 dwellings. Affordable housing will be delivered in accordance with Policy MG4. Development of the site will be informed by a masterplan/development brief.

The Council has approved an Outline application (application 2015/01505/OUT refers) for 475 dwellings, and a full planning application for the delivery of a new highway link between the A48 and Llantwit Major Road. The Council’s Planning Committee approved the applications at the January 2016 planning committee, subject to the signing of a Section 106 Agreement which was signed on the 12th July 2016. The development of the site is required to deliver major infrastructure, including the construction of a highway link between the A48 and Llantwit Major Road on-site and the transfer of a 2 hectare school site for the future delivery of a new primary school, in accordance with Policies MG16 (19) and MG6 (4).

The Council’s Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions. Future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage systems for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. A hydraulic modelling assessment will be required to establish a point of connection to the public sewer system and/or any improvement work required. The site is crossed by a 100 mm diameter rising main that runs through the centre of the site and protection measures in the form of easement widths or a diversion of this facility will be required. In addition there are known limitations on the existing waste water treatment works that serve the area and consultation with DCWW and an assessment of existing capacity will be necessary to determine any improvements required.

Natural Resources Wales (NRW) is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application.

Glamorgan Gwent Archaeological Trust has advised that the site is known to contain archaeological resources and conditions will be imposed on future planning consents to protect these features.

	TOTAL
MG2 (21) Plasnewydd Farm, Llantwit Major	149

This 4.4 hectare Greenfield site is located to the north west of Llantwit Major at Plasnewydd Farm. The site was granted planning permission for 149 dwellings in January 2015 (application 2014/00831/FUL refers). Development of the site has not yet commenced. Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria and this is likely to be from the realignment of the existing roundabout on Cowbridge Road. In addition, a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions will be needed.

NRW have advised that the B4265 adjacent to the north western boundary of the site is at risk of flooding. All development proposals within this allocation will be required to demonstrate that proposed access routes accord with national policy relating flood risk as set out in TAN 15.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space.' The Council's drainage engineers have advised that future development proposals should, in the first instance, investigate the suitability of the use of sustainable drainage systems for the disposal of surface water run-off. If this is not viable, surface water run-off may be able to be accommodated within the existing surface water drainage system. It is likely that flows will be limited to a discharge rate to be agreed with the Council acting as Lead Local Flood Authority. Consultation with Network Rail has also been recommended given the sites proximity to the main Vale of Glamorgan railway line.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. No problems are

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envisaged with the public sewerage system for domestic foul discharge from this proposed development however off-site sewers may be required.

The Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation may be required in order to identify and protect any archaeological resource.

A 2006 survey of the site classifies the site as Grade 3b quality, i.e. not the Best and Most Versatile agricultural land.

	TOTAL
MG2 (22) Land adjacent to Llantwit Major Bypass	70

This 2.4 hectare Greenfield site is located to the northeast of the Llantwit Major By-Pass and adjacent to Vale of Glamorgan railway line. The Council has received a planning application for this site which is currently under consideration (application 2014/00995/OUT refers). Affordable housing will be delivered in accordance with Policy MG4.

The Council’s Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

A designated main river runs along the southern boundary of the site and known flood risk areas are situated downstream. Consultation with Natural Resources Wales (NRW) will therefore be required and a Flood Consequence Assessment and a Surface Water Assessment, including appropriate consideration of the use of Sustainable Urban Drainage Systems will be necessary to demonstrate that there would be no adverse impacts arising from future development of the site.

Natural Resources Wales (NRW) is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development however off-site sewers may be required.

The Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation may be required in order to identify and protect any archaeological resource.

	TOTAL
MG2 (23) Former Eagleswell Primary School, Llantwit Major	72

This 2.41 hectare allocation comprises the site of the former Eagleswell Primary School which has recently amalgamated to become Ysgol Y Ddraig and relocated to a new site. Affordable housing will be delivered in accordance with Policy MG4.

The Council’s Engineers have advised that future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures to alleviate any detrimental impact the development will have on the local highway network and associated

road junctions. With regard to access the main body of the site will be accessed via a simple junction incorporating appropriate visibility splays directly onto Eagleswell Road. The location/parameter to be agreed as part of any future planning application in association with frontage development in keeping with existing adjacent dwellings. All existing traffic calming features within the vicinity of the site will be reviewed as a part of any future planning application and depending upon the layout of the development, an alternative scheme provided at the developers expense. Development will be required to contribute to improved public transport facilities and pedestrian and cycle links both within the site and the surrounding areas.

The Council's Drainage Engineer has advised that there are no known watercourses in the vicinity of the site. Any future developer should ensure that an assessment is carried out into the potential for disposing of surface water by means of a sustainable drainage system. Any prospective developers should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off. If infiltration drainage is not viable then there are no known watercourses in the vicinity of this site. Any connection of proposed surface water run-off to the public sewer should be discussed with Dŵr Cymru Welsh Water (DCWW) and is likely to require attenuation to Greenfield Runoff Rates to avoid detriment off-site.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however off-site mains may be required. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development however off-site sewers may be required.

Natural Resources Wales (NRW) have advised that the site has the potential to support European protected species and an ecological assessment will be required in support of any future planning application. The Glamorgan Gwent Archaeological Trust has advised that there are no known archaeological sites within the area.

	TOTAL
MG2 (24) Land at Upper Cosmeston Farm, Lavernock	576

This 22.2 hectare greenfield site is located to the south of Penarth adjacent to Lavernock Road. Development of the site will be informed by a masterplan/development brief which will identify and safeguard provisions for major infrastructure comprising a 1.0 hectare site to provide a new primary and nursery school; 1 hectare of designated public open space and an additional 0.1 – 0.2 hectares for the provision of a new community facility, in accordance with Policies MG6 (5), MG28 (10) and MG7 (4). Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that future development proposals should be supported by a robust Transport Assessment which evaluates and determines mitigation measures that alleviate any detrimental impact the development will have on the local highway network and associated road junctions. A suitable and safe access will be required that conforms to current design criteria. In this regard it is anticipated that the development will be served via a new junction onto Lavernock Road, which incorporates safe pedestrian/cycle friendly facilities. The new development will be expected to contribute to the Council's aspirations for improved walking; cycling and public transport facilities and ensure good permeability both within and surrounding the site including improvements to the NCN88 between Penarth, Sully and Barry.

A designated main river runs in the vicinity of the site and consultation with Natural Resources Wales will be required to determine the suitability of the main river to accept proposed surface water run-off. Any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for

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the disposal of surface water run-off and ensure that an assessment is carried out into the potential of disposing of surface water by mean of a suitable drainage system. If infiltration drainage is not viable then the flows off-site will require attenuation to Greenfield Runoff Rates to avoid detriment off-site. Any connection of proposed surface water run-off to the public sewer should be discussed with Dŵr Cymru Welsh Water and is likely to require attenuation to Greenfield Runoff Rates to avoid detriment off-site. The developer should consider the vulnerability of development in coastal zones and the likely recession of the shoreline during the life of the development. The boundary of the site currently falls within 10 m of the cliff edge in places and it is recommended that the developer consults the latest Severn estuary Shoreline Management Plan.

Natural Resources Wales (NRW) has advised that the site is within close proximity to the Llynnoedd Cosmeston/Cosmeston Lake SSSI which lies approximately 110 m to the North and the Penarth Coast SSSI. NRW should be consulted to make sure the designated sites are protected and would not be affected by development of the proposed site. NRW is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application in order to ensure that there is no detriment to the maintenance of the favourable conservation status of European Protected Species. Given the site's proximity to the Severn Estuary SAC, SPA & Ramsar, a project level Habitats Regulation Assessment may be required, and should be discussed with Natural Resources Wales. NRW has further advised that the site has the potential to support habitats of local biodiversity importance and consultation with the Council's ecologist should be undertaken to ensure that suitable provision is made for the survival of any local biodiversity interest within and around the site. In addition, part of the site is located on an historic landfill, namely 'Cosmeston No.1 Old Tip' and as a minimum, a preliminary risk assessment of the historic landfill should be undertaken and in this regard, future applicants are referred to 'Guiding Principles for Land Contamination' (Environment Agency (2016)).

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development however, off-site sewers may be required. Part of the site is crossed by a strategic foul public sewer and a 3" trunk water main for which protection measures in the form of an easement width and/or diversion will be required.

Given the sites proximity to known archaeological features Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.

	TOTAL
MG2 (25) Land adjoining St. Josephs School, Sully Road	74

This 2.68 hectare greenfield site is located to the west of Penarth adjacent to Sully Road. The site was granted planning permission in May 2016 for 74 dwellings and the redevelopment of the site has commenced (application 2014/00460/FUL refers). Affordable housing will be delivered in accordance with Policy MG4.

	TOTAL
MG2 (26) Headlands School, St. Augustine's Road	65

This 2.20 hectare brownfield site is located to the north east of Penarth and is accessed from St Augustine's Road. The site accommodates the Headlands School children's home, a Grade II Listed building, a

number of outbuildings and associated open/amenity spaces including a number of mature trees covered by a Tree Preservation Order. The front part of the site contains the Headlands School building within the Penarth Conservation Area and future development proposals will need to have regard to the long term viability of the listed building and the character of the Penarth Conservation Area. Affordable housing will be delivered in accordance with Policy MG4. Development of the site will be required to provide 0.24 hectares of outdoor sports provision in accordance with Policy MG28 (6).

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

The Council's Drainage Engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and that consideration for surface water disposal and management will therefore have to be assessed. Any development proposals should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off. The developer should ensure that an assessment is carried out into the potential for disposing of the surface water by means of a sustainable drainage system. The connection of proposed surface water run-off to the public sewer should be discussed with Dŵr Cymru Welsh Water (DCWW).

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development. The site is crossed by a 300 mm and 900 mm combined public sewer and a 225 mm foul public sewer for which protection measures, in the form of an easement and/or diversion may be required. There is also a Sewage Pumping Station (SPS) on the public sewerage network within this site, for which a Cordon Sanitaire or buffer zone will be required in order to protect residential amenity. Further discussion with VoG Environmental Health is advised.

Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.

The development will need to deliver 0.24 hectares of outdoor sports provision on-site to contribute to the identified need within the area.

Given the site's proximity to the Severn Estuary SAC, SPA & Ramsar sites, a project level Habitats Regulation Assessment may be necessary, and this requirement should be discussed with Natural Resources Wales.

	TOTAL
MG2 (27) Land adjacent to Oak Court, Penarth	145

This 4 hectare greenfield site is located to the west of Penarth within the settlement of Penarth. Approximately 0.5 ha of the site is expected to deliver "extra care" accommodation to meet an identified need in the area, the remaining 3.5 ha will deliver around 105 homes. Affordable housing will be delivered in accordance with Policy MG4.

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Previously the site has been included within the application site boundary for outline planning application 1993/01129/OUT which was granted permission in 1997 for residential development. Since the original permission was approved various parcels of land included in the permission have come forward and been developed. Currently the site (referred to as site parcels N2 and N3) is the last part of the site yet to be developed from the original application.

The Council's Engineers have advised that a suitable safe access is required that conforms to the current design criteria and future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will therefore need to be assessed. Any prospective developer should, in the first instance investigate the suitability of soakaways for the disposal of surface water run-off and ensure that an assessment is carried out into the potential of disposing of surface water by mean of a suitable drainage system.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site however off site mains may be required. The site is traversed by a 150 mm public foul sewer, a 100 mm foul rising main and a foul Sewage Pumping Station (SPS) all in the northern part of the site for which protection measures will be required in the form of diversions or easement widths for the sewer and rising main, and a cordon-sanitaire for the SPS. DCWW recommend liaising with the Council's Environmental Health Department regarding the extent of the cordon sanitaire. The site is served by the Cog Moors WwTW for which DCWW advises there are no issues in accommodating the foul only flows.

Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required and that some parts of the site may be required to be retained as open space in order to protect archaeological features. The site is in close proximity to a scheduled monument, consultation with CADW should be sought. In addition, it is recommended an assessment of the Setting of Heritage Assets is undertaken prior to development of the site.

Existing Tree Preservation Orders (TPO) cover parts of the site and additional trees at the site should be retained where possible as part of any development of the site.

	TOTAL
MG2 (28) Land at and adjoining St. Cyres School, Murch Road	300

This 13.2 hectare site is located to the east of Dinas Powys and adjoins the area known as 'the Murch'. The site contains a mixture of brownfield and greenfield land including the St Cyres School site which has been identified as surplus to future requirements.

Development of the site will be informed by a masterplan/development brief which will specify that the site will deliver a mixed use development. The development will deliver a new community facility in accordance with Policy MG7 (2) and contribute towards the provision and enhancement of existing local infrastructure and facilities in Dinas Powys, as detailed within the various background papers and in

accordance with Policy MD4. Particular emphasis will be given to improved access to Eastbrook Railway Station for walking and cycling. Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, a full and comprehensive Scoping Study will need to be agreed with the Local Planning/Highway Authority, in order to inform a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and that consideration for surface water disposal and management will therefore need to be assessed. Future development proposals should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and the developer should ensure that an assessment is carried out into the potential for disposing of surface water by means of a sustainable drainage system.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. The site is crossed by a 6" distribution public water main and a 4" foul rising main for which protection measures in the form of an easement width and/or diversion will be required. A hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and/or any improvement work required. The site adjoins a Broadleaved Woodland SINC to the south. Existing Tree Preservation Orders (TPO) cover parts of the site and additional trees at the site should be considered for inclusion as part of any development of the site.

The Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained to protect archaeological features. A detailed survey according to the 'revised guidelines and criteria for grading the quality of agricultural land' (MAFF 1988) will be required to confirm agricultural land grading although the land is unlikely to be the Best and Most Versatile. Outline planning permission for the whole of the site will be required, in order to ensure a comprehensive approach to development and provision of infrastructure.

	TOTAL
MG2 (29) Land off Caerleon Road, Dinas Powys	70

This 2.5 hectare Greenfield site is located to the north east of Dinas Powys between the main Vale of Glamorgan line and the Murch area of the village. The site is located close to Eastbrook railway station. The site was granted planning permission in January 2016 for 70 dwellings subject to the signing of a S106 agreement. Development of the site will provide local infrastructure improvements which will facilitate the use of sustainable transport. Particular emphasis will be given to improved access to Eastbrook railway station for walking and cycling. Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

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NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1 / C2. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA / An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space.’ The Council’s drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and that consideration for surface water disposal and management will therefore need to be assessed. Future development proposals should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and the developer should ensure that an assessment is carried out into the potential for disposing of surface water by means of a sustainable drainage system. A designated main river runs on the west side of the railway which is adjacent to the site and consultation with Natural Resources Wales will be required to determine the suitability of this main river to accept proposed surface water run-off. Consultation with Network Rail is recommended due to the close proximity of the site to the railway to determine the extent of any land drainage pipes that pass under the railway from this site. Flows in these pipes will need to be maintained. Any prospective developer will be required to discuss the suitability of this main river to accept proposed surface water run-off with Natural Resources Wales.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. The site is crossed by a 1,450 mm diameter public sewer and protection measures in the form of easement widths will be required which may restrict the amount of density proposed. The Cog Moors Waste Water Treatment Works has limited capacity and consultation with DCWW will be necessary to determine whether improvements to this facility will be required.

	TOTAL
MG2 (30) Land at adjoining Ardwyn, Pen-y-Turnpike	18

This 1.6 hectare brownfield site is located to the north of Dinas Powys adjacent to Pen-y-Turnpike Road. The site was granted planning permission for 18 dwellings in July 2015 (application 2015/00095/FUL refers) and the redevelopment of the site has commenced. Affordable housing will be delivered in accordance with Policy MG4.

	TOTAL
MG2 (31) Land at Cross Common Road	50

This 2.3 hectare Greenfield site is located to the south of Dinas Powys on the junction of Cardiff Road and Longmeadow Drive. The site was granted planning permission in February 2016 for 50 dwellings subject to the signing of a S106 agreement (application 2015/00392/OUT refers). Development of this site will be required to contribute towards a new highway junction improvement onto Cardiff Road (MG16 (17) refers) to mitigate the impact of the development and address safety / capacity issues at the existing junction. Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1 / C2. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA / An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space.' The Council's drainage engineers have advised that a designated main river runs close to the western boundary of the site and any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off. If percolation drainage is not viable, Natural Resources Wales (NRW) should be consulted to determine the suitability of the main river to accept any proposed surface water run-off. If suitable, surface water attenuation will be required with flows being limited to a discharge rate to be agreed. An assessment into the potential for disposing of the surface water by means of a sustainable drainage system should also be undertaken.

NRW has advised that there may be areas of unimproved grassland of interest in the general area of the site and that consultation with the Council's ecologist should be undertaken to determine the extent of supporting ecological information that will be needed to support any future planning application. In particular, approximately 0.31 ha of the site is a grassland SINC (3,100 sqm).

Dŵr Cymru Welsh Water (DCWW) has advised that a 150 mm diameter public sewer crosses the centre of the site and protection measures in the form of easement widths or a diversion of this facility will be required.

	TOTAL
MG2 (32) Land south of Llandough Hill / Penarth Road	130

This 5.23 hectare Greenfield site is located between Penarth Road to the east and Cogan Pill Road to the west. The topography of the site varies considerably and the southern part of the site includes a former reservoir which is considered as being brownfield land. A large retaining wall supports the reservoir adjacent to Penarth Road and a structural survey will be required to determine the current condition of this wall. The development will be required to contribute towards the provision and/or improvement of walking and cycling routes between Cardiff and the Vale of Glamorgan including the provision of links to the National Cycle Network. Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

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The Council’s drainage engineers have advised that an ordinary watercourse passes through the site and a buffer zone on the watercourse will be required. There is a record of flooding of properties from the ordinary watercourse on the adjacent development to the north of the site and mitigation measures to prevent surface water flooding will need to be considered. Any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and the developer should ensure that an assessment is carried out into the potential for disposing of the surface water by means of a sustainable drainage systems. If percolation drainage is not viable, the suitability of the watercourse to accept proposed surface water run-off should be investigated. If suitable, surface water attenuation will be required with flows being limited to a discharge rate to be agreed.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site. The site is crossed by a 9” distribution public water main and a 355 mm combined public sewer and a 150 mm diameter public sewer for which protection measures in the form of easement width and/or diversion will be required. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development.

Natural Resources Wales has advised that given the nature of the site, a full ecological assessment and consultation with the Council’s ecologist should be undertaken.

The Glamorgan Gwent Archaeological Trust has advised that an extensive archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.

	TOTAL
MG2 (33) Land north of Leckwith Road	8

The 0.6 hectare site is located on the north westerly edge of Llandough adjacent to Leckwith Road. The site is in a prominent position on a ridge above a former quarry adjoining an area of woodland to the west. The Council approved an outline planning application (application 2014/01401/OUT refers) for 21 dwellings for land to the north and south of Leckwith Road which includes the allocation in October 2015 subject to the signing of a S106 agreement. Affordable housing will be delivered in accordance with Policy MG4.

The Council’s Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

The Council’s drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will therefore need to be assessed. Any prospective developer should, in the first instance investigate the suitability of soakaways for the disposal of surface water run-off and ensure that an assessment is carried out into the potential for disposing of the surface water by means of a sustainable drainage system.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site and that no problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development.

	TOTAL
MG2 (34) Llandough Landings	120

This 6 hectare site is located between the main Vale of Glamorgan railway line and the River Ely. Access to the site is likely to be from Anchor Way. Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition a full and comprehensive Scoping Study will need to be agreed with the Local Planning / Highway Authority in order to inform a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions. Developer contributions will be sought to provide/improve local walking and cycling routes between Cardiff and the Vale of Glamorgan including links with the National Cycle Network.

The Council's drainage engineers have advised that a designated main river runs along the eastern boundary of the site. NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1 / C2. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA / An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space.' Any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off from the site. If percolation drainage is not viable, NRW should be consulted to determine the suitability of the main river to accept surface water run-off. If suitable, surface water attenuation will be required with flows being limited to a discharge rate to be agreed. The developer should ensure that an assessment is carried out into the potential for disposing of the surface water by means of a sustainable drainage system.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development. The site is crossed by a 300 mm combined public sewer for which protection measures in the form of an easement width and/ or diversion will be required.

NRW has advised that the site may provide habitat for a European Protected Species, and a Habitats Regulation Assessment screening report may be necessary for the site and this requirement should be discussed with Natural Resources Wales and the Council's ecologist. Additional ecological information may be required in support of any future planning application.

The Glamorgan Gwent Archaeological Trust has advised that extensive archaeological evaluation will be required prior to any positive determination of planning applications and that certain areas of the site may need to be retained as open space in order to protect archaeological features.

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	TOTAL
MG2 (35) Land north of the Railway Line, Rhoose	700

The 25.82 hectare Greenfield site is located between the existing settlement of Rhoose and the Rhoose Point development and was allocated for residential development in the Vale of Glamorgan Adopted Unitary Development Plan. A site development brief was prepared (August 2007) which requires the comprehensive redevelopment of the site. Affordable housing will be delivered in accordance with Policy MG4.

The Council approved an outline application for 350 dwellings (application 2010/00686/EAO refers) for the eastern half of the site in January 2014. Two subsequent Reserved Matters applications were approved in April 2015 (applications 2014/00344/RES and 2014/00639/RES refer).

The Council has also approved an outline application for 350 dwellings in May 2015 for the western half of the site (application 2014/00550/OUT refers) and two Reserved Matters applications are currently under consideration (applications 2015/01070/RES and 2015/01072/RES refer).

The development of the site is required to provide and safeguard a site of 1.0 hectare for the provision of a new primary and nursery school (210 places) on site, in accordance with Policy MG6 (6) and to deliver key strategic infrastructure, including 3.60 hectares of land for public open space comprising a multi-use games area and associated changing facilities; equipped play facilities and areas of amenity open space in accordance with Policy MG28 (7).

The Council’s Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions. The Council’s drainage engineers have advised that there is no watercourse available for the discharge of surface water within the vicinity of the site and the consideration of surface water disposal and management will therefore need to be assessed. There are known flooding issues to existing properties to the south of the site and mitigation measures will therefore be required to prevent further surface water flooding. It should be noted that the use of soakaways for the disposal of surface water on this site is not recommended and the disposal of surface water run direct to the sea should be investigated. Land drainage ditches are known to cross the site and consultation with the Council as Land Drainage Authority or Natural Resources Wales will be required to demonstrate how these will be maintained and protected. It is also recommended that consultation with Network Rail is undertaken due to the close proximity of the site to the railway and the land drainage pipes that pass beneath it flows through which will need to be maintained.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site. A hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and any improvement works that may be required. The site is crossed by a 300 mm foul rising main for which protection measures in the form of an easement width and/ or diversion will be required.

Natural Resources Wales (NRW) has indicated that the site lies on a major aquifer and that no discharge of foul contaminated run-off will be permitted, NRW will need to be consulted prior to any works being undertaken at the site to discuss the necessary measures required to protect the aquifer.

	TOTAL
MG2 (36) Land south of the Railway Line, Rhoose	87

This 2.65 hectare brownfield site is located immediately to the south of the railway line on the Rhoose Point. The site was granted planning permission for 87 dwellings and associated public open space in May 2013 and development of the site is now complete.

	TOTAL
MG2 (37) Land West of Swanbridge Road, Sully	500

This 20 hectare Greenfield site is located to the east of Sully and is bounded by Swanbridge Road to the east and Cog Road to the north. The northern part of the site was granted planning permission for up to 350 dwellings in May 2015 subject to the signing of a S106 agreement (application 2013/01279/OUT refers). Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that it would require a suitable safe access that conforms to current design criteria to be provided and a full and comprehensive Scoping Study is to be agreed with the Council, in order to inform a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there are known flooding issues of properties to the south and west of the site due to overland flow of surface water originating on this site. There is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will need to be assessed. Investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and an assessment made of the potential for disposing of surface water by means of sustainable drainage systems. Surface water drainage from the site should not cause new or exacerbate existing known flooding issues. The management of existing land drainage ditches that cross the site will need to be considered and details will need to be provided to and approved by the Council as Land Drainage Authority that flows within the land drainage system are maintained. A buffer zone for the land drains will be required.

Dŵr Cymru Welsh water has advised that a water supply can be made available to service the proposed development site. However, an assessment may be required, in particular for the larger densities, to understand the extent of off-site mains required. The local sewer network in this area is too small to accommodate the foul flows from a development. A hydraulic modelling assessment will be required to establish the point of connection to the public sewerage network system and/or any improvement work required. The site is crossed by a 150 mm foul rising main and a 225 mm foul public sewer for which protection measures in the form of easement width or diversion of the sewer will be required.

A site specific Agricultural Land Survey undertaken in accordance with the revised guidelines and criteria for grading the quality of agricultural land (MAFF 1988) will be required to confirm land grading.

The Glamorgan Gwent Archaeological Trust has advised that an extensive archaeological evaluation of the site would be required and that certain areas of the site may need to be retained as open space in order to protect archaeological features.

The site is in close proximity to the hamlet of Cog which contains a number of listed buildings and has significant townscape quality in its own right. Any future development proposal for the site would therefore

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need to be carefully considered to ensure that it relates to the qualities of the hamlet. Such issues would be required to be adequately addressed in any development brief for the site.

	TOTAL
MG2 (38) Land to the west of Port Road, Wenvoe	132

This 6.98 hectare Greenfield site is located to the south of Wenvoe between the A4050 Port Road and the existing residential development at Clos Llanfair. The site was granted planning permission for residential development of up to 140 dwellings in April 2014 (application 2013/00884/OUT refers) and two Reserved Matters applications were approved for 132 dwellings (applications 2014/00452/RES and 2015/00601/RES refer) in September 2014 and February 2016 respectively. The site is currently under construction. Affordable housing will be delivered in accordance with Policy MG4.

	TOTAL
MG2 (39) Land adjoining Court Close, Aberthin	20

This 0.75 hectare Greenfield site adjoins existing residential development at Court Close, Aberthin. Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is an existing issue with surface water runoff in this area causing flooding to adjacent properties. As there is no watercourse available for the discharge of surface water within the immediate vicinity of the site consideration for surface water disposal and management will need to be assessed. Investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and assessment made of the potential for disposing of surface water by means of sustainable drainage systems. A designated main river runs to the south of the site and consultation with Natural Resources Wales should be undertaken on any proposals for this river to accept surface water runoff from the site.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development Programmed improvement works to the Cowbridge Waste Water Treatment Works which could accommodate the proposed development are due to be completed by March 2018.

Glamorgan Gwent Archaeological Trust has advised that an archaeological evaluation of the site will be required in support of a future planning application.

	TOTAL
MG2 (40) Land to the east of Bonvilston	120

This 7.2 hectare Greenfield site is located to the east of the village of Bonvilston. The Council received a full planning application for 120 dwellings (application 2015/00960/FUL refers) in October 2015. The development of the site will deliver key infrastructure comprising highway improvements to the existing

highway north of the A48 (north of Sycamore Cross) along Bonvilston Road in accordance with Policy MG16 (18) and the provision of 0.55 hectares of strategic public open space in accordance with Policy MG28 (8). Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions. Development of the site will be required to deliver local highway improvements which will contribute to the safe access to the site and help to mitigate the harmful effects of this development on the local highway network (Policy MG16 (18) refers).

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will need to be assessed. Investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and assessment made of the potential for disposing of surface water by means of sustainable drainage systems.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development. The site is crossed by 225 mm diameter public sewer for which protection measures in the form of easement width or diversion will be required. There is limited capacity at the Bonvilston East WwTW and no improvements are planned within the AMP 6 Capital Investment Programme (2015 - 2020). A scheme of upgrades for this WwTW will form part of the submission to the Industry Regulator Ofwat for AMP 7. Should a landowner/developer wish to progress the proposed development prior to the Regulatory investment, they may fund a feasibility study which will identify the improvements required.

Natural Resources Wales (NRW) has indicated that the site lies on a major aquifer and that no discharge of foul contaminated run-off will be permitted, NRW will need to be consulted prior to any works being undertaken at the site to discuss the necessary measures required to protect the aquifer.

The Glamorgan Gwent Archaeological Trust has advised that extensive archaeological evaluation will be required prior to any positive determination of planning applications and that certain parts of the site may need to be retained as open space in order to protect archaeological features.

A site specific Agricultural Land Survey undertaken in accordance with the revised guidelines and criteria for grading the quality of agricultural land (MAFF 1988) will be required to confirm land grading. The site lies to the east of the Bonvilston conservation area and future proposals will be required to ensure that development will not have an unacceptable effect on the important conservation area designation.

	TOTAL
MG2 (41) Land to rear of St David's Church in Wales Primary School, Colwinston	64

This 2.55 hectare Greenfield site is located adjacent to the east of the St David's Church in Wales Primary School in Colwinston. The site was granted planning permission for 64 dwellings in June 2015 (application 2014/00242/FUL refers) and the site is under construction. Affordable housing will be delivered in accordance with Policy MG4.

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	TOTAL
MG2 (42) ITV Wales, Culverhouse Cross	224

This 7.13 hectare brownfield site is located at Culverhouse Cross and previously housed the ITV Wales Television Studio complex. The site was granted outline planning permission for 243 residential units in March 2014 (application 2013/01152/OUT refers) and a Reserved Matters application was approved in March 2015 for 224 dwellings (application 2014/01079/RES refers). Affordable housing will be delivered in accordance with Policy. The site is currently under construction.

	TOTAL
MG2 (43) The Garden Emporium, Fferm Goch	40

This 2.19 hectare site comprises land and buildings formerly occupied as a Garden Centre, to the east of Llangan, adjacent to the main St. Mary Hill Road. The site was granted outline planning permission in December 2013 for 40 residential units (application 2012/00862/OUT refers) and a Reserved Matters application was approved in April 2014 (application 2014/00008/RES refers). The redevelopment of the site has been completed.

	TOTAL
MG2 (44) Ogmore Residential Centre	70

This 3.25 hectare brownfield site is located to the east of the village of Ogmore on land previously used as a residential school camp. Affordable housing will be delivered in accordance with Policy MG4. Outline planning permission was granted at appeal for the redevelopment of the site for residential purposes in March 2012 (applications 2009/00489/OUT and APP/Z6950/A/11/2157934 refer). The permission included conditions addressing the need for safe access to the local highway network; an assessment of the potential for disposing of surface water by means of sustainable drainage systems; archaeological watching brief; and mitigation in respect of protected species.

The Council approved a Reserved Matters application for the site for 70 dwellings in May 2014 (application 2013/00862/RES refers). The site is currently under construction.

	TOTAL
MG2 (45) Ogmore Caravan Park	100

This 3.64 hectare site is located to the east of the village of Ogmore by Sea on land used as a caravan park. The site was granted outline planning permission for 100 dwellings in September 2011 (application 2009/01273/OUT refers) and a Reserved Matters application was approved in May 2015 (application 2014/01108/RES refers). The site is currently under construction. Affordable housing will be delivered in accordance with Policy MG4.

	TOTAL
MG2 (46) Land to the East of St Nicholas	117

This 4.4 hectare Greenfield site is located to the east of the village of St Nicholas to the north of the A48. The Council has received 2 full planning applications (applications 2015/00249/FUL and 2015/00662/FUL refer). Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria and that a full and comprehensive Scoping Study is agreed with the Local Planning/ Highway Authority in order to inform a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact future development proposals will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is no watercourse available for the discharge of surface water within the immediate vicinity of the site and consideration for surface water disposal and management will need to be assessed. Investigations into the suitability of the use of soakaways for the disposal of surface water run-off should be undertaken and assessment made of the potential for disposing of surface water by means of sustainable drainage systems.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development. The site is crossed by a 150 mm foul public sewer for which protection measures in the form of an easement width and/or diversion will be required. Dŵr Cymru Welsh Water has advised that the St. Nicholas Waste Water Treatment Works has limited capacity and consultation with DCWW will be required to determine whether improvements to this facility will be required.

A site specific Agricultural Land Survey undertaken in accordance with the revised guidelines and criteria for grading the quality of agricultural land (MAFF 1988) will be required to confirm land grading.

The Glamorgan Gwent Archaeological Trust has advised that extensive archaeological evaluation will be required prior to any positive determination of planning applications and that certain areas of the site may need to be retained as open space in order to protect archaeological features.

The site lies close to the St Nicholas Conservation Area and the Ely Valley and Ridge Slopes Special Landscape Area and future development proposals will be required to ensure that there is no unacceptable effect on these important designations.

	TOTAL
MG2 (47) Land off St.Brides Road, Wick	124

This 4 hectare Greenfield site is located on the north-west of the village of Wick between Heol Fain and St Brides Road. The site is currently undeveloped farmland located close to the centre of the village. The site was granted full planning permission for 124 dwellings in November 2015 (application 2014/01424/FUL refers) and work commenced on site in January 2016. Affordable housing will be delivered in accordance with Policy MG4.

	TOTAL
MG2 (48) Land off Sandy Lane, Ystradowen	85

This 4.2 hectare Greenfield site is located to the north east of Ystradowen on land either side of Sandy Lane. Approximately half of the site to the south of Sandy Lane was granted planning permission for 40 dwellings in May 2015 (applications 2013/00856/OUT and 2014/01483/RES refer) and the site is currently under construction. The allocation as a whole will provide 0.43 hectares of open space and recreational facilities in accordance with Policy MG28 (9). Affordable housing will be delivered in accordance with Policy MG4

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The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Statement that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions.

The Council's drainage engineers have advised that there is an ordinary watercourse in the vicinity of the site and any developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and an assessment should be carried out into the potential for disposing of the surface water by means of a sustainable drainage system. If percolation drainage is not viable, the suitability of the watercourse to accept proposed surface water run-off should be investigated and surface water attenuation will be required with flows being limited to a discharge rate to be agreed with the Council as Lead Local Flood Authority.

Dŵr Cymru Welsh water has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. The local sewer network in this area is too small to accommodate the foul flows from a development of this size and a hydraulic modelling assessment will be required to establish the point of connection to the public sewer system and/or any improvement work required. The site is crossed by a 150 mm foul public sewer for which protection measures in the form of an easement width and/ or diversion will be required. Programmed improvement works to the Cowbridge Waste Water Treatment Works which could accommodate the proposed development are due to be completed by March 2018.

A site specific Agricultural Land Survey undertaken in accordance with the revised guidelines and criteria for grading the quality of agricultural land (MAFF 1988) will be required to confirm land grading.

	Total Pitches
MG5 Land to the East of Llangan	2

This 0.76 Hectare predominantly greenfield site is located close to the minor rural settlement of Fferm Goch and is approximately 600 metres from the village of Llangan. The service centre settlement of Cowbridge is approximately 7.5 kilometres away from the site. Based upon the Vale of Glamorgan Gypsy and Traveller Accommodation Assessment (May 2016), the current need for pitches in the Vale is for 2 pitches which is suggested for this site. Due to the size of the site it would be able to accommodate some future increase gypsy and traveller accommodation need in the Vale of Glamorgan.

The Councils Highway Engineers have advised that a suitable safe access is required that conforms to current design criteria to be provided.

Dwr Cymru Welsh Water (DCWW) has advised there are no issues in providing a supply of clean water or public sewerage to the site, but a significant level of off-site mains and off-site sewers will be required in order to connect the site. The site is outside WwTW catchments, though the off-site sewers will enable connection to the catchment of Penybont WwTW.

The site is already being occupied by a single family unit and is owned by the Council. The site is unaffected by any ecological, archaeological or historic designations, and based upon consultation with statutory consultees, the Council is of the opinion that the site is deliverable and that there are no insurmountable infrastructure requirements or other constraints that would hinder the development of the site to meet the identified need.

APPENDIX 4 : Local Employment Allocations (Policy MG9): Individual Site Details

General Supporting Information and Assessments

In addition to the site-specific matters raised under each allocation, a range of supporting information may be necessary to accompany proposals for development, including: -

- Environmental Statements (subject to EIA Screening)
- Transport Assessments
- Design and Access Statements
- Masterplans
- Landscape Assessments
- Travel Plans and, where necessary, improvements to encourage sustainable transport e.g. supported bus services, new or improved footways, public open space, improvements to education facilities or increased capacity.
- Ecological Assessments – while site specific comments have been made on some sites regarding possible features of biodiversity importance, an ecological assessment agreed with the Council's ecologist or where appropriate Natural Resources Wales, will be required for all sites.

The undertaking of a Habitats Regulation Assessment for the Deposit Local Development Plan does not remove the need for project level Habitats Regulation assessments of individual development sites where they could have an adverse effect on the integrity of a European Protected site.

In collaboration with other local authorities within the South East Wales region the Vale of Glamorgan Council is proposing to undertake a Water Cycle Study (WCS) to provide an understanding of the future water requirements of the region in relation to new development allocations. Where necessary, development proposals which impact on the water environment will be required to provide information at an appropriate level to the scale of the development that illustrates that the proposal will not adversely impact on the water environment.

The various site allocations in the plan may have the potential to support European Protected Species as well as habitats of biodiversity importance. In allocating these sites a precautionary approach has been adopted by the Council and appropriate species surveys, and where relevant appropriate mitigation, will be required to accompany any planning application for the development of the sites in order to comply with the requirements as set out in the Conservation of Habitats and Species Regulations 2010 (as amended). This is to ensure that the proposal does not result in any likely detriment to the maintenance of the favourable conservation status of European Protected Species.

Site-Specific Allocations

Having regard to the detailed site appraisal, consultations and infrastructure planning detailed above, the following section provides a general summary of the key issues associated with each of the local employment sites allocated by Policy MG9. The 'strategic' sites are addressed by site-specific Policies within the Plan.

In allocating the LDP sites the Council has had regard to the requirements of TAN15 and specifically the justification tests set out under Section 6.2. The Council is satisfied that the sites allocated can be justified and are capable of being delivered during the plan period and that any mitigation measures required will not affect the level of growth proposed at the site or the sites deliverability.

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MG9 (1), MG11 Land to the South of Junction 34 M4 Hensol

ALLOCATED USES: B1, B2, B8

The allocation comprises 29.59 ha net strategic employment land and 6.64 ha net local employment land within a gross site area of 55.16 ha.

The site has outline planning permission for the development of the site to include Class B1, B2 and B8 uses; a hotel/residential training centre (Class C1/C2); ancillary uses within Classes A1, A2, A3; associated engineering and ground modelling works and infrastructure, car parking, drainage and access for all uses; the provision of infrastructure (including energy centre(s)); and landscaping and all ancillary enabling works. All matters are reserved except for access, which shows the use of the existing service road which runs directly off junction 34 of the M4.

The greenfield site has a varied rural character, with urbanising influences due to the adjacent M4, existing industrial complex, heavily engineered access roads and parking and the adjacent sewage treatment works. Parts of the site have an enclosed, rural character due to the existing structural vegetation, undulating topography and small scale of the enclosed historic field pattern however the adjacent roads and uses detract from the sense of tranquillity and remoteness. The site includes sand and gravel safeguarded areas which are shown on the Proposals Map and a comprehensive mineral resources assessment will be required.

The site is set within the Ely Valley and Ridge Slopes Special Landscape Area (SLA) which is characterised by predominantly lowland rolling landscape through which the Ely River valley runs. The Ely Valley Site of Special Scientific Interest (SSSI) borders the south-eastern corner of the site and extends a little way into the site. The site has a number of significant Tree Preservation Order (TPOs) clusters.

Natural Resources Wales (NRW) have indicated that large areas of marshy grassland in the eastern part of the site are of national nature conservation value, including the majority of SINC 25 and the whole western meadow of SINC 26. A number of important habitats and protected species have also been identified within the site. Full and detailed consultation with NRW and the Council's ecologist will therefore be required on any future development proposals.

Designated main rivers including the River Ely run in the vicinity of the site. NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1 / C2. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA / An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space. Dŵr Cymru Welsh water has advised that a water supply can be made available to service the domestic flows from the proposed development site. However, the developer may be required to contribute under Sections 40-41 of the Water Industry Act 1991 towards the provision of new off-site and/or on-site water mains and associated infrastructure. The site is crossed by a 500 mm public water main and a 750 mm combined foul public sewer for which protection measures in the form of an easement width and/or

diversion will be required. No problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development.

Although the site is located in close proximity to J34 of the M4, the site is less accessible by sustainable travel modes, including walking, cycling and public transport. This will need to be mitigated and rectified, where possible, as part of the detailed development proposals. Therefore, due to the location, scale and nature of the employment proposals envisioned for the strategic employment allocation, a detailed work place Travel Plan will be required as part of any future development proposals.

MG9 (2), MG10, SP2 (3) Land adjacent to Cardiff Airport and Port Road, Rhoose (part of St Athan – Cardiff Airport Enterprise Zone)

ALLOCATED USES: B1, B2, B8

The allocation comprises of 77.4 ha gross strategic employment land and is designated as an Enterprise Zone by the Welsh Government. The site is allocated to meet the regional employment needs as part of the St Athan Strategic Opportunity Area.

Welsh Government is currently in the process of preparing a development framework for the future development of the Enterprise Zone which will set out proposals for industrial or offices uses focusing on aerospace and high-tech manufacturing and a 42 ha extension to Porthkerry Country Park as well as considering an energy centre and a rail spur.

The site forms part of undeveloped land between Rhoose/Cardiff Airport and West Barry. The site land use is primarily agriculture. Arable fields dominate the higher lying, more exposed and predominantly flat areas, while grazing and strips of woodland dominate the sheltered slopes and valleys. The field system consists of moderately sized fields enclosed by hedgerows of varying height and density. The hedgerows on higher ground are relatively low providing some screening particularly towards Port Road but allow long distance views of the surrounding area and views across the Bristol Channel. Two streams exist on site: Whitelands Brook, which traverses the site from north to south and Bullhouse Brook which runs to the west and joins Whitelands Brook at Egerton Grey.

The site is not in a Special Landscape Area (SLA) however Nant Llancarfan SLA is adjacent to the northern boundary. Development would have a landscape impact however it would have a limited impact on coastal areas given the extension to Porthkerry Country Park. Additionally given the scale and location of the development proposed on the site, the perception of a significant physical gap between Barry and the Airport will not be compromised.

Existing use of the agricultural land is a mixture of arable cultivation, improved pasture, and permanent pasture however the site has only 1.7% of the best and most versatile quality (Grade 3A agricultural land). There are no statutory nature conservation designations within or adjacent to the site. The nearest statutory designated site is Barry Woodland Site of Special Scientific Interest (SSSI) approximately 380 m north east of the site. There are no Sites of Importance for Nature Conservation on the site however the closest is Bullhouse Brook which adjoins the southern boundary. Given the proximity of the site to these sites, an ecological assessment and the Council's ecologist will be required in support of any future planning application.

Dŵr Cymru Welsh water has advised that a water supply can be made available to service the domestic flows from the proposed development site. However, an assessment may be required in particular for the

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larger densities to understand the extent of off-site mains required. The site is crossed by a water main, a 250 mm foul rising main, a 375 mm gravity sewer and a Sewage Pumping Station for which protection measures in the form of an easement width and/or diversion will be required. A hydraulic modelling assessment will be required to establish the point of connection to the public sewerage network and/or any improvement work required to the existing network to accommodate the growth including the extent of off-site sewers. Should any proposal require discharge of trade effluent into the public sewer then the Consent of the statutory sewerage undertaker is required (Section 118 Water Industry Act 1991). The Cog Moors WwTW currently has capacity to accommodate new development. Once the 'domestic' foul flows from the proposed allocation are confirmed a further assessment will be required to establish if capacity exists.

Natural Resources Wales (NRW) have indicated that due to the large size of the development a surface water assessment would be required prior to development. It is advised that surface water run-off is controlled as near to its source as possible through a sustainable drainage approach to surface water. Although Rhoose is well served by public transport by virtue of its location along a main highway and the Vale of Glamorgan line, the proposals for the Transport Hub will only serve to improve public transport access. Additionally under policy SP7 (3) there are proposals to make improvements to the A4226 between Waycock Cross and Sycamore Cross, A48 (Five Mile Lane).

MG9 (3), MG10, SP2 (2) St Athan, Aerospace Business Park, (part of St Athan – Cardiff Airport Enterprise Zone)

ALLOCATED USES: EMPLOYMENT AND EDUCATION

The site comprises of 305 ha gross strategic employment site, with a net developable area of 208 ha for training, education and employment excellence, particularly for the military and aerospace sectors. It is allocated to meet the regional employment needs. The Welsh Government who owns the site, has designated it as an Enterprise Zone and is currently in the process of preparing a Strategic Development Framework to inform its future development.

The site has an extensive planning history for military, training and commercial uses. The Council has approved a Certificate of Lawful Development application (application 2016/00613/LAW refers) at the MOD super hangar located within the aerospace business park in St Athan, for the proposed use of the premises for the manufacture and assembly of motor cars (Class B2) with ancillary uses for storage/distribution, office, reception and exhibition area, staff canteen and parking for Aston Martin Lagonda Ltd. This was further to the previous approval (2013/00576/FUL) for B1, B2 and B8 uses at the Super Hanger. The surrounding local landscape consists of a variety of rural habitats including grasslands, farmland, woodland and wetland. Typical of the area are significant mature native hedgerows that border field boundaries and roads. Small residential clusters are dotted around the site and this pattern of scattered villages, hamlets and individual farmholds is typical of the Vale of Glamorgan. The MoD St Athan site is different to the surrounding local land uses and has a very distinct character within the local landscape as the existing site already includes extensive, and in some cases large scale, military structures.

The site is not in a Special Landscape Area (SLA), however the Glamorgan Heritage Coast is adjacent to the southern boundary and the Upper and Lower Thaw Valley SLA is adjacent to the eastern boundary. Natural Resources Wales (NRW) have stated that the main ecological issues relate to the European Protected Species on site, (those species listed on Schedule 2 of the Conservation (Natural Habitats, &c.) Regulations 1994), particularly great crested newts, bats, otters and dormice. Consideration also needs to be given to the protection and enhancement of the habitats that support these species. An

ecological assessment and consultation with NRW will therefore be required in support of any future planning application.

Dŵr Cymru Welsh water has advised that a water supply can be made available to service the domestic flows from the proposed development site. However, extensive off-site mains may be required at the developer's expense to service the site. An assessment may therefore be required to understand the extent of off-site mains required. The site is crossed by a water main for which protection measures in the form of an easement width and/or diversion will be required. A hydraulic modelling assessment of the public sewerage network will be required in order to identify locations where the development can connect and any required improvements to the existing network to accommodate the growth including the extent of off-site sewers. Should any proposal require discharge of trade effluent into the public sewer then the Consent of the statutory sewerage undertaker is required (Section 118 Water Industry Act 1991). The site crosses two WwTW catchment areas and much will therefore be dependent on the final connection point and the quantity of flows to each WwTW. Once the domestic foul flows from the proposed allocation are confirmed a further assessment will be required to establish if capacity exists.

There are three watercourses within the site: the Boverton Brook to the west, the Nant y Stepsau to the northeast, and the Rhyl stream to the southeast. NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1 / C2. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA / An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding. In the past there has been local flooding in Llanmaes and Boverton. Flood risk along the Nant y Stepsau is limited to the adjacent grazing land and minor local roads. Along the Rhyl Stream several properties in St Athan are understood to be at risk of flooding. NRW advised that it is imperative that any surface water drainage from the new site is adequately managed so as not to increase the flow in the Boverton Brook.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space.' The site has areas of archaeological interest including Bronze Age burials, Roman and medieval settlement notably Church of Saint Brise, Bethesda'r Fro Chapel and Picketson House. Additionally within the current St Athan estate there are a series of archaeological elements of importance from WW2 era including Pickett-Hamiltons Forts, Pill Boxes, Battle Headquarters and Air-raid Shelters.

MG9 (4) Atlantic Trading Estate

ALLOCATED USES - B1, B2, B8

The allocation comprises five sites in multiple ownership, located to the south of the No.2 Dock in Barry, and totalling 9.14 Ha, with the primary land owners being Associated British Ports and LJ Developments. Future development of the site should be subject to consultation with Natural Resources Wales (NRW) given the sites' proximity to environmental designations and local water resources e.g. Severn Estuary SAC and SPA, major ground water aquifer, Cadoxton River, Site of Special Scientific Interest, known flood zones.

NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1 / C2. All development proposals within this allocation will be

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required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA / An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding. In particular, plots B and C to the south west of the allocation lie within flood zone C2 where proposals for highly vulnerable industrial developments such as power stations, chemical plants, incinerators and waste disposal sites will not be appropriate in accordance with national policy contained within TAN 15. Proposals for general industrial, employment, and utilities infrastructure or other industrial developments similar in nature that fall within the less vulnerable development category may be considered acceptable subject to application of the TAN 15 justification test, including acceptability of consequences.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space. Dŵr Cymru Welsh water has advised that a water supply can be made available to service the domestic flows from the proposed development site. However, the developer may be required to contribute under Sections 40-41 of the Water Industry Act 1991 towards the provision of new off-site and/or on-site water mains and associated infrastructure. A hydraulic modelling assessment of the public sewerage network may be required in order to identify locations where the development can connect and any required improvements to the existing network in order to accommodate the growth including the extent of off-site sewers. Should any proposal require discharge of trade effluent into the public sewer then the Consent of the statutory sewerage undertaker is required (Section 118 Water Industry Act 1991). Once the domestic foul flows from the proposed allocation are confirmed a further assessment will be required to establish if capacity exists.

The Glamorgan Gwent Archaeological Trust (GGAT) has advised that a part of the allocated area contains a significant archaeological resource and that an archaeological evaluation of the site will be required prior to future development.

Local power supply issues are known to exist across the site.

MG9 (5) Land at Ffordd y Mileniwm

ALLOCATED USES - B1, B2, B8

This 8.9 hectare privately-owned brownfield site lies adjacent to Ffordd y Mileniwm, the main access road from the east to the strategically important Barry Waterfront Redevelopment area. The prominent nature of the gateway site requires that future development proposals will need to fully consider the visual impact of development on the Waterfront Redevelopment Area, and be subject to a development brief. The site lies within 250 metres of a former landfill site and is affected by or in close proximity to known flood zones. NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone B. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. Surface water run-off could discharge directly into No.2 Dock and it is recommended that any prospective developer discusses this possibility with the operator of the Dock, Associated British Ports.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2

flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space.' Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the domestic flows from the proposed development site. A hydraulic modelling assessment of the public sewerage network may be required in order to identify locations where the development can connect and any required improvements to the existing network in order to accommodate the growth including the extent of off-site sewers. Should any proposal require discharge of trade effluent into the public sewer then the Consent of the statutory sewerage undertaker is required (Section 118 Water Industry Act 1991). Once the domestic foul flows from the proposed allocation are confirmed a further assessment will be required to establish if capacity exists.

The Glamorgan Gwent archaeological Trust has advised that archaeological resources are contained within the area and that an archaeological evaluation will be required which may restrict the area available for development.

MG9 (6) Hayes Lane, Barry

ALLOCATED USES - B1, B8

This privately owned vacant industrial site extends to 1.4 hectares and is located adjacent to Hayes Lane in close proximity to Atlantic Trading Estate (MG9 (4)).

The site is located within 250 metres of a former landfill site and future development proposals should be subject to consultation with Natural Resources Wales (NRW).

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the domestic flows from the proposed development site. A hydraulic modelling assessment of the public sewerage network may be required in order to identify locations where the development can connect and any required improvements to the existing network in order to accommodate the growth including the extent of off-site sewers. Should any proposal require discharge of trade effluent into the public sewer then the Consent of the statutory sewerage undertaker is required (Section 118 Water Industry Act 1991). Once the domestic foul flows from the proposed allocation are confirmed a further assessment will be required to establish if capacity exists.

The site has previously gained planning permission for a bus / coach depot (see application 2003/01394/FUL) and a Waste Management Transfer Depot (see application 2004/01505/FUL).

MG9 (7) Hayes Road, Sully

ALLOCATED USES - B1, B8

This privately owned 7.5 hectare brownfield site is located between Hayes Road and the coast. The site is allocated for B1 and B8 uses to ensure future employment proposals would not prejudice existing residential uses located to the west of the site.

The site was previously utilised as a MoD storage facility and Natural Resources Wales has advised that if ground works are proposed a Preliminary Risk Assessment will be required prior to development to assess the potential risk of contamination from historic landfill.

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The site has limited surface water drainage capacity and NRW have advised that the site may be affected by flooding, with some parts being identified as being within Development Advice Map Zone C1 / C2. All development proposals within this allocation will be required to demonstrate that they accord to national policy relating to flood risk as set out in TAN15. A site specific FCA / An updated site specific FCA must be submitted if any part of the planning application site falls within an area identified as being at risk of flooding.

In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space. As the site allocation lies partially in flood zone C2, highly vulnerable industrial developments such as power stations, chemical plants, incinerators and waste disposal sites will not be appropriate in accordance with national policy contained within TAN15. Proposals for general industrial, employment, and utilities infrastructure or other industrial developments similar in nature that fall within the less vulnerable development category may be considered acceptable subject to application of the TAN 15 justification test, including acceptability of consequences.

Dŵr Cymru Welsh water has advised that a water supply can be made available to service the domestic flows from the proposed development site. A hydraulic modelling assessment of the public sewerage network may be required in order to identify locations where the development can connect and any required improvements to the existing network in order to accommodate the growth including the extent of off-site sewers. Should any proposal require discharge of trade effluent into the public sewer then the Consent of the statutory sewerage undertaker is required (Section 118 Water Industry Act 1991). Once the domestic foul flows from the proposed allocation are confirmed a further assessment will be required to establish if capacity exists.

The site is in close proximity to a the Hayes Point to Bendricks Rock Site of Special Scientific Interest and consultation with NRW will be required to ensure no adverse impact on this designation.

MG9 (8) Hayes Wood, Barry

ALLOCATED USES - B1, B8

This 1.9 hectare brownfield site is owned by the Welsh Government and is located east of Hayes Lane in close proximity to the Hayes Lane (MG9 (6)) and Atlantic Trading Estate (MG9 (4)) employment allocations, and opposite a residential allocation under Policy MG2 (16) Hayes Wood.

The site is largely serviced and access can be readily provided from the local un-adopted highway network.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the domestic flows from the proposed development site. A hydraulic modelling assessment of the public sewerage network may be required in order to identify locations where the development can connect and any required improvements to the existing network in order to accommodate the growth including the extent of off-site sewers. Should any proposal require discharge of trade effluent into the public sewer then the Consent of the statutory sewerage undertaker is required (Section 118 Water Industry Act 1991). Once the domestic foul flows from the proposed allocation are confirmed a further assessment will be required to establish if capacity exists.

The site is in close proximity to an area of ancient and semi natural woodland and the Hayes Point to Bendricks Rock Site of Special Scientific Interest and it is therefore recommended that Natural Resources Wales are consulted on future development proposals which may affect these designations. Class B2 uses will not be acceptable due to the potential conflict with existing and proposed dwellings.

MG9 (9) Llandow Trading Estate

ALLOCATED USES - B1, B2, B8

This privately owned 6.8 hectare brownfield site is located at the western edge of the former Llandow airfield. The site lies immediately north of existing employment uses which are characterised by low-grade general industry.

Consultation with Natural Resources Wales (NRW) is essential on future development proposals as NRW have advised that a large part of the site is known to drain to a carboniferous limestone aquifer from which ground water is abstracted. Therefore while acceptable uses include B1, B2 and B8, NRW may impose restrictions on certain developments in respect of pollution control and storage of materials.

NRW have further advised that if groundworks are proposed a Preliminary Risk Assessment (PRA) would be required prior to development to assess the potential risk of contamination from historic landfill as the site is known to lie within 250 metres of a former landfill site. If percolation drainage is not viable, surface water attenuation may be required with flows being limited to a discharge rate to be agreed.

Natural Resources Wales (NRW) is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment and consultation with NRW will be required in support of any future planning application.

The Glamorgan Gwent Archaeological Trust (GGAT) has advised that the area contains archaeological resources and that an archaeological evaluation may also be required prior to future development.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the domestic flows from the proposed development site. The proposed development site is crossed by a water main for which protection measures either in the form of an easement and/or diversion may be required. There is no public sewerage system in this area and any new development will require the provision of satisfactory alternative facilities for sewage disposal.

MG9 (10) Vale Business Park, Llandow

ALLOCATED USES - B1, B2, B8

This 12.40 hectare privately owned sites comprises two elements (10.8 ha and 1.6 ha) located in the northern part of the former Llandow airfield and accessed from the B4279.

Formerly known as the Llandow Industrial Estate, the Vale Business Park has been the focus of a considerable amount of recent investment and now hosts a wide range of industrial and business enterprises.

Natural Resources Wales have advised that the site(s) is known to drain to a carboniferous limestone aquifer from which ground water is abstracted and restrictions may therefore be imposed on certain uses. Consultation with NRW on any future development proposals will therefore be required.

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Natural Resources Wales (NRW) is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application.

Dŵr Cymru Welsh Water has advised that a water supply can be made available to service the domestic flows from the proposed development site. There is no public sewerage system in this area and any new development will require the provision of satisfactory alternative facilities for sewage disposal.

Development of the larger part of the allocation may require local highway improvements to facilitate improved access arrangements.

The Glamorgan Gwent Archaeological Trust has advised that an Archaeological Evaluation will be required in determining any planning application for development.

MG9 (11) Land to the South of Junction 34 M4 Hensol

ALLOCATED USES - B1, B2

This 6.64 hectare site forms part of a wider 55.16 hectare site (Policies MG9 (1) and MG11 refer), located close to the M4 motorway in the north of the Vale of Glamorgan. The site as a whole is subject to numerous constraints including a Site of Special Scientific Interest, a Special Landscape Area and other areas of high ecological value including Tree Preservation Orders, areas of flood risk and limited surface water drainage capacity. The Council will therefore seek appropriate mitigation and management of these areas within any future development proposals for the site and consultation with Natural Resources Wales and the Council's ecologist will therefore be required. A Flood Consequences Assessment was prepared for the site in 2011 in connection with the outline planning consent granted in June 2016. Therefore a site specific FCA must be submitted for any revised planning applications if any part of the planning application site falls within an area identified as being at risk of flooding.

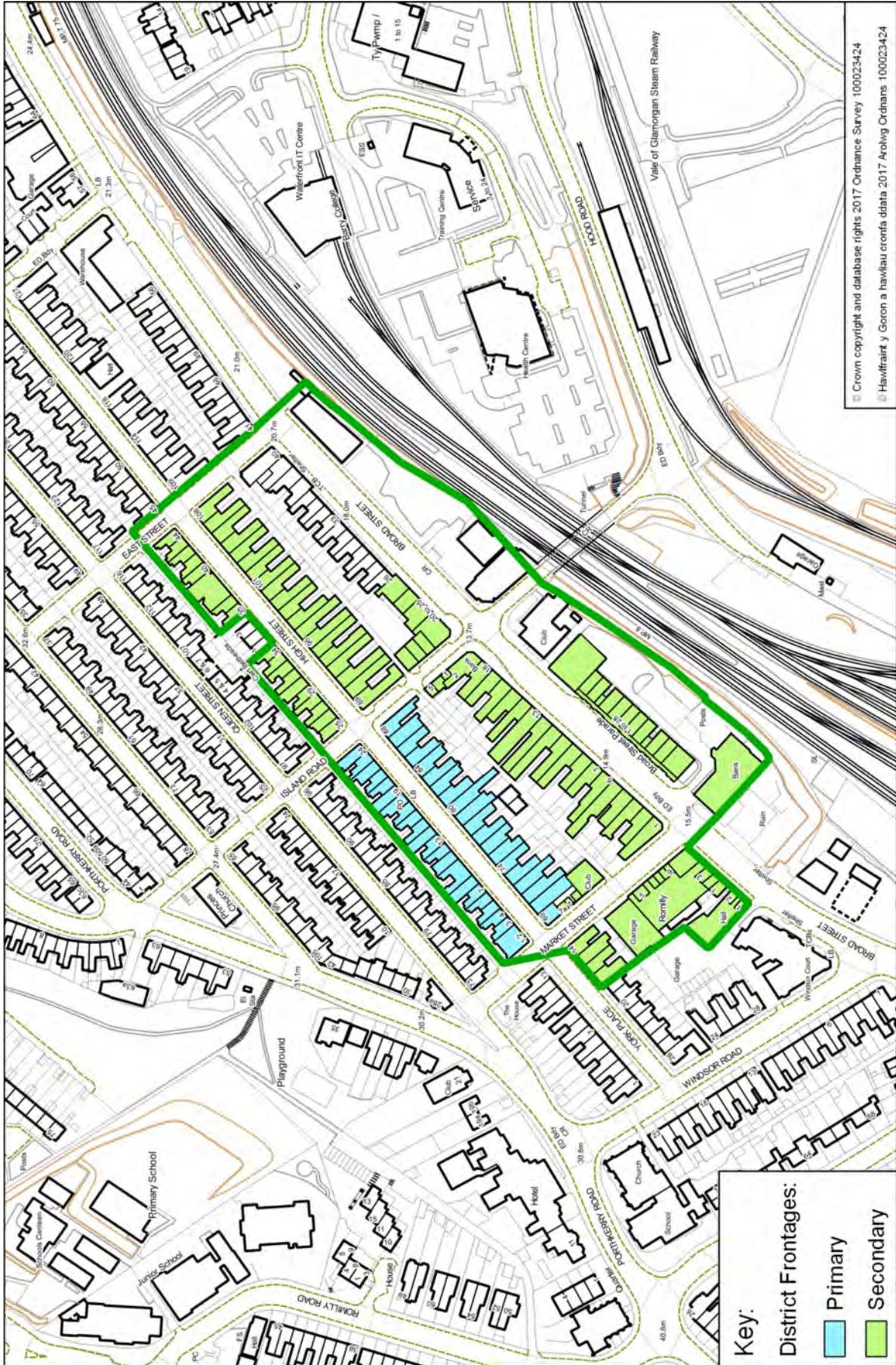
In identifying the site for development, the Council has considered the extent of zone C2 flooding on the site and has reduced the net developable area of the site accordingly. The scale of the identified zone C2 flooding is such that access and egress from the site can be achieved outside Zone C2 flood areas. The flood areas are included within the site boundaries which represent logical physical boundaries to the site, but these areas will only be suitable for less vulnerable development such as amenity open space. The site is allocated for a B1/B2 business park to meet local employment needs and should be developed in tandem with proposals for the larger strategic site. Given the location of the site and the nature of future development proposals a travel plan for the site will be required in support of any future planning application.

APPENDIX 5 : Town and District Centres: Primary and Secondary Shop Frontages

- Barry High Street / Broad Street District Retail Boundary and Frontage Designations
- Barry Holton Road District Retail Boundary and Frontage Designations
- Cowbridge District Retail Boundary and Frontage Designations
- Llantwit Major District Retail Boundary and Frontage Designations
- Penarth District Retail Boundary and Frontage Designations

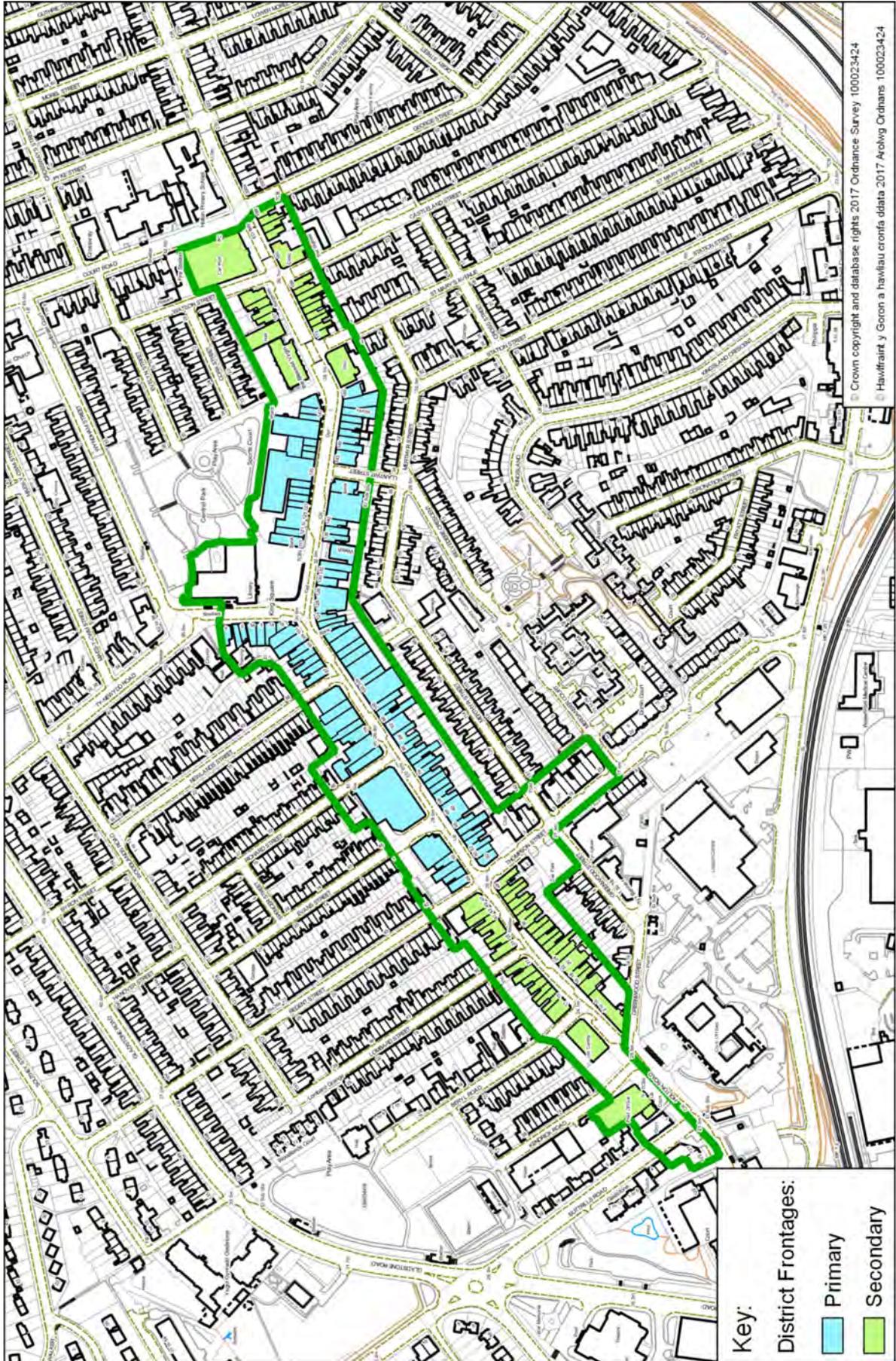
Town and District Centres: Primary and Secondary Shop Frontages

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



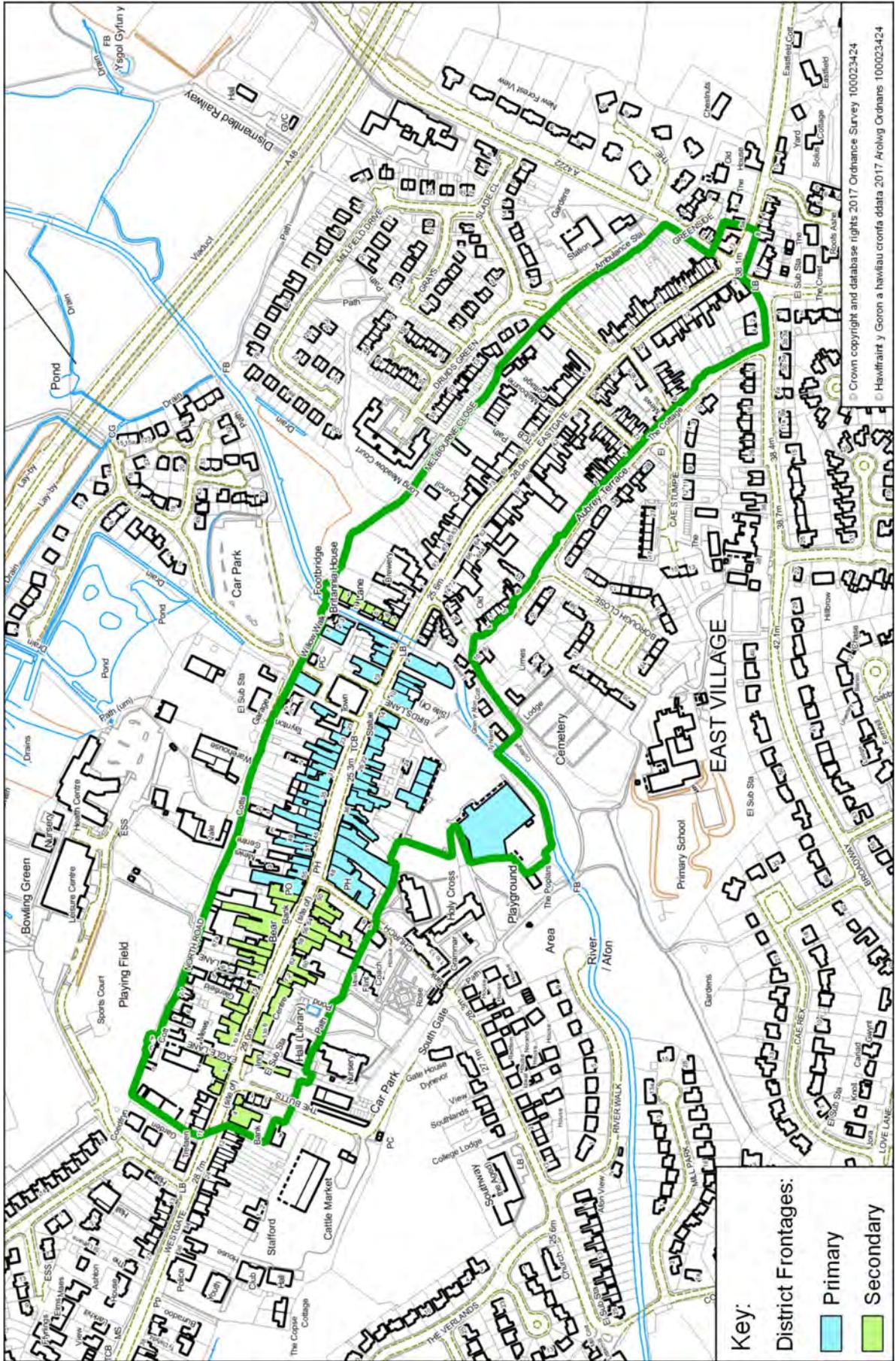
Town and District Centres: Primary and Secondary Shop Frontages

Barry Holton Road District Retail Boundary and Frontage Designations



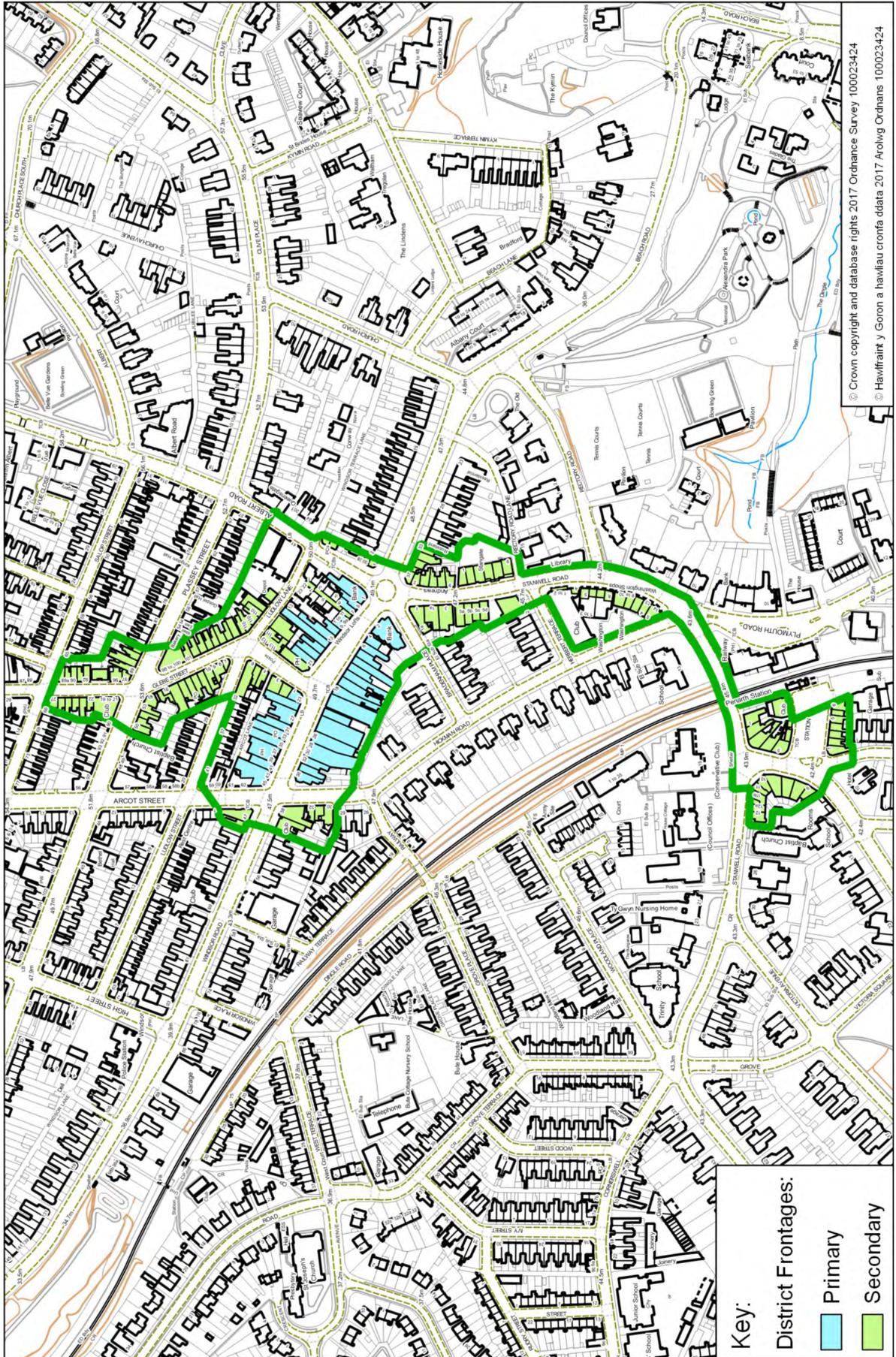
Town and District Centres: Primary and Secondary Shop Frontages

Cowbridge District Retail Boundary and Frontage Designations



Town and District Centres: Primary and Secondary Shop Frontages

Penarth District Retail Boundary and Frontage Designations



APPENDIX 6 : Local and Neighbourhood Retail Centre Boundaries:

Local Centres

- Barry Road, Cadoxton, Barry
- Main Street, Cadoxton, Barry
- Park Crescent, Barry
- Upper Holton Road, Barry
- Vere Street, Cadoxton
- Cardiff Road, Dinas Powys
- Dinas Powys Village
- Cornerswell Road, Penarth
- St. Athan, The Square
- Rhoose, Fontygary Road

Neighbourhood Centres

- Bron y Mor, Barry
- Cwm Talwg Centre, Barry
- Gibbonsdown Centre, Barry
- Park Road, Barry
- Boverton
- Camm's Corner, Dinas Powys
- Castle Court / The Parade, Dinas Powys
- Crawshay Drive, Llantwit Major
- Pill Street, Penarth
- Tennyson Road, Penarth
- Adenfield Way, Font-y-Gary, Rhoose

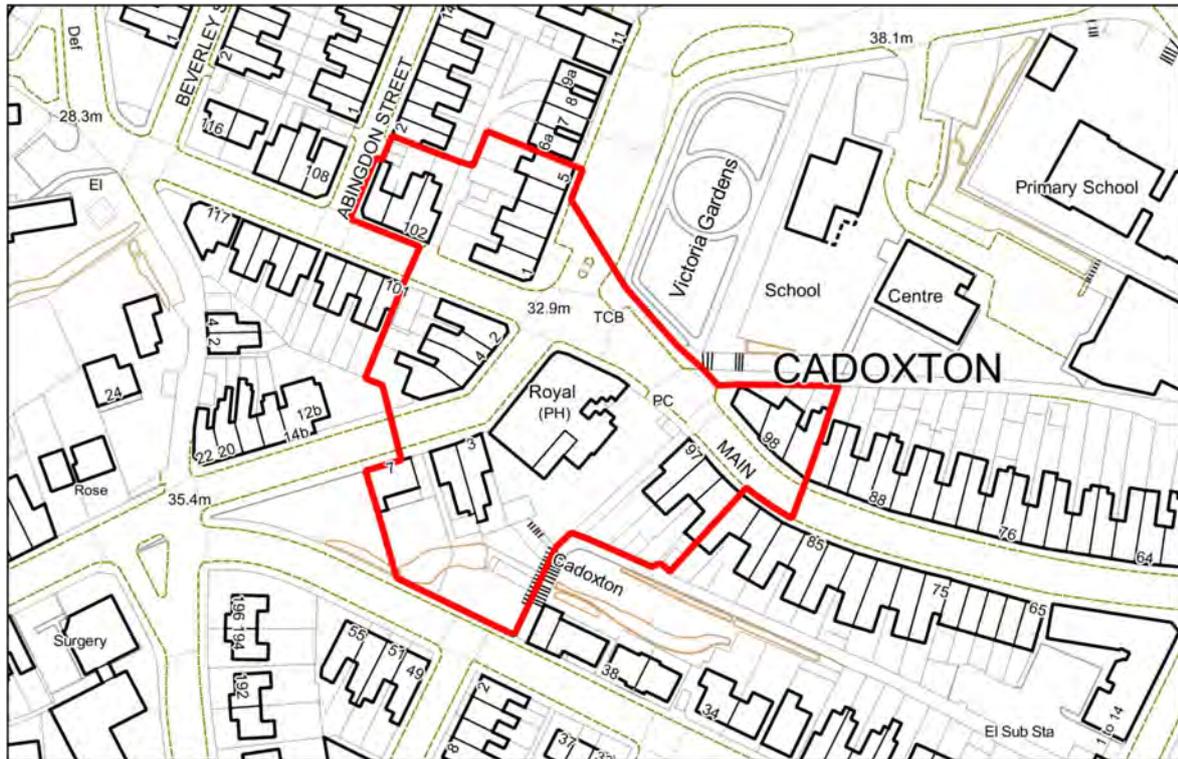
Local and Neighbourhood Retail Centre Boundaries: Local Centres

Barry Road, Cadoxton, Barry



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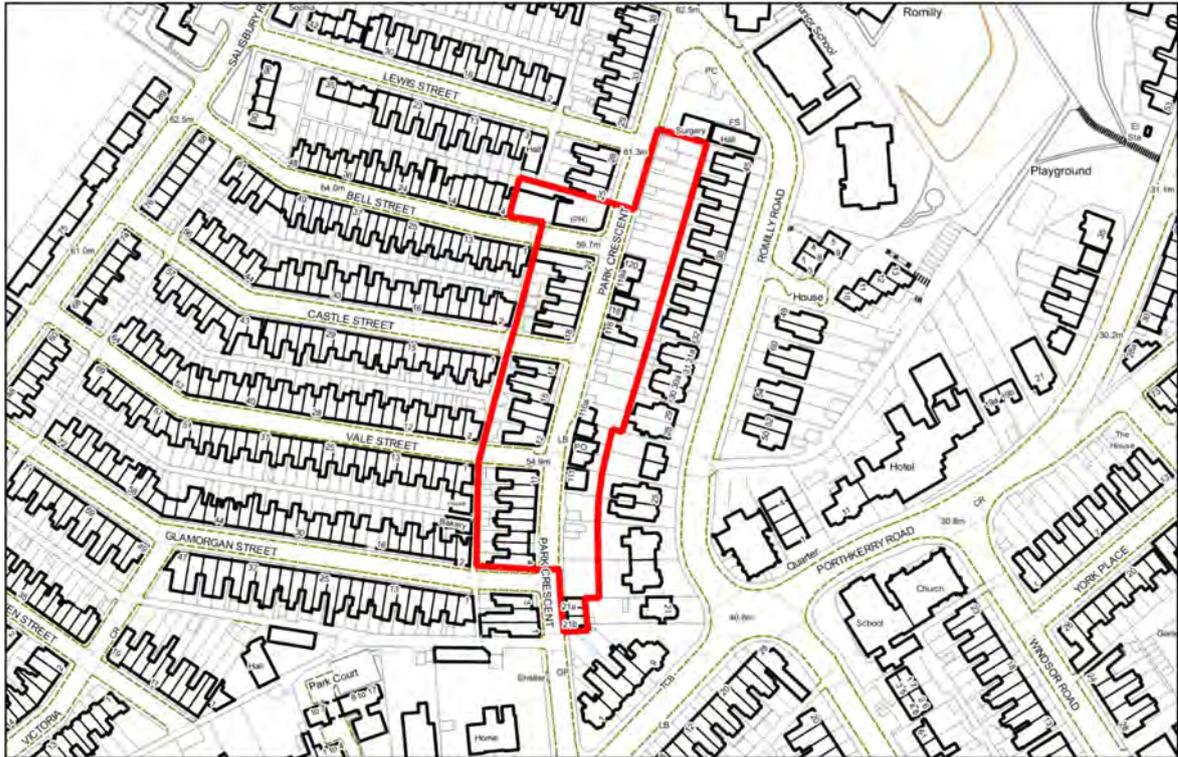
Main Street, Cadoxton, Barry



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Local and Neighbourhood Retail Centre Boundaries: Local Centres

Park Crescent, Barry



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Upper Holton Road, Barry



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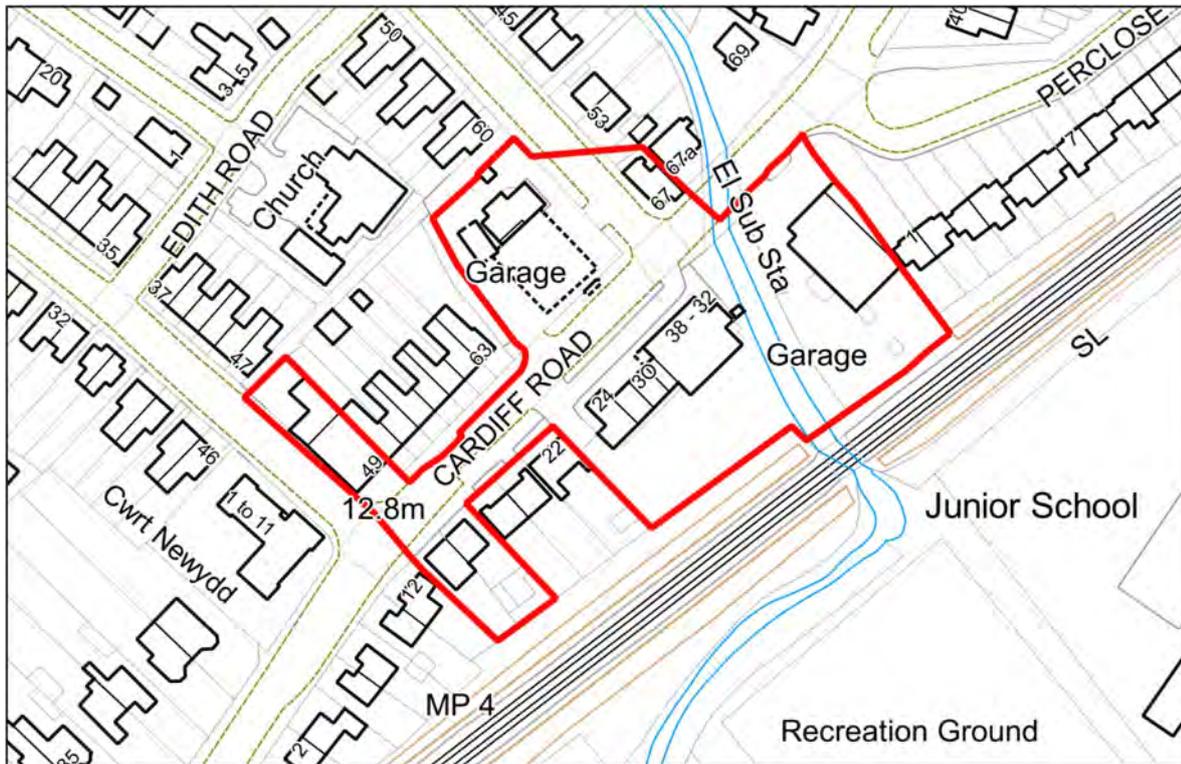
Local and Neighbourhood Retail Centre Boundaries: Local Centres

Vere Street, Cadoxton



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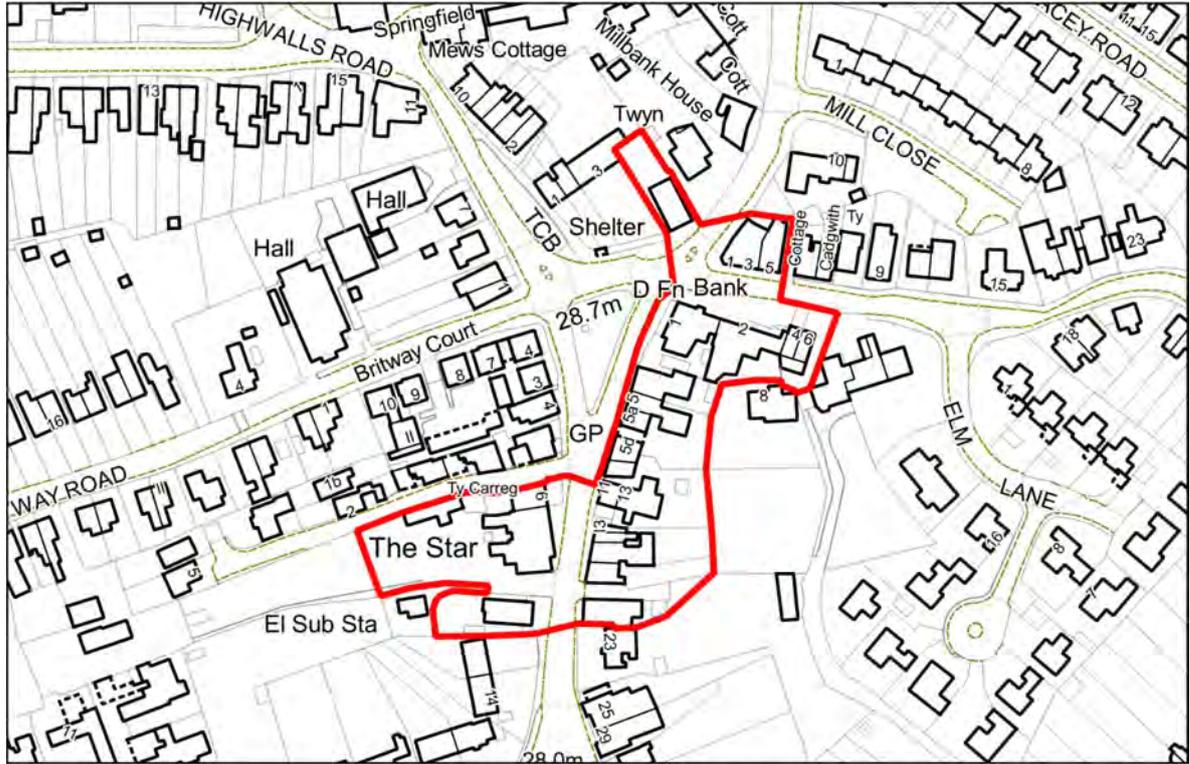
Cardiff Road, Dinas Powys



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Local and Neighbourhood Retail Centre Boundaries: Local Centres

Dinas Powys Village



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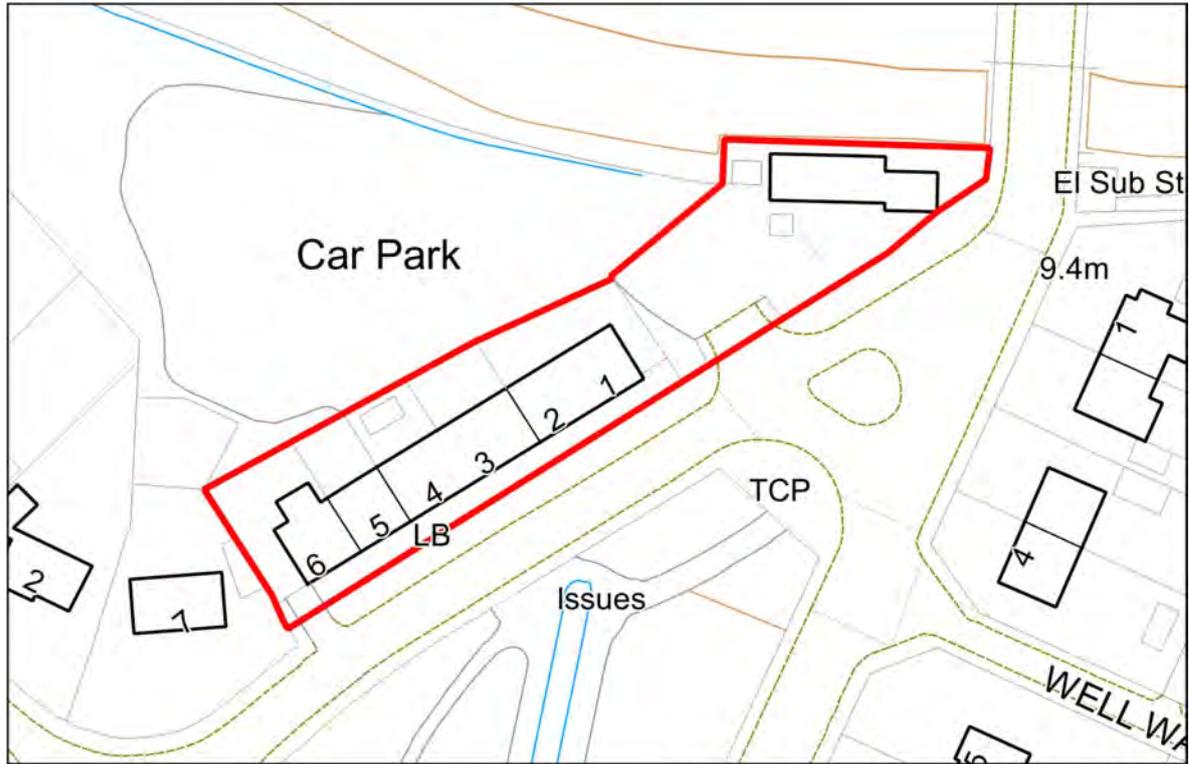
Cornerswell Road, Penarth



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Local and Neighbourhood Retail Centre Boundaries: Neighbourhood Centres

Bron y Mor, Barry



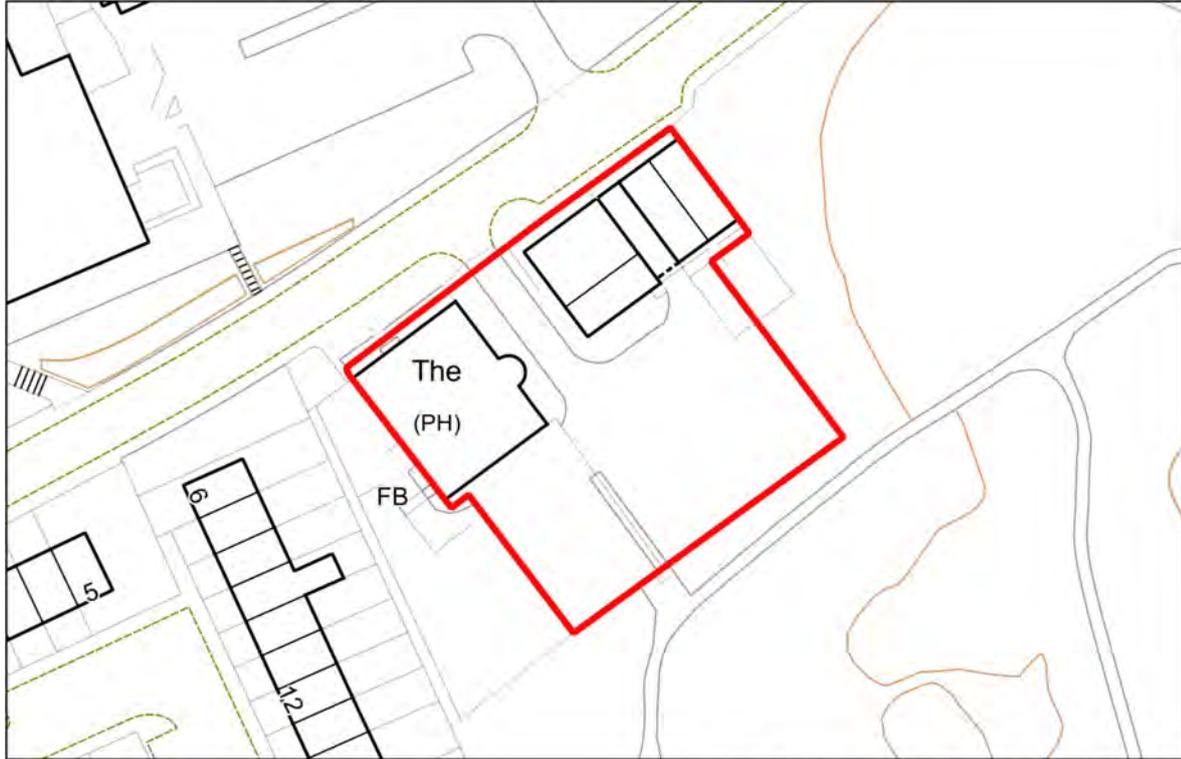
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Cwm Talwg Centre, Barry



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Local and Neighbourhood Retail Centre Boundaries: Neighbourhood Centres Gibbonsdown Centre, Barry



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Park Road, Barry

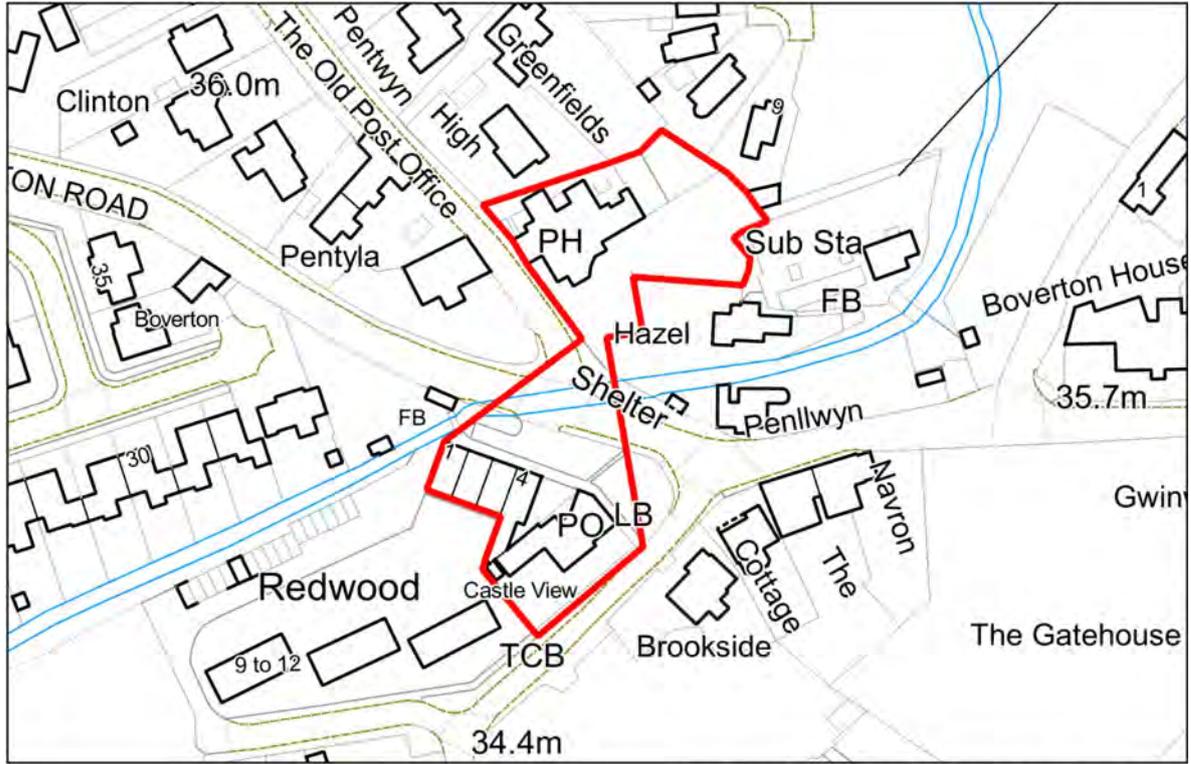


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Local and Neighbourhood Retail Centre Boundaries: Neighbourhood Centres

Boverton



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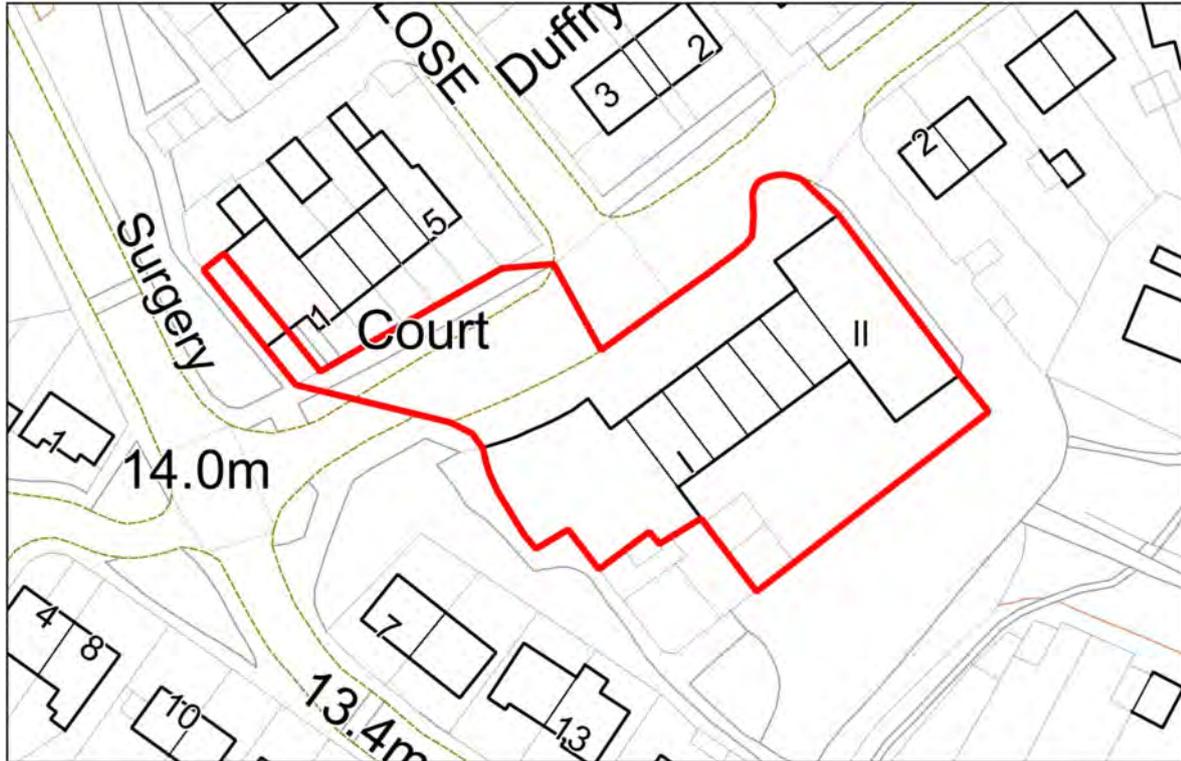
Camm's Corner, Dinas Powys



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Local and Neighbourhood Retail Centre Boundaries: Neighbourhood Centres

Castle Court / The Parade, Dinas Powys



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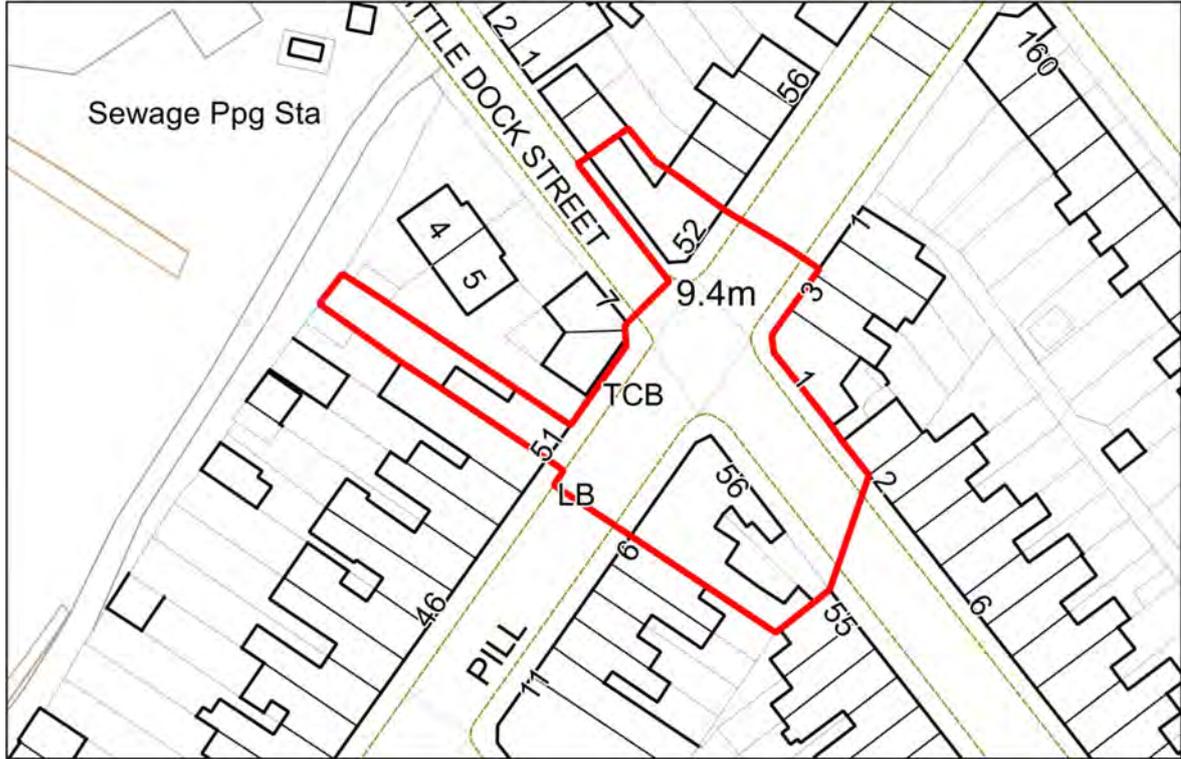
Crawshay Drive, Llantwit Major



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Local and Neighbourhood Retail Centre Boundaries: Neighbourhood Centres

Pill Street, Penarth



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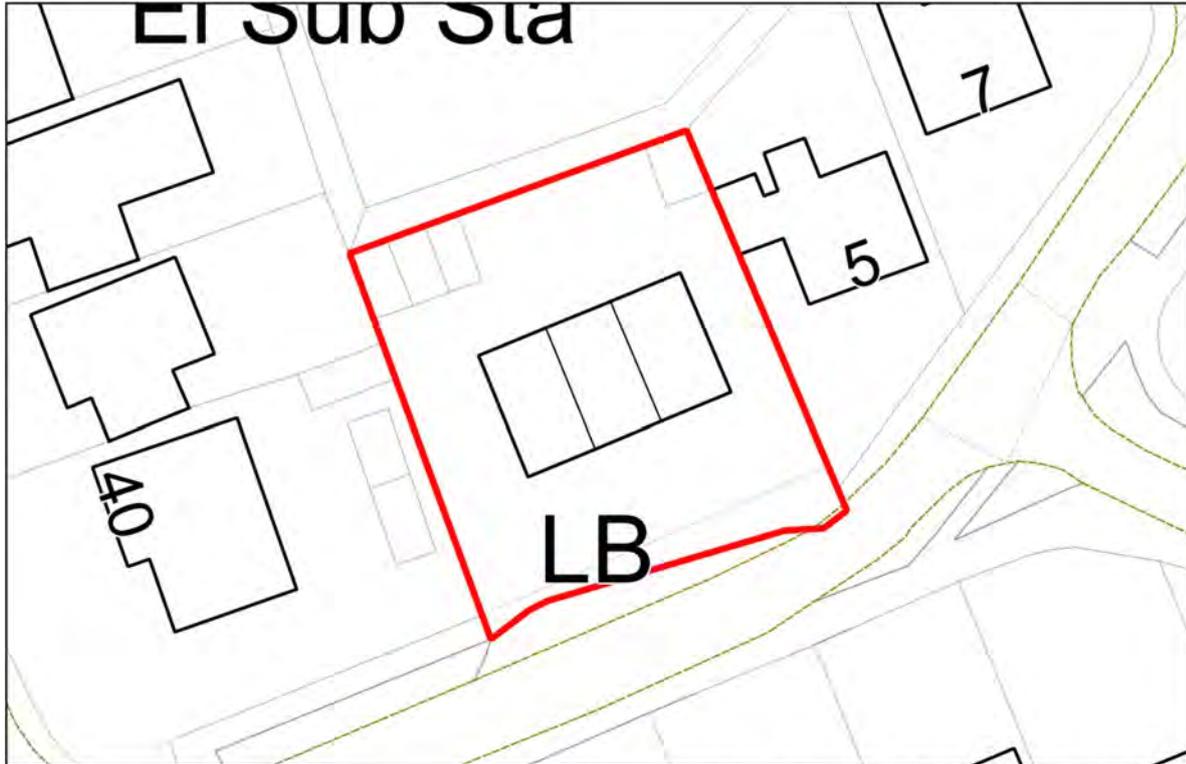
Tennyson Road, Penarth



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Local and Neighbourhood Retail Centre Boundaries: Neighbourhood Centres

Adenfield Way, Font-y-Gary, Rhoose



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APPENDIX 7 : Sites of Importance for Nature Conservation (SINCs)

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

Appendices

SINC No	Name	SINC No	Name
78	Land South of Oakfield	119	Warren Mill Farm Park
79	Land South of Glenholme	120	West of Warren Mill Farm Park
80	Maendy Farm	121	Coed Counsellor
81	South West of Parc Coed Machen	122	Land at Pendoylan Moors
82	South West of The Paddocks	123	East of Ty'n-y-Pwll
83	North West of Hillfields Farm	124	North West of Croes-y-Parc Baptist Chapel
84	Land by St y-Nyll Ponds	125	Gwern-y-Steeple
85	North of Palla Farm	126	Coed Pen-y-ffordd-fawr
86	South of Forty Farm	127	Kingsland
87	North Ogmore by Sea	128	East of Kingsland
88	Land by Ogmore River	129	East of Homri Farm
89	Pant Norton	130	East of Glyncory Water Works
90	Craig Ddu	131	Land South West of Ffordd Cottages
91	Ogmore Down	132	Coed Quinnet
92	Pant Mari Flanders	133	Land near Ffordd Cottages
94	Alun Valley	134	Land South East of Ffordd Cottages
95	Cwm Alun	135	Land North of Coedarhydyglyn
96	Ewenny Estuary Saltmarsh	136	North of Castle Farm
97	Pwllwyrach Farm	137	Penlline Moor Wood
98	Slon Lane Grassland	138	Pant y Groes
99	Gerddi	139	Pwll y Mer
100	Coed y Parc	140	Land South of Pont Fach
101	Land to South West of Coed y Stanby	141	Clemenstone Brook
102	Violet Bed	142	Land to the West of Tynewydd
103	Coed y Castell	143	Church Farm
104	Beech Clump	144	Franklen Farm
105	West of Trebettyn	145	Land South of Parcau Farm
106	Amelia Trust Woodland Pond	146	Land North West of Stembridge Farm
107	Amelia Trust Dew Pond	147	Ty-Draw South of Colwinston
108	Land at Trerhyngyll	148	Wenvoe Castle Front Lawn Pond
109	North Caercady	149	Hilton Plantations
110	South Caercady	150	Bears Wood
111	West of Ty Mynydd	151	South West of Llysworney
112	North of Welsh St Donats	152	Pond 11 Biglis Moors
113	Land North of Ty'r-Mynydd	153	Pwll Erw-Naw
114	Land adjacent to Ty'r-Mynydd	154	North of Cog Moors
115	East of Penfford	155	Manor Gardens
116	Land West of Hensol Forest	156	West of Llysworney
117	Land adjacent to Forester's House	157	Land North of Limefield House
118	Mill Pond	158	Llanblethian Hill Down

SINC No	Name	SINC No	Name
159	Land to South West of Llanblethian	205	Coed y Grabla
160	Coed y Castell	206	Coed y Seler
161	Coed Bach	207	Coed yr Arglwydd
162	Land West of Cowbridge Comprehensive School	208	Coed y Gellast
163	Llanquian Wood	209	Coed Francis
164	Land South of Whitefield Farm	210	Land to West of Pen-Matn
172	Coed y Lan	211	Coed Hills
173	Redland Wood	212	Coed Arthur
174	Betty Lucas Wood	213	North of the Garn
175	Coed y Cwm	214	Land North of Llanvithyn Farm
176	Land along River Waycock	215	North West of Garnllwyd Farm
177	Land at Winchpit	216	Land along Nant Llancafarn
178	Land North West of Coed Nant Bran	217	Land South of Ty'n-y-Coed
179	Coed Nant-Bran	218	Coed Quinnet
180	Beechwood	219	West of Coed Quinnet
181	West of White Hall	220	Land South of Blackland Farm
182	Wenvoe Orchid Field	221	Land North of Whitton Rosser Farm
183	East of Wenvoe Orchid Field	222	Land North West of Whitton Rosser Farm
184	The Downs	223	Brook Wood
185	Coed y Cymdda	224	Coed Sion Hywel
186	Coed y Ddylluan	225	Coed y Graig
187	West Hill Wood	226	Land North of Little Hamston Farm
188	Factory Wood	227	Land South of Little Hamston
189	Reservoir Wood	228	Land to West of Dyffryn
190	Dunraven Park	229	East of Dyffryn Springs
191	Cwm Mawr	230	Great Hamston
192	Land at Sutton	231	Dyffryn Golwch
193	Land North of Ty-Newydd Farm	232	Dyffryn Gardens
194	Factory Brook	233	Land to North of Dyffryn
195	Ruff Moor	234	Land along Nant Bran
196	Land South of Ruff Moor	235	Coed Maesyfelin
197	Land South-East of Llanmihangel	236	Goldslan Farm Pond
198	Coed y Pentre	237	Wenvoe Wood
199	South of Brookside Farm	238	East of Little Oaks
200	Land near Ffynnon Math Lwdd	239	Aberthin Field
201	Land to West of Coed y Pentre	240	Land by Winstone Brook
202	Crookland Gorse	241	Coed Ysgubor-Goch
203	Land along Nant Llanmihangel	242	Coed Clwyd-Gwyn South West of Michaelston le Pit
204	Dinas Powys Castle Woodland	243	Coed Twyncyn

Appendices

SINC No	Name	SINC No	Name
244	Case Hill Wood	285	West of Barry College
245	Cwm Cewydd	286	North of Highlight Farm
246	Clawd y Mynach	287	Land at Nant Bryhill
247	Glan-y-mor Pond	288	Brynhill
248	Sealands Farm Pond	289	Fields at Merthyr Dyfan
249	Beacon Towers Field and Pond	290	Land North of Port News
250	East of Meadowvale Nursery	291	Land West of Windrush
251	Frampton Court Farm	292	North West of Pencoedtre Wood
252	East Flemingston	293	West of Pencoedtre Wood
253	Land North of Llanbydderi Moor	294	Dinas Powys Moors
254	Land to the South of Treguff Cottage	295	Shortlands Wood
255	Coed y Colwn	296	North of Pop Hill
256	Land West of Llandbydderi Moor	297	Cross Common
257	North Pant y Coed	298	Pop Hill
258	South Pant y Coed	299	Cog Moors
259	Land South West of Pant y Coed	300	Cogan Pond
260	East Pant y Coed	301	Cosmeston Lakes
261	Land South West of Llanbethery	302	Cwm Marcroes
262	West of Ty-to-Maen	303	Wood at St Donat's
263	Land West of Llancarfan	304	Cwm Tresilian
264	Land North of Llancarfan	305	West of Cwm Colhuw
265	Land North East of Llancarfan	306	Cwm Colhuw
266	Land off Pancross Farm	307	East Orchard Wood
267	Land West of Pen Onn Farm	308	Oxmoor Wood
268	Land West of Pen-Doines	309	Ox Moor
269	Pen-Doines	310	Coed Llancadle
270	Land North of Penmark	311	Lower Thaw Valley
271	Land to North East of Penmark	312	North of Aberthaw Cement Works
272	Land North of Pen Onn Farm	313	Land adjacent to Burton Plantation
273	South East Llancarfan	314	Land South of Llancadle
274	Ford Farm	315	Llancadle
275	Cwm Flaxland	316	East Aberthaw Former Quarry
276	Land North of Broomwell	317	Llancadle Gorse
277	Coed y Cwm	318	Land adjacent to Kenson Wood
278	Breach Wood	319	Kenson Wood
279	Land North of Coed y Cwm	320	Castle Wood
280	Land North of Flaxlands	321	Cliff Wood
281	Land to west of Northcliff Farm	322	Land South of Penmark
282	Coed Garw	323	Land South West of Curnix Farm
283	Sutton Wood	324	Land South of Curnix Farm
284	North West of Welsh Hawking Centre	325	Curnix Farm

SINC No	Name	SINC No	Name
326	Church Hill Wood	346	Sutton Road Pond
327	Land North of Blackton Farm	347	Dyffryn Business Park Pond
328	North West Bullhouse Brook	348	Coast at Aberthaw Power Station
329	North Bullhouse Brook	349	The Walls at Aberthaw
330	West of The Old Rectory	350	Land at East Aberthaw
331	Knock Man Down Wood	351	Font-y-Gary
332	North East of Knock Man Down Wood	352	Rhoose Point
333	South of Cwm Ciddy Farm	353	South West of Church Farm
335	North Cwm Barri	354	East of Lower Porthkerry
336	Walters Farm	355	Flaxland Pond
337	Cadoxton Wetlands	356	Welsh St Donats Village Pond
338	Cadoxton River	357	Friars Point
339	North of North Road	358	Nell's Point East
341	Ty-r-Orsaf	359	Coed Lawn
342	Lavernock Point East	360	Leckwith Woods
343	Water Lane Ponds	361	Downs Wood
344	Highfield Farm Dew Pond 2	362	Goldslan Wood
345	Summerhouse Bay West	363	Coed Uchaf

NOTE:

360 SINCS in total (*no number 93* as this was incorporated into SINC 91; *no number 334* as this was incorporated into SINC 335; there is *no number 340*)

Appendices

APPENDIX 8 : Historic Environment Designations

Distribution of Listed Buildings

Community	Grade II	Grade II*	Grade I
Barry	47	7	1
Colwinston	10	0	1
Cowbridge with Llanblethian	88	8	2
Dinas Powys and St. Andrews Major	14	2	0
Ewenny	16	5	7
Llancarfan	14	4	1
Llandough	4	0	0
Llandow	18	5	2
Llanfair	22	4	1
Llangan	14	0	1
Llanmaes	8	3	0
Llantwit Major	71	6	1
Michaelston	6	1	1
Penarth	51	1	1
Pendoylan	9	1	1
Penllyn	23	1	2
Peterston-Super-Ely	19	1	0
Rhose	29	6	1
St Athan	33	5	1
St Brides Major	33	2	1
St Donat's	34	1	4
St Georges Super Ely	8	2	2
St Nicholas	18	2	0
Sully	12	1	0
Welsh St Donat's	3	0	1
Wenvoe	15	2	0
Wick	19	1	0
Total	638	70	32

GRAND TOTAL of Listed Buildings in the Vale of Glamorgan (October 2011): 740

Distribution of Scheduled Monuments

Community	Name
Barry	Barry Castle
	Highlight Church, Remains of
	Highlight Medieval House Site
	Knap Roman Site
	Round Barrow 612 m North of Bendrick Rock
	Site of Medieval Mill & Mill Leat Cliffwood
	St. Barruch's Chapel
	Westward Corner Round Barrow
Cowbridge & Llanblethian	Caer Dynnaf
	Llanquian Castle
	Llanquian Wood Camp
	Round Barrow 800 m South East of Marlborough Grange
	Round Barrows North of Breach Farm (1)
	Round Barrows North of Breach Farm (2)
	Round Barrows North of Breach Farm (3)
	South Gate
	St. Quintin's Castle
	Stalling Down Round Barrow
Dinas Powys	Dinas Powys Castle
	Romano-British Farmstead, Dinas Powys Common
Ewenny	Corntown Causewayed Enclosure
	Ewenny Priory East Precinct Wall
	Ewenny Priory North Gatehouse
	Ewenny Priory North Tower (1)
	Ewenny Priory North Tower (2)
	Priory Church
	Priory House (West Precinct)
Llancarfan	Castell Moel
	Castle Ditches
	Horseland Moated Site
	Llancadle Deserted Medieval Village
	Llancarfan Monastery (Site of)
	Llantrithyd Camp
	Llantrithyd Place, Remains of a House, Relict Gardens and Wells
	Llanvithyn Camp
	Medieval House Site, Dyffryn (1)
	Medieval House Site, Dyffryn (2)
	Walterston Earthwork

Appendices

Distribution of Scheduled Monuments

Llandough	Pillar Cross in Llandough Churchyard
Llandow	Llandow Castle Ringwork
	Mynydd Bychan
	Round Barrows West of Cant-Erw (1)
	Round Barrows West of Cant-Erw (2)
	Round Barrows West of Cant-Erw (3)
	Llandough Castle, Remains of Hall
	Old Beaupre Castle
Llangan	Llangan Celtic Cross (St. Canna Church)
	Cross in St. Mary's Churchyard
	Medieval Cross in Churchyard (St. Canna Church)
	Ringwork & Bailey at Gelligarn
Llanmaes	Domen Fawr Round Barrows
Llantwit Major	Bedford Castle
	Boverton Place
	Caermead Roman Site
	Castle Ditches Camp
	Llantwit Major Castle
	Llantwit Major Dovecot
	Llantwit Major Gatehouse
	Llantwit Major Monastic Settlement (Site of) (1)
	Llantwit Major Monastic Settlement (Site of) (2)
	Morfa House Round Barrow
	Summerhouse Camp
	The Chantry House
Michaelston	Caerau Camp
	Cwm George Camp
	Leckwith Bridge
	Tyn y Coed Earthwork
Penarth	Cogan Deserted Medieval Village
	Penarth Churchyard Cross (Now Inside Penarth Church)
Pendoylan	Felin Isaf Castle Mound
	Two Cooking Mounds East of Ty'n y Pwll (1)
	Two Cooking Mounds East of Ty'n y Pwll (2)
Penllyn	Ystradowen Castle Mound
Peterston Super Ely	Remains of Peterston Castle
Rhose	Early Cement Works
	Penmark Castle
	The Bulwarks Camp
St Athan	Deserted Medieval Village North East of Rock Farm
	East Orchard Manor House
	East Orchard Wood Pillbox

Appendices

Distribution of Scheduled Monuments

	Flemingston Deserted Village
	Limpert Bay Anti-Invasion Defences
	West Aberthaw Medieval Site
	West Orchard Manor House
St Brides Major	Croes Antoni
	Dunraven Hill Fort
	Heol y Mynydd Round Barrow
	Ogmore Stepping Stones
	Promontory Fort on Fleming's Down
	St. Bride's Major Churchyard Cross
	Stepsau Duon
	Ogmore Castle
St Donats	Area of Sunken Medieval Village
	Croes Heol y Splott Round Barrow
	Nash Point Camp
	Nash Point Round Barrows (1)
	Nash Point Round Barrows (2)
	Nash Point Round Barrows (3)
	Nash Point Round Barrows (4)
	Round Barrows North East of Church Farm (1)
	Round Barrows North East of Church Farm (2)
	Round Barrows South of Monkton (1)
	Round Barrows South of Monkton (2)
	Round Barrows South of Monkton (3)
	St. Donat's Churchyard Cross
	Tithe Barn, Dovecot & Remains of Other Buildings
St Georges Super Ely	St-y-Nyll Round Barrow
St Nicholas & Bonvilston	Coed-y-Cwm Chambered Cairn
	Coed-y-Cwm Ringwork
	Cottrell Castle Mound
	Cottrell Ringwork
	Doghill Moated Site, Dyffryn
	Tinkinswood Burial Chamber
	Y Gaer
Sully	Anti-aircraft Battery West of Lavernock Point
	Middleton Moated Site
	Sully Island, "Danish Fort"
Welsh St Donats	Castell Tal-y-Fan
	Maes-y-Hwyaid Round Barrow
	Two Round Barrows 300 m North of Tair Onnen (1)
	Two Round Barrows 300 m North of Tair Onnen (2)

Appendices

Distribution of Scheduled Monuments

Wenvoe	Greave Round Barrow
	Roman Site 340 m South East of Whitton Crossroads
	St Lythans Burial Chamber
Wick	Buarth Mawr Barn
	Cwm Bach Camps
	Rhyle Round Barrow

Conservation Areas

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

Parks and Gardens of Special Historic Interest in Wales

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

Landscapes of Outstanding Interest in Wales

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



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