

Vale of Glamorgan Council

Replacement Local Development Plan

2021 – 2036

November 2023



RLDP

CDLN



Preferred Strategy



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1. INTRODUCTION

- 1.1 All Local Authorities in Wales are required to produce a Local Development Plan (LDP) to manage of land and development over the long term, setting out a positive vision for the area, and identifies where and how development should take place in the future.
- 1.2 The existing Vale of Glamorgan LDP was adopted in June 2017 and covers the period 2011-2026. Following the adoption of the LDP, the Council is required to annually monitor the performance of the plan, and after 4 years undertake a review of the plan to consider whether there is a need to update or replace its LDP. A review of the adopted LDP was undertaken in June 2021, which concluded that because of changes to national planning and the Council's new ambitions and aspirations, such as addressing climate change it was deemed necessary to produce a Replacement LDP (RLDP). Work on the RLDP was formally commenced in May 2022 which will replace the existing adopted LDP once adopted and will cover the period 2021-2036.
- 1.3 The RLDP will set out where and how new development will take place over the period to 2036. It will include site allocations for different land uses, such as housing and employment, and policies to help tackle the declared climate and nature emergencies, safeguard the environment, and secure high-quality design. When adopted by the Council, the RLDP will be used as a basis for determining planning applications.

What is the LDP Preferred Strategy?

- 1.4 The Preferred Strategy is the first statutory consultation stage in the RLDP preparation process and, in accordance with the LDP Regulations, is subject to a statutory six-week public consultation.
- 1.5 The Preferred Strategy sets out the proposed strategic direction that the Council will take in managing development within the Vale of Glamorgan up to 2036. It identifies the sets out the Council's Vision, strategic objectives, and broad spatial strategy, including the strategic growth level and broad spatial distribution of growth across the Vale of Glamorgan, as illustrated below:

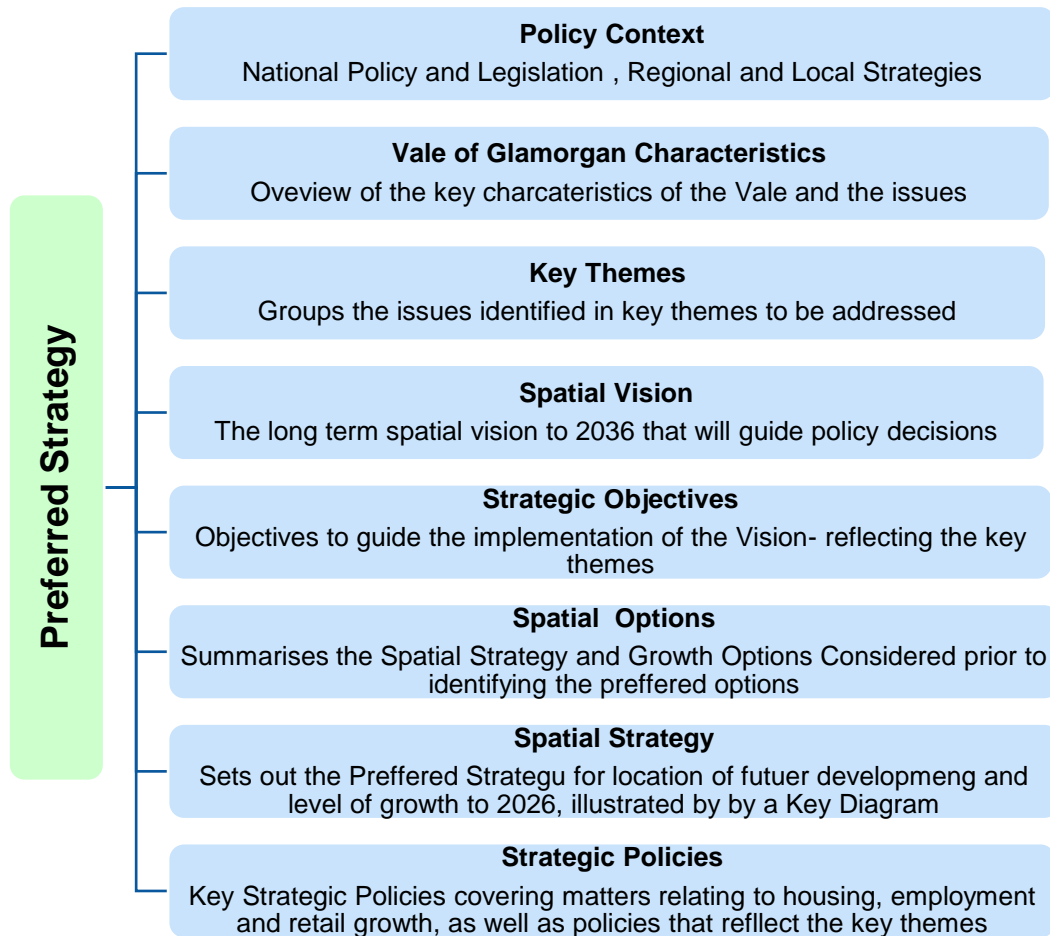


Figure 1: Breakdown of Preferred Strategy

- 1.6 The Preferred Strategy is not the final RLDP and as such it does not include all the policies, land use proposals or infrastructure that will be required to support development. This detail will be set out in the Deposit RLDP which will be subject to public consultation in early 2025.
- 1.7 In developing its Preferred Strategy, the Council has engaged with key stakeholders in the identification of the key issues that the RLDP should consider and in the development of the Vision and Objectives and the Preferred Growth and Spatial Options. Figure 2 illustrates the various stages of the RLDP preparation and where the RLDP Preferred Strategy Consultation sits within the various stages in the preparation of the plan. The full RLDP preparation timetable and the Community Involvement Strategy is set out in the approved Delivery Agreement which is available on the Council's web site.

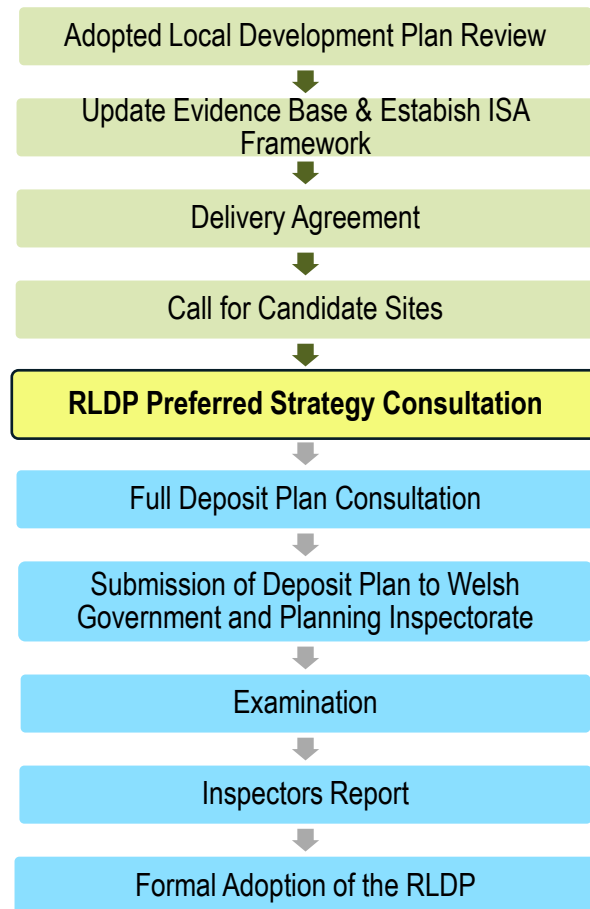


Figure 2: Stages of RLDP Preparation

Integrated Sustainability Appraisal of the Preferred Strategy

- 1.8 In line with statutory requirements the preparation of the Preferred Strategy has been subject to and informed by an Integrated Sustainability Appraisal (ISA) which fulfils the requirements and legal duties for Strategic Environmental Assessment (SEA), Well-being of Future Generations Assessment (WGFGA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Welsh Language Impact Assessment (WLIA).
- 1.9 The aim of the ISA is to assess the extent to which the emerging planning policies will help to achieve the wider environmental, economic and social objectives of the RLDP. The ISA of the Draft Preferred Strategy is published as a separate document. The Draft Preferred Strategy has also been screened under the Habitat Regulation Assessment (HRA). Both documents form part of the evidence base for the RLDP and are available on the Council’s website.

- 1.10 These assessments have been undertaken in an integrated manner and used as plan-making tools to inform the Preferred Strategy allowing for the environmental, social and economic implications of each component of the Strategy to be scrutinised and for any uncertainties, issues or mitigation requirements identified during the impact assessment processes to be addressed. This iterative process will continue to be an integral part of the Council's plan preparation of its RLDP.

Other Supporting Documents

- 1.11 Sitting alongside the Preferred Strategy are a number of background evidence papers that provide key sources of information that have informed the strategy. These documents have been published separately and are available on the Council's website.
- 1.12 They focus in more detail on some of the key issues that are of particular significance for the Vale of Glamorgan and therefore for the RLDP. They should be read alongside the Draft Preferred Strategy, as only their main findings are highlighted in Preferred Strategy document given the significant amount of data and background information they contain.

Have Your Say on the Preferred Strategy

- 1.13 The Council would welcome your views on the Replacement Local Development Plan Draft Preferred Strategy and give you the opportunity to have your say on the future of the plan area.
- 1.14 The statutory consultation period will take place between **6th December 2023 and 14th February 2024**. The closing date for the submission of comments is 23:59 on 14th February 2024. Any comments received after the stated closing date and time will not be considered.
- 1.15 The Preferred Strategy and all supporting documents are available to view on the Council's website and copies of the Preferred Strategy have been placed in all Council run libraries and the Civic Centre.

How to Comment on the Draft Preferred Strategy

- 1.16 Comments on the Draft Preferred Strategy consultation can be made in the following ways.
- Using the online consultation portal:
The Council encourages all responses to the Draft Preferred Strategy to be made via its online consultation portal, which includes elements to help you comment,

as well as the ability to save and review consultation responses prior to final submission.

To submit an online response to the Draft Preferred Strategy, you will need to set up an account and follow the Guidance Notes available on the web site. Once registered, you can use the online consultation portal to read documents published by the Council and to either make comments during a public consultation or view comments made by others.

<https://valeofglamorgan.oc2.uk/>

- **Email:** Please complete the consultation form available of the Council's web page at www.valeofglamorgan.gov.uk/ldp and send it to: LDP@valeofglamorgan.gov.uk
- **Post:** The comment form may be printed, completed and returned to the LDP team at: The LDP Team, The Vale of Glamorgan Council, The Dock Office, Subway Road, Barry CF63 4RT

1.17 The Draft Preferred Strategy consultation comment form is available in other formats on request e.g., Welsh, large print. Please contact the LDP Team at LDP@valeofglamorgan.gov.uk or the above address.

What Will Happen After the Consultation?

- 1.18 Once the consultation closes the Council will carefully consider the responses we receive. An Initial Consultation Report will be prepared, which will set out who was consulted, the main issues raised and how these comments have influenced the next stage of plan preparation – the Deposit RLDP.
- 1.19 Following consultation on the Deposit RLDP, the Council will also consider all comments received and preparations will be made for the plan to be submitted to the Welsh Government, who will arrange for an independent Planning Inspector to be appointed to conduct an examination in public.
- 1.20 Following the examination, the Inspector will issue a report recommending required changes to the LDP. If the Inspector considers the Plan is fundamentally unsound it will not be recommended for adoption. The conclusions reached by the Inspector will be binding and unless the Welsh Government intervenes, the Council must accept the changes and adopt the LDP as amended.
- 1.21 Once adopted, the Replacement LDP will replace the existing LDP adopted in 2017 and will become the framework against which decisions on planning applications are made.

2. POLICY CONTEXT

2.1 In developing its RLDP, the Council is required to have regard to any relevant national, regional, and local policies and strategies, stakeholder engagement and the findings of technical evidence developed to support the plan. Key elements of the context within which the Preferred Strategy has been prepared are set out below.

National Policy and Legislation

2.2 The documents considered in this section are national documents that apply across the whole of Wales.

Well-being of Future Generations Act (Wales) 2015 (Well-Being Act)

2.3 The Well-being Act sets the framework for improving the well-being of Wales by ensuring that sustainable development is at the heart of government and public bodies. It aims to make a difference to the lives of people in Wales in relation to seven well-being goals:



Figure 3: Well-being of Future Generations (Wales) Act Well-being Goals
Source: Planning Policy Wales Edition 11 (February 2021)

2.4 The Well-being Act sets out a 'sustainable development principle' and places a well-being duty on public bodies, including local authorities, to 'act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs'. Sustainable development

is at the heart of the RLDP and is a fundamental part of the Integrated Sustainability Appraisal (ISA) process.

- 2.5 The Well-being Act also requires all public bodies to apply the sustainable development principle in decision making through the adoption of 5 ways of working. These are:
- Taking account of the long term.
 - Helping to prevent problems occurring or getting worse.
 - Taking an integrated approach.
 - Taking a collaborative approach; and
 - Considering and involving people of all ages and diversity.
- 2.6 The five ways of working have been central to the preparation of the Preferred Strategy and will continue to be intrinsic to the development of later stages of the RLDP preparation process.

Planning (Wales) Act 2015

- 2.7 The Planning (Wales) Act (Planning Act) came into force in July 2015. It 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.
- 2.8 The Planning Act also provides the legal framework for the preparation of a National Development Framework (NDF) and Strategic Development Plans (SDPs). Future Wales, the NDF, was published by the Welsh Government in 2021, and is discussed in detail in the next section. SDPs are intended to provide a regional spatial framework for the future development and use of land within a defined region. The South-East Wales Corporate Joint Committee is responsible for the preparation of an SDP for the region. However, formal work on the SDP for South East Wales has yet to commence. The preparation of the RLDP is therefore progressing ahead of the preparation of the SDP, although all efforts will be made to ensure that it is in general conformity with the emerging SDP as it is prepared. Notwithstanding this, a review of the RLDP will be required once the SDP is adopted.

Environment (Wales) Act 2016

- 2.9 The Environment (Wales) Act (Environment Act) aims to improve the management of the natural resources of Wales in a more proactive, sustainable and joined up way. It includes an enhanced biodiversity duty which requires public authorities to maintain and enhance biodiversity and to promote the resilience of ecosystems.

- 2.10 The Environment Act also introduced a requirement for Natural Resources Wales (NRW) to produce Area Statements. The Vale of Glamorgan is covered by the South-Central Area Statement, which also includes Bridgend, Merthyr Tydfil, Rhondda Cynon Taff, and Cardiff.
- 2.11 The purpose of Area Statements is to provide the framework for the sustainable management of natural resources. The South-Central Area Statement is guided by the following 5 themes:
- Building resilient ecosystems
 - Connecting people with nature
 - Working with water
 - Improving our health
 - Improving our air quality

Active Travel (Wales) Act 2013

- 2.12 The Active Travel (Wales) Act (Active Travel Act) aims to promote walking and cycling as a means of transport for short journeys (i.e., to access work, school or shops and services). The Active Travel Act places a legal duty upon local authorities to plan for suitable routes for active travel, produce active travel maps, consider the needs of pedestrians and cyclists and to deliver improvements in active travel routes and facilities.
- 2.13 To achieve these objectives, the Active Travel Act requires local authorities to identify active travel routes and related facilities through the development of Active Travel Network Maps (ATNM). The ATNM for the Vale of Glamorgan forms part of the evidence base for the RLDP.

A More Equal Wales - The Socio-economic Duty (2021)

- 2.14 The Socio-economic Duty is a legal requirement under the Equality Act 2010 that came into force in Wales on the 31 March 2021. The Socio-economic Duty requires specified public bodies to consider how their decisions might help to reduce the inequalities associated with socio-economic disadvantage when making strategic decisions.
- 2.15 The Duty requires that public bodies take into account the need to reduce the inequalities of outcomes resulting from socio-economic disadvantage. This includes considering how policies, programmes and services can reduce inequalities and promote social inclusion. As the Duty applies to strategic policy development, it is relevant to the RLDP. The Socio-economic Duty falls within the

scope of the ISA undertaken in respect of the RLDP and the findings of the appraisal are set out in the ISA documents.

Public Health (Wales) Act 2017

- 2.16 Part 6 of The Public Health (Wales) Act places a requirement for public bodies to carry out Health Impact Assessments (HIAs) in specific circumstances. The regulations, when published, shall set out the circumstances in which a public body must carry out a HIA; and the way in which a HIA is to be carried out.
- 2.17 The purpose of HIA is to ensure that the effects of development on both health and health inequalities are considered and addressed during the planning process and this should be undertaken at an early stage in the development plan so that any relevant health impacts are identified and addressed. In this, in preparing the RLDP the ISA incorporates HIA into the appraisal methodology and includes specific health and well-being measures.

Future Wales - The National Plan 2040 (Welsh Government, February 2021)

- 2.18 Future Wales – the National Plan 2040 is our national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. It is the highest tier of development plan in Wales and is focused on solutions to issues and challenges at a national scale. Future Wales sets out where nationally important growth and infrastructure is needed and how the planning system at a national, regional and local level can deliver it. It provides direction for SDPs and LDPs and supports the determination of Developments of National Significance.
- 2.19 Future Wales sets out 11 outcomes which collectively are a statement of where the Welsh Government wants Wales to be by 2040. The outcomes are:
A Wales where people live....
- and work in connected, inclusive and healthy places.
 - in vibrant rural places with access to homes, jobs and services.
 - in distinctive regions that tackle health and socio-economic inequality through sustainable growth.
 - in places with a thriving Welsh Language.
 - and work in towns and cities which are a focus and springboard for sustainable growth.
 - in places where prosperity, innovation and culture are promoted.
 - in places where travel is sustainable.

- in places with world-class digital infrastructure.
- in places that sustainably manage their natural resources and reduce pollution.
- in places with biodiverse, resilient and connected ecosystems.
- in places which are decarbonised and climate resilient.

2.20 Future Wales sets out 18 national policies that apply across the whole of Wales, and 4 regional policies that apply across the South-East Region. Whilst all the policies will need to be addressed in the RLDP, the following policies have particular importance for the Preferred Strategy:

Policy 1 - Where Wales will Grow

2.21 Policy 1 of Future Wales identifies three National Growth Areas, including South East Wales. The spatial strategy diagram supporting this policy identifies that the Vale of Glamorgan is located within the South East National Growth Area, referred to as ‘Cardiff, Newport, and the Valleys’. Policy 1 is supplemented by Policy 33, which specifically relates to the Cardiff, Newport, and the Valleys National Growth

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

2.22 Sets out the key placemaking principles that should be considered when determining the location of new development. This includes creating a mix of uses and variety of house types and tenures, building places at a walkable scale with homes, local facilities, and public transport within walking distance and ensuring development is built at appropriate densities with green infrastructure incorporated.

Policy 6 - Town Centre First

2.23 Sets out a town centre first approach to the delivery of significant new commercial, retail, education, health, leisure, and public service facilities which must be located within town and city centres. The supporting text for the policy also indicates that town centres are appropriate locations for new homes.

Policy 7- Delivering Affordable Homes

2.24 Re-affirms Welsh Government's aspiration to deliver significant levels of affordable housing, including through the planning system.

Policy 8 – Flooding

2.25 Supports flood risk management that facilitates sustainable economic and national growth, promoting nature-based solutions and seeking to maximise social, economic and environmental benefits from flood risk management infrastructure.

Policy 9 - Ecological Networks and Green Infrastructure

- 2.26 Policy 9 requires action toward safeguarding and creating resilient ecological networks and promoting effective green infrastructure through placemaking. It prescribes that existing and potential areas should be included in Development Plans to promote and safeguard the functions and opportunities ecological networks and green infrastructure provide.

Policy 10 - International Connectivity

- 2.27 A Strategic Gateway being identified at Cardiff Airport to facilitate international connectivity. The LDP will need to support the Strategic Gateways by maximising the benefits they provide to their respective regions and Wales. New development around the Strategic Gateways should be carefully managed to ensure their operation is not constrained or compromised.

Policy 12 - Regional Connectivity

- 2.28 Sets out that LPAs must maximise opportunities arising from the investment in public transport when planning for growth and regeneration. Planning authorities must integrate site allocations, new development, and infrastructure with active travel networks and, where appropriate, ensure new development contributes towards their expansion and improvement. The Welsh Government's commitment to improving and increasing sustainable transport requires authorities in the national growth area to plan for growth to maximise opportunities arising from investment in public transport.

Policy 15 – National Forest

- 2.29 The Welsh Government is committed to developing a national forest through the identification of appropriate sites and mechanisms, with a target to increase woodland cover across Wales by at least 2,000 hectares per annum. The national forest will comprise of three strands:
- Quality environment which comprises connected ecosystems, biodiversity and habitats, restoration of undermanaged woodland and ancient woodland;
 - Productive woodland; and
 - Community woodland.

Policy 16 - Heat Networks

- 2.30 Specifically identifies Barry town as a location for the consideration of a district heat network.

Policy 33 - National Growth Area – Cardiff, Newport and the Valleys

- 2.31 The regional spatial diagram for South-East Wales (Figure 4 below) highlights that Cardiff, Newport, and the Valleys, including the Vale of Glamorgan, are part of a national growth area. Strategic and Local Development Plans should recognise the National Growth Area (NGA) as the focus for strategic economic and housing growth, services and facilities; advanced manufacturing; transport and digital infrastructure.

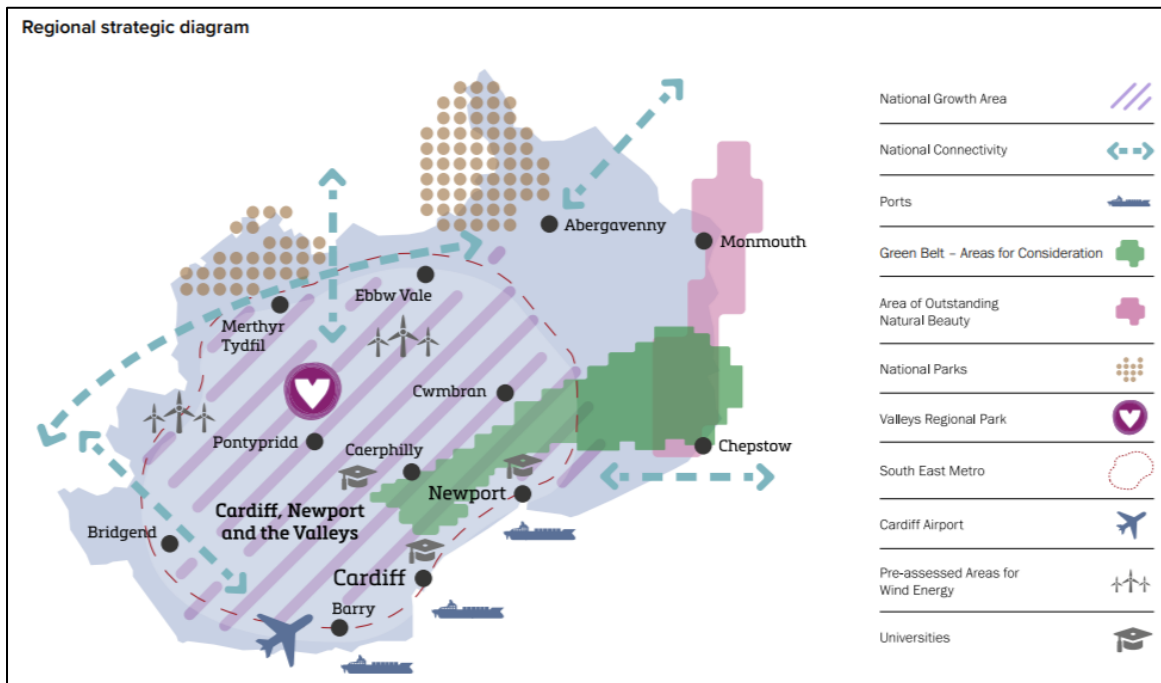


Figure 4: South East Wales Region
Source: Future Wales 2040

- 2.32 To deliver these regional priorities and aspirations, Future Wales recognises that the 10 authorities within the region do not exist in isolation from each other and that preparing Local Development Plans, planning authorities “*will need to consider the interdependence of Cardiff and the wider region, ensuring communities around the Capital are vibrant, prosperous and connected*”. For the Vale RLDP this will require the plan to consider how the aspirations for the Vale of Glamorgan in terms of housing and economic growth align with and complement the wider regional aspirations, particularly those of neighbouring Cardiff.

Policy 36 – South East Metro

- 2.33 Provide regional policy basis for the development of the Metro and for Metro focused developments. Planning authorities should plan growth and regeneration to maximise the opportunities arising from better regional connectivity, including

identifying opportunities for higher density, mixed-use and car-free development around new and improved metro stations.

Wales National Marine Plan (2019)

- 2.34 The Wales National Marine Plan (WNMP) sets out the Welsh Government policy for the next 20 years for the sustainable use of the seas. The plan contains plans and policies which will support the vision for clean, healthy, safe and diverse seas, guide future sustainable development and support the growth of marine space and natural resources ('blue growth').
- 2.35 The Plan sets out policies under the categories of:
- achieving a sustainable marine economy (sustainable economic growth, coexistence)
 - ensuring a strong, health and just society (including access to the marine environment, well-being of coastal communities, landscapes and seascapes, coastal flooding and climate change)
 - Living within environmental limits (resilient marine ecosystems, air and water quality)
 - Promoting good governance (cumulative effects, cross border and plan compatibility)
 - Using sound science responsibly
- 2.36 The WNMP sector specific supporting policies operate alongside the general policies and set policy for the future development and use of the marine plan area by certain sectors. This includes uses such as inshore and offshore aggregates, aquaculture, dredging, marine renewable energy, ports and shipping, and tourism and recreation.

Planning Policy Wales Edition 11 (2021)

- 2.37 Edition 11 of Planning Policy Wales (PPW) sets out the land use planning policies and overarching sustainable development goals for Wales, revised to contribute towards the statutory well-being goals of the Well-being of Future Generations Act. PPW sets out a presumption in favour of sustainable development and considers a Plan-led approach to be the most effective means of securing sustainable development through the planning system.
- 2.38 PPW has a strong focus on promoting placemaking, which is considered instrumental to achieving sustainable places, delivering socially inclusive development and promoting more cohesive communities. Placemaking is deemed to be a holistic approach that 'considers the context, function and relationships between a development site and its wider surroundings'.

- 2.39 At a strategic level there are four themes which contribute individually to placemaking:
- Strategic & Spatial Choices;
 - Active & Social Places;
 - Productive & Enterprising Places;
 - Distinctive & Natural Places
- 2.40 PPW requires development plans to “include a spatial strategy covering the lifetime of the plan which establishes a pattern of development improving social, economic, environmental and cultural well-being”, and that “a broad balance between housing, community facilities, services and employment opportunities should be promoted.”

Technical Advice Notes (TANs), Circulars and Policy Clarification Letters

- 2.41 The RLDP will consider the requirements as set out within the series of TANs, Circulars and Policy Clarification Letters, which expand on a range of planning policy issues.

Building Better Places - The Planning System Delivering Resilient and Brighter Futures: Placemaking and the Covid-19 recovery (WG, July 2020)

- 2.42 Building Better Places sets out the Welsh Government's planning policy priorities to assist in the recovery period after the Covid-19 pandemic crisis. It recognises that the planning system should be central to the consideration of built and natural environment issues that have arisen from the pandemic. The document highlights the key existing planning policies and tools which should be used by all sectors in the environmental, social, cultural and economic recovery of Wales. LDPs should actively embrace the placemaking agenda set out in PPW, identifying its character, strengths and areas which need improving and set out policies on how these areas will be improved.
- 2.43 The document reinforces the Welsh Government's commitment to better places, placemaking, quality outcomes and good design and identifies policy areas that should be the focus of consideration and action, to act as a catalyst for a recovery. It identifies key issues which bring individual policy areas together to ensure that action is the most effective. The RLDP as a key tool for addressing these issues will play an important role in supporting the post-covid recovery in the Vale of Glamorgan whilst also contributing towards the future resilience of communities.
- 2.44 The 8 issues are:
- Staying local: creating neighbourhoods;

- Active travel: exercise and rediscovered transport methods;
- Revitalising our town centres;
- Digital places: the lockdown lifeline;
- Changing working practices: our future need for employment land;
- Reawakening Wales' tourism and cultural sectors;
- Green infrastructure, health and well-being and ecological resilience;
- Improving air quality and soundscapes for better health and well-being;

Llwybr Newydd: The Welsh Transport Strategy (2021)

2.45 The Welsh Government's Transport Strategy sets out three priorities for the next 5 years:

- Bring services to people in order to reduce the need to travel.
- Allow people and goods to move easily from door to door by accessible, sustainable, and efficient transport services and infrastructure.
- Encourage people to make the change to more sustainable transport.

2.46 The Strategy sets out a sustainable transport hierarchy to inform decisions about new infrastructure:

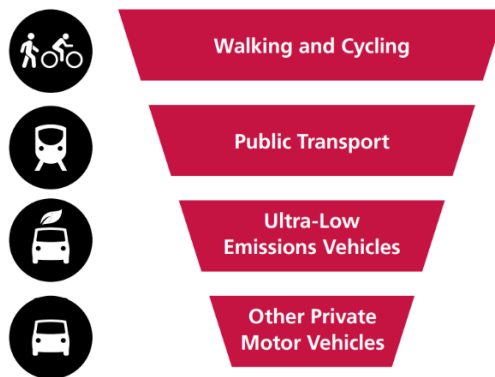


Figure 5: Sustainable Transport Hierarchy,
Source: Llwybr Newydd

Climate and Nature Emergency Declarations

2.47 In response to growing evidence on the impacts that climate change will have, the Welsh Government declared a 'climate emergency' in April 2019. The

announcement was made to draw attention to the magnitude and significance of the evidence continually being presented by the Intergovernmental Panel on Climate Change. The declaration was made to send a clear signal that the Welsh Government will not allow the process of leaving the European Union to detract from the challenge of climate change.

- 2.48 A further declaration was made in June 2021, as the Welsh Government declared a nature emergency. The purpose of this was to ensure parity between actions taken by the Welsh Government to tackle climate change and biodiversity loss. The purpose of this was to set targets for limiting biodiversity loss, similar to those that exist for carbon emissions.

Regional Context

Cardiff Capital Region City Deal

- 2.49 The Cardiff Capital Region (CCR) comprises ten local authorities across the South-East Wales region, including the Vale of Glamorgan. These local authorities are working collaboratively on projects and plans aimed at building on the region's sectoral strengths, its high skill base and three successful universities and accelerate economic growth and productivity through a series of considered targeted investments in skills, infrastructure, innovation-led scalable projects and priority industry sectors and businesses. The CCR City Deal will help boost economic growth by improving transport links, increasing skills, helping people into work and giving businesses the support they need to grow. CCR has funded a number of major investments within the region, including the recent purchase of the former Aberthaw Power Station to facilitate its demolition, remediation and redevelopment as a Green Energy Park.

CCR Regional Economic and Industrial Plan 2023-2028

- 2.50 Cardiff Capital Region (CCR) seeks to foster a regional economy that is bigger, fairer and greener, generating good growth and creating conditions for shared prosperity across the ten local authorities in the region and the Regional Economic and Industrial Plan has been prepared to support this. The Plan identifies a number of challenges but seeks to achieve the ambition of being “a proud Cardiff Capital Region where everyone is connected locally and globally, enjoying work, business and life opportunities that make us the place to fulfil potential.”
- 2.51 The Plan identifies three areas of focus – Becoming More Competitive, Becoming More Connected and Becoming More Resilient. As part of the Becoming More Competitive theme, specific reference is given to growing the green economy through innovation initiatives centred on green technologies and future skills, with specific reference to the development of a Green Energy Park at Aberthaw. The

RLDP will have a role in facilitating land and developing appropriate policies that would support the objectives and projects within the Plan.

South Wales Metro

- 2.52 The Metro was part of the original CCR City Deal, with over half of the City Deal total funding being ring-fenced for Metro development. Welsh Government, through Transport for Wales (TfW), operate the metro rail services within the region, whilst local authorities are responsible for bus services and active travel. The Metro is an ambitious project aimed at providing an integrated network of active, bus and rail travel that will improve accessibility and make sustainable transport across and throughout the region easier and faster.
- 2.53 Furthermore, Metro Plus funding for schemes that support the implementation of the South Wales Metro is also available, with the Vale having benefitted from funding for the development of a new interchange at Barry Docks.
- 2.54 Future Wales sets out the requirement for LDPs to plan for growth that will maximise the benefits of the Metro funding.

Regional Technical Statement for Aggregates (2020)

- 2.55 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 Collaboration

- 2.56 The Vale of Glamorgan does not exist in isolation to other local authorities and interacts with nearby local authorities regionally on strategic matters including LDP preparation. The Vale of Glamorgan is a member of the South-East Wales Strategic Planning Group (SEWSPG) consisting of the 10 local authorities of the CCR to consider policy issues that affected the region.
- 2.57 To date the Vale of Glamorgan Council has worked collaboratively with other authorities in respect of joint development of evidence for RLDPs and will continue to work collaboratively on a number of ongoing projects. The completed and ongoing projects include:

- Agreement of a common methodology on Sustainable Settlement Appraisals
- Procurement of a consultation database system for the LDP (Caerphilly, Vale of Glamorgan and Rhondda Cynon Taf)
- Employment Land Survey methodology
- Regional Strategic Flood Consequences Assessment
- The development of a development viability model for site-specific and high-level viability assessments (all 10 CCR authorities and local authorities in the Mid and West Wales Regions);
- Green Belt and Green Wedge Identification Regional Methodology
- Regional Gypsy and Traveller transit site study
- Common methodology for the determination of affordable housing transfer values
- Strategic Transport Assessment utilising South East Wales Regional Transport Model

2.58 Collaboration and liaison with the other local authorities regionally will continue as the RLDP progresses including joint commissioning or collaboration where appropriate.

Local Development Plans and Neighbouring Local Planning Authorities

- 2.59 The Vale’s neighbouring local authorities are Bridgend County Borough Council to the west, Cardiff Council to the east and Rhondda Cynon Taf (RCT) County Borough Council to the north. Test of soundness 1 ‘Does the plan fit?’ requires the Council to demonstrate that it is consistent with the plans of neighbouring authorities.
- 2.60 Bridgend’s RLDP is currently at Examination stage. The Vale and Bridgend have been in close collaboration on cross-boundary issues through the preparation of the Bridgend RDLP, culminating in a Statement of Common Ground, stating that the Vale did not raise any concerns or objections through the formal consultation process regarding the RLDP and its supporting evidence base. The Vale will continue to engage with Bridgend as the Vale RLDP processes.
- 2.61 The Vale of Glamorgan and neighbouring Cardiff have similar timescales for the preparation of their RLDPs, consequently planning officers from both authorities hold regular informal meetings to discuss each authority’s emerging plan particularly in respect of cross boundary matters such as housing, employment and transport. Cardiff published its Preferred Strategy for consultation in July 2023. A background paper has been prepared which explains the relationship between the two adjoining authorities and how both plans are considered to complement rather than compete with each other.

2.62 The Council have also had discussions with RCT on the strategies for their respective plans and any cross-boundary issues, and this collaboration will continue as part of future stages of plan progression.

Local Policy Context

2.63 The following section identifies the key Council documents that have informed the Preferred Strategy. Additionally, key evidence prepared by the Council such as that relating to housing need will also be utilised in the development of policies and reference to this evidence base will be referred to within the Preferred Strategy.

Vale of Glamorgan Well-Being Plan 2023-28

2.64 As part of the requirements of the Well-being of Future Generations Act the Council, together with public sector partners as the Vale of Glamorgan Public Services Board (PSB), has prepared its 2nd Well-being Plan for the Vale, informed by a Well-being Assessment. The Well-being Plan encompasses the 7 well-being goals and provides a framework for all public sector bodies to deliver the Sustainable Development Principle through adopting the 5-ways of working.

2.65 The new Well-being Plan sets out three new Well-being Objectives and the priority areas that the PSB will be focusing on, and Objectives reflect the key issues and key challenges identified by the Vale of Glamorgan Well Being Assessment:

- **A more resilient and greener Vale** - by understanding and making the changes necessary as individuals, communities, and organisations in response to the climate and nature emergencies.
- **A more active and healthier Vale** – by encouraging and enabling people of all ages to be more active and to promote the benefits of embracing a healthier lifestyle.
- **A more equitable and connected Vale** - by tackling the inequities that exist across the Vale, engaging with our communities and providing better opportunities and support to make a lasting difference.

2.66 To deliver these objectives, the Well-being Plan has identified 3 priority workstreams within which collaboration will be focused:

- **Responding to the climate and nature emergencies** - The Well-being Assessment sets out some of the key issues for the Vale in terms of the climate and nature emergencies and partners recognise that the changes

needed across our organisations and communities can best be achieved by working together. This will include consideration of transport, energy, food, biodiversity and how we use our buildings and land.

- **Working with the people who live in our communities that experience the highest levels of deprivation** - The Well-being Assessment has highlighted the differences across the Vale and how these inequalities have been exacerbated by the Covid 19 pandemic. The Well-being Plan will give particular focus on those areas of the Vale of Glamorgan identified as more deprived by the Welsh Index of Multiple deprivation and addressing inequalities in these communities.
- **Becoming an Age Friendly Vale** - The proportion of the Vale's population aged 65-84 is projected to increase. The Well-being Plan shall seek to ensure that the Vale is more age friendly and a better place for people to grow old, making it a friendlier place for all and recognise contribution that older people make.

Project Zero- The Vale of Glamorgan Council's Climate Change Challenge Plan 2021-2030

- 2.67 In February 2020 the Council signed a Climate Emergency Charter with the Vale PSB, setting out the PSB's shared commitment to lead by example, take positive action and to reduce its impact on climate change.
- 2.68 Project Zero is the Vale of Glamorgan Council's response to the climate change emergency. Project Zero brings together the wide range of work and opportunities available to tackle the climate emergency, reduce the Council's carbon emissions to net zero by 2030 and encourages others to make positive changes. The strategy highlights the role of the adopted LDP in contributing to the climate change commitment through for example securing planning contributions towards sustainable transport schemes and through implementation of policies that encourage renewable energy.
- 2.69 The RLDP provides the opportunity for the Council to explore ways to take forward the Council's climate change commitments to Wales's transition to a low carbon nation.

The Vale of Glamorgan Corporate Plan 2020-2025

- 2.70 The Vale of Glamorgan Corporate Plan is the Council's key strategic document and sets out the framework for the various activities the Council undertakes. It

seeks to deliver a wide range of outcomes measured against the plan's 4 well-being objectives:

- To work with and for our communities.
- To support learning, employment, and sustainable economic growth.
- To support people at home and in their community.
- To respect, enhance and enjoy our environment.

2.71 For each objective, the plan sets out the actions that will be taken over the 5-year Corporate Plan period and is supported by an Annual Delivery Plan which identifies further detailed actions. The Corporate Plan includes aspects relevant to land use planning which will influence and direct the focus of the Replacement LDP:

- Improving well-being, promoting active and sustainable transport;
- supporting economic growth through working as part of the Capitol City Region, regeneration, improving infrastructure and supporting town centres, tourism, and industry;
- increasing the supply of good quality affordable housing;
- reducing carbon emissions and minimising the impact on the environment;
- ensuring that developments are sustainable, mitigate their impact and integrate with local communities and provide the necessary infrastructure;
- protect and enhance the natural built environment and cultural heritage;
- minimise pollution, provide effective waste management and reduce the impact of flooding.

The Vale of Glamorgan Local Transport Plan 2015-2030

2.72 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 several 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 adopted LDP and is also consistent with the Wales Transport Strategy objectives.

2.73 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

LTP supports proposals for the Cardiff Metro and will inform future regional transport planning work.

The Vale of Glamorgan Biodiversity Forward Plan (2019)

- 2.74 The Vale of Glamorgan Biodiversity Forward Plan (BFP) looks at how the Council manages and improves natural resources to ensure that biodiversity and sustainability are considered in all service areas and are core themes in service delivery, becoming an integral part of the decision-making processes throughout the Council. The plan sets out how the Vale of Glamorgan Council shall meet its obligations under section 6 of the Environment (Wales) Act 2016 to demonstrate how the Local Authority will “seek to maintain and enhance biodiversity in the proper exercise of their functions and in doing so promote the resilience of ecosystems”.
- 2.75 Part one of the Forward Plan sets out the background (including the legislative context), identifies challenges and opportunities and sets out the actions and targets to be undertaken to achieve these aims. The actions in the BFP are reported on every three years in accordance with statutory requirements and reviewed and updated at the end of each 3-year reporting period. The review of the BFP will coincide with that of the LDP and as such shall provide key background evidence for the replacement LDP and inform the review of policies relating to the biodiversity within the Plan.

The Vale of Glamorgan Housing Strategy 2021-26

- 2.76 The Housing Strategy sets out the intentions of the Council and its partners to meet a wide range of housing objectives. The strategy includes a long-term vision for housing in the Vale where “*All residents in the Vale of Glamorgan have access to good quality, suitable housing and can live happily and independently in vibrant, sustainable communities*”. The vision is underpinned by four key aims which form the framework within which action will be taken.
- Aim 1: More Homes, More Choice.
 - Aim 2: Improved homes and communities.
 - Aim 3: Better housing advice and support.
 - Aim 4: Equality of access to housing and housing services.
- 2.77 The Strategy is accompanied by a delivery plan, which is set over the same period as the strategy. The delivery plan outlines a range of actions developed by the Council and its partners, under each of the 4 aims.

The Vale of Glamorgan Older Persons Strategy

- 2.78 The Council's Older Persons Housing Strategy 'Creating Homes and Neighbourhoods for Later Life 2022-36' sets out a vision in the Vale of Glamorgan Council which is: *'to secure the best quality of life for older people to live as independently as possible in later life. This means delivering a range of accommodation that enables older people to live fulfilling lives and enjoy good health in attractive homes that meet their needs and allow them to retain their independence as they age'*.
- 2.79 The strategy projects that by 2037 there will be a need for some 1,357 specialist age designated housing, retirement housing (for social rent and for sale) and housing with care (extra care housing for social rent and for sale). Highlighting the importance for the Council and its partners to address future housing needs associated with an aging population through the provision of appropriate housing solutions arising from a growing older population. The strategy identifies a range of mechanisms for delivery including the LDP, which is seen to have a key role in encouraging private and social housing providers to develop a range of mainstream housing that is suited and attractive to older people.

Declared Climate and Nature Emergencies

- 2.80 In July 2019 the Vale of Glamorgan Council joined with Welsh Government and other Councils across the UK in declaring a global 'climate emergency'. The Council made a commitment to:
- Reduce the Council's carbon emissions to net zero before the Welsh Government target of 2030 and support the implementation of the Welsh Government's new Low Carbon Delivery Plan.
 - Make representations to the Welsh and UK Governments, as appropriate, to provide the necessary powers, resources and technical support to Local Authorities in Wales to help them successfully meet the 2030 target.
 - Continue to work with partners across the region.
 - Work with local stakeholders including Councillors, residents, young people, businesses, and other relevant parties to develop a strategy in line with a target of net zero emissions by 2030 and explore ways to maximise local benefits of these actions in other sectors such as employment, health, agriculture, transport and the economy.
- 2.81 Closely linked to the declaration of a climate emergency, in July 2021 the Vale of Glamorgan Council declared a 'nature emergency' and committed to a target of no net loss to biodiversity in the Vale of Glamorgan. The Council is committed to working with local, regional and national partners to continue to develop and implement best practice methods that can protect Wales' biodiversity.

The Placemaking Charter and Placemaking Plans

2.82 In May 2023, Cabinet resolved that the Vale of Glamorgan Council should become a signatory to the Placemaking Charter Wales¹. The Placemaking Charter has been developed by Welsh Government and the Design Commission for Wales in collaboration with the Placemaking Wales Partnership. The Charter builds on the strengthening focus on placemaking in policy and practice in Wales and aims to provide a common understanding of the range of considerations that go into placemaking. Signatories to the Charter agree to promote the following principles in the planning, design and management of new and existing places:

- People and community
- Location
- Movement
- Mix of uses
- Public Realm
- Identity

2.83 Placemaking Plans will be prepared for the four towns within the Vale (Barry, Cowbridge, Penarth and Llantwit Major) reflecting the six principles of the Placemaking Charter. It is important that there is consistency between Placemaking Plans and proposals identified in the adopted LDP and emerging RLDP. However, Placemaking Plans have a wider remit than land use planning matters, covering the other things such as events, activities within places and social well-being. Adopted Placemaking Plans will be a material consideration in the determination of planning applications.

¹ [Placemaking Charter - Design Commission for Wales \(dcfw.org\)](https://www.dcfw.org/)

3. THE VALE OF GLAMORGAN KEY CHARACTERISTICS

- 3.1 The Vale of Glamorgan is Wales' most southerly Unitary Authority, lying west of Cardiff between the M4 and the Severn Estuary. It covers an area of 33,097 hectares (130 square miles) the majority of which, approximately 85% (28,132 hectares) is agricultural land.
- 3.2 Bordering the Severn Estuary, the Vale has 53 kilometres of coastline, of which 19 kilometres is designated as the 'Glamorgan Heritage Coast'. The neighbouring local 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 Vale's population was approximately 131,900 as indicated by the 2021 Census. Barry, the largest town, is the administrative centre and is the main centre of population with a resident population of approximately 56,600 people in 2021. A further 45,300 people are distributed amongst the larger towns of Penarth, Llantwit Major, Dinas Powys and Cowbridge. The remaining population is dispersed throughout the Vale's smaller rural villages and hamlets.

Settlement Pattern

- 3.4 The settlement pattern of the Vale of Glamorgan has largely been shaped out of the area's industrial heritage and the Vale's prime agricultural landscape. The main settlements of Barry and Penarth are located on the coast and developed around the ports, serving the demand for Welsh coal, while settlements such as Cowbridge and Llantwit Major developed as market towns providing services for local agriculture. Away from the main centres, the Vale is characterised by a mix of urban settlements located primarily within the south eastern Vale, elsewhere the rural Vale consists of small villages and hamlets.
- 3.5 The Vale of Glamorgan Settlements Appraisal Review Background Paper categorises the Vale's settlements into four categories which best represent the role, character, and function of the settlements. These are:

Key Settlement: Barry

Service Centre Settlements: Cowbridge, Llantwit Major, Penarth

Primary Settlements:

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

Minor Rural Settlements:

Aberthaw (East)	Graig Penllyn	Penllyn
Aberthin	Llancarfan	Peterston Super Ely
Bonvilston	Llandow	Sigingstone
Colwinston	Llanmaes	St Brides Major
Corntown	Llysworney	St Nicholas
Ewenny	Ogmore by Sea	Treoes
Fferm Goch	Pendoylan	Ystradowen

Hamlets and Smaller Rural Settlements:

Aberthaw (West)	Llanmihangel	St Brides Super Ely
Broughton	Llansannor	St Donats
Castle Upon Alun	Llantrithyd	St Georges
City	Maendy	St Hilary
Drope	Marcross	St Lythans
Dyffryn	Michaelston le Pit	St Mary Church
Flemingston	Monknash	St Mary Hill
Fonmon	Moulton	St Y Nyll
Gileston	Norton	Swanbridge
Gwern y Steeple	Ogmore Village	Tair Onen
Hensol	Pancross	The Downs
Lampha	Penmark	The Herberts
Lavernock	Penn Onn	Tredogan
Leckwith	Pentre Meyrick	Trerhyngyll
Llanbethery	Porthkerry	Tre-Dodridge
Llancadle	Ruthin	Twyn-yr-Odyn
Llandough (Cow)	Southerndown	Walterston
Llangan	St Andrews Major	Welsh St Donats

- 3.6 At the top of the hierarchy is the key settlement of Barry, which is the largest of the Vale's towns and an important hub for social and economic activity. Recognised as the administrative centre of the Vale, Barry is one of the most sustainable locations within which to focus major new development opportunities, with excellent rail connections to Cardiff (4 trains an hour) and Bridgend (1 train an hour but expected to increase to 2 as part of Metro improvements). Barry offers a range of strategic services and facilities including employment, community facilities and established retail areas offering a range of goods and facilities.
- 3.7 In recent years, the Barry Docks area has undergone considerable regeneration with the development of the mixed-use Waterfront scheme on brownfield land adjacent to the docks, and investment in Barry Island, which is a focal point for tourism.
- 3.8 While the settlements of Cowbridge, Penarth and Llantwit Major are different in character to each other in terms of their size and locations, they are considered to play similar strategic roles. As well as having significant resident populations, each offers a range of local employment opportunities, sustainable transport options, established retail centres and a wide range of cultural, educational and community services and facilities. For these reasons these settlements have been classed as Service Centre Settlements reflecting their role in providing a range of services that serve the daily needs of their residents and acting as important hubs for those living in nearby smaller settlements.
- 3.9 The primary settlements of Dinas Powys, Rhoose, St Athan, Llandough (Penarth), Sully, Wenvoe, Wick and Culverhouse Cross complement the role of the Service Centre Settlements in that they provide for the needs of residents and cater for the needs of the surrounding wider rural areas. They offer several 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 to address day-to-day needs.
- 3.10 The group of Minor Rural Settlements are dispersed throughout the Vale and contain a more limited but nonetheless important range of services and facilities that play a functional role in meeting some of the basic needs of residents within rural areas, reducing the need to travel.
- 3.11 The lowest tier of settlements consists of 54 hamlets and smaller rural settlements of the Vale. These are largely comprised of either a small group of dwellings or more sporadic/dispersed and loose knit groups of residential properties (often including isolated individual houses or farmhouses and barn conversions). These

places typically have smaller resident populations, generally below 100 residents. Nonetheless, the settlements are important contributors to rural life within the Vale of Glamorgan and the character of the countryside outside of the main settlements.

Population and Demography

- 3.12 Between the last two censuses (2011 and 2021) the population of the Vale of Glamorgan increased by 4.4% from around 126,300 in 2011 to around 131,900 in 2021, which was greater than the percentage change across Wales as a whole over the same period (1.4%).
- 3.13 The largest growth in population (2001–2020) has been in the 65–79 age group with an overall increase of almost 50% (Figure 6). The 80+ age group has also seen substantial growth, increasing by 38% over the historical period. The size of the working age population (15–64) has increased by 10%, whilst the population aged 0–4 has decreased by 2%. The population ageing seen in the Vale of Glamorgan is an inevitable feature of population change across the UK, as the larger birth cohorts of the post-war period move into the retirement ages and improvements in healthcare mean people are living longer.

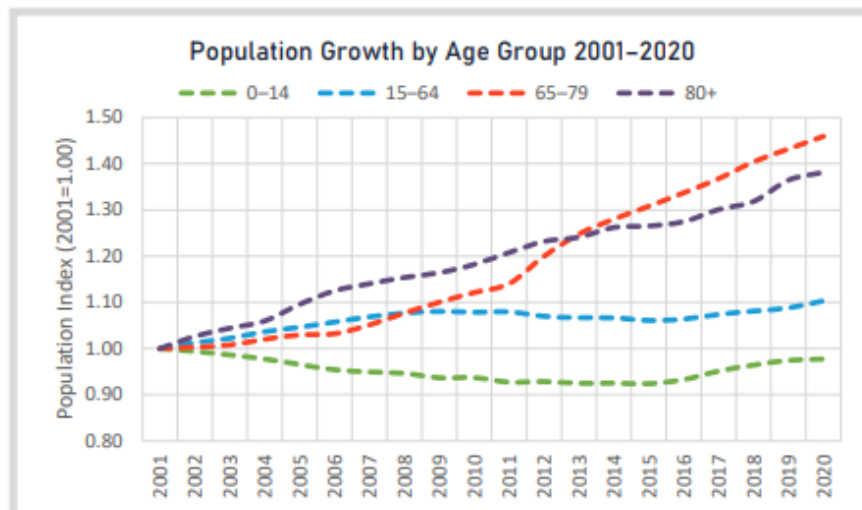


Figure 6: Population Growth by Age Group
Source: ONS

- 3.14 Migration data for the Vale of Glamorgan indicates that the largest population exchange (inward and outward migration) has occurred between the Vale and neighbouring Cardiff. This is illustrated in Figure 7, which indicates that there has been a steady exchange of people moving between Cardiff and the Vale, with the Vale experiencing a net increase in its population (an average of 717 per year)

due to migration from other areas, including a significant migration flow from Cardiff. More recently, for the period 2016-2021 net migration into the Vale rose to 992 persons annually (Figure 7), a key contributing factor for the above Wales average population increase identified within the 2021 census.

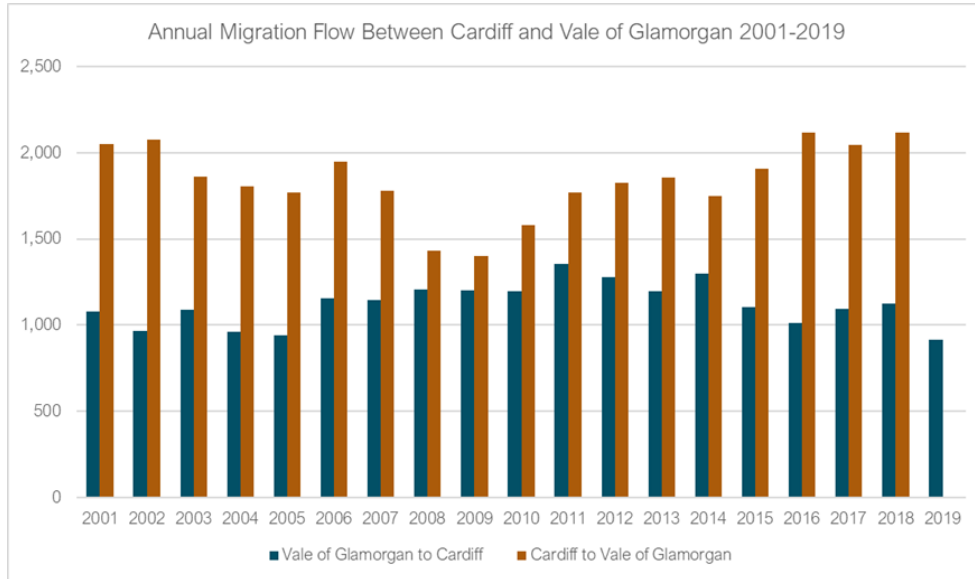


Figure 7: Annual Migration Flow Between Cardiff and Vale of Glamorgan
Source: Edge Analytics Demographic Report

3.15 The population exchange between the Vale and Cardiff has also influenced the demographic profile of both authorities. Figures 8 and 9 highlight that since 2001 there has been a net inflow into the Vale across all age groups, except for the 15–19-year-old cohort, as family groups in particular have moved into the Vale from places such as Cardiff. Conversely, there has been a large outflow associated with young people leaving the area to study elsewhere in the UK. This is also reflected in the inward flow of 15–19-year-olds into Cardiff.

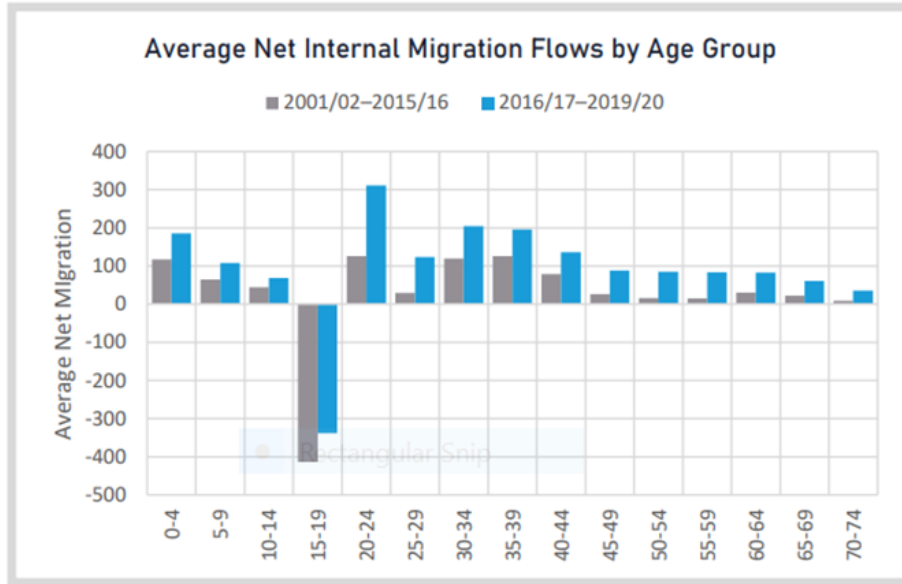


Figure 8: Vale of Glamorgan Internal Net Migration- Age Profile
Source: ONS

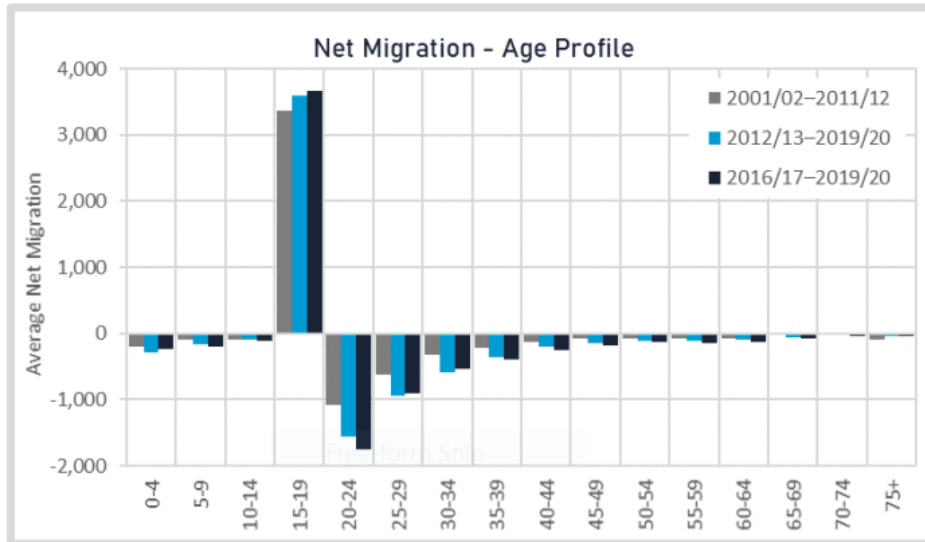


Figure 9: Cardiff Internal Net Migration- Age Profile
Source: ONS

Housing Market and Housing Need

3.16 The long-term migration trend of people moving between Cardiff and the Vale suggests that the Vale and Cardiff to some degree share a larger than local housing market, and to a lesser extent this is also shared with neighbouring Bridgend. These factors highlight the importance for collaboration between the

Vale and its neighbours when considering strategic matters such as housing growth.

- 3.17 The Vale also has a high housing cost with average house prices in April 2023 on average 9.7 times the average workplace earnings compared to the regional average of 7.1². In terms of the Vale, evidence on entry level house prices indicate that the Vale contains 4 distinct housing market areas, Barry, Penarth, Coastal and Rural.
- 3.18 Consequently, the Vale has a significant need for affordable homes, with affordable housing need steadily increasing over the past 10 years, despite the fact that the Vale is one of highest performing authorities in Wales in terms of affordable housing delivery. The Council's 2021 Local Housing Market Assessment (LHMA) identifies a need for 1,205 affordable homes per annum over the 5-year period 2021-2026 and the initial findings of the draft LHMA update (2023) indicates a need of 1,121 affordable homes per annum for the next 5 years, and 204 affordable homes per annum for the following 10 years. Both assessments highlight that the areas in the Vale with the greatest need are Barry and Penarth, however there is a general need for a range of types and sizes of affordable housing across the Vale.
- 3.19 It is anticipated that affordable housing need will continue to be a major issue for the RLDP over the lifetime of the plan.

Gypsy and Travellers

- 3.20 There are currently no public owned Gypsy and Traveller sites within the Vale, but there are 3 private sites with permanent planning permission (5 pitches); 1 tolerated site (17 pitches) and 2 unauthorised developments (4 pitches). The Council has a duty to ensure that the existing and future accommodation needs of the Gypsy and Traveller community is met through the provision of sufficient land in the RLDP for Gypsy and Traveller sites. The latest Gypsy and Traveller Accommodation Assessment (GTAA) identifies a need for 11 additional pitches to be delivered over the plan period (9 pitches to 2026, and a further 2 pitches by 2036).

² Hometrack market intelligence

Health and Well-being

- 3.21 The Vale of Glamorgan is generally regarded as an affluent and attractive area relative to other authorities within the region. However, the Vale exhibits considerable socio-economic diversity, with parts of the rural Vale containing some of the most affluent communities in Wales and other communities falling within the highest 10% of most deprived areas in Wales.
- 3.22 The Welsh Indices of Multiple Deprivation (WIMD) show that most deprived neighbourhoods in the Vale have persistently been in Barry, primarily within the eastern wards. The most recent WIMD data (2019) identified 3 areas to be within the top 10% most deprived places in Wales (Gibbonsdown 2, Buttrills 2, and Court 3), with other areas in Barry also falling within the top 20%. In addition, pockets of high deprivation are also present in areas of Penarth, St Athan and Llantwit Major.
- 3.23 These disparities are reflected in the health and well-being of our communities. When compared to other parts of Wales, Vale residents generally exhibit good health and have one of the highest average life expectancies at birth. However, in areas of highest deprivation life expectancy for people is considerably lower, where a higher proportion of people are affected by long term health conditions.
- 3.24 Recognition of these inequalities, which reflect differing community needs at a neighbourhood and locality level within the Vale of Glamorgan, will necessitate bespoke approaches that go beyond the remit of the RLDP, however the plan can assist in addressing these issues through enhancing access to employment, improving open spaces and active travel routes and supporting the provision of affordable housing and regeneration.
- 3.25 Access to health and social care services is a more challenging issue for some parts of the Vale particularly given the ageing population, and the rural nature of the Vale aligned with poor public transport. In preparing the RLDP, the Council has worked closely with the Cardiff and Vale Local Health Board to identify future health and well-being issues such as the need to identify locations for new health services as changes to the delivery of health services with the community.

Education

- 3.26 The area has good schools and high levels of education attainment with 37.3% of the adult population (aged 16-64) holding an NVQ level 4 or higher. There are 46 infant/junior/primary schools, 7 secondary schools and Barry and Vale College with campuses located in Barry and Cardiff Airport Enterprise Zone. Whilst several

new schools in Vale have been provided under the authority's 21st Century Schools programme, and several others are planned to be expanded during the plan period, in some areas schools are at or near capacity. In preparing the RLDP, the Council will consider educational needs arising from planned growth, especially within those areas where capacity is limited.

Connectivity

- 3.27 The area benefits from good road and rail links that provide direct connectivity to the wider region. The M4 motorway located to the north of the Vale providing a key transport link that gives access to the South East Wales region and beyond. The Vale of Glamorgan railway line runs east to west through the authority serving the Vale's largest settlements of Penarth and Cogan, Dinas Powys, Barry, Llantwit Major and Rhoose, linking the authority with Cardiff and Bridgend and providing connections to the main south Wales railway line. The main towns also have reasonable access to local bus services, but villages that are located away from key bus corridors are not as well served.
- 3.28 Cardiff Airport is located near the coast to the west of Barry. Recognised as an important gateway for business and tourism in south Wales, the airport plays a significant role in supporting the local economy and connecting South Wales to destinations across the UK and the world. Since the outbreak of the Coronavirus pandemic in 2020, the number of passengers using Cardiff Airport have fallen sharply. In 2022, passenger numbers stood at 860,000 (arrivals and departures), which is below the pre-pandemic levels of 1.65 million in 2019. The benefits of proximity to the airport offers significant opportunities and should be capitalised on through the plan.
- 3.29 The nature of the Vale's settlement patterns means that residents within the main towns and settlements are better able to access a range of facilities by walking, cycling and public transport, and the Council continue to improve active travel network within and between settlements. However, there is relatively limited public transport availability in the more remote rural areas and between its main towns, which limits accessibility to facilities and services, particularly for disadvantaged groups.
- 3.30 The Vale of Glamorgan is within the South East Wales Metro Zone and the Council continue to seek to improve public transport connectivity to improve transport infrastructure, including new park and ride facilities, to facilitate greater accessibility for Vale residents and reduce peak hour congestion, both on rail and road network.

- 3.31 The Port of Barry is a key facility for the region's chemical industry, handling liquid bulks for major companies and handles around 300,000 tonnes of cargo, contributing over £340 million to the economy every year and is an important source of local employment.
- 3.32 Digital connectivity will continue to play an important role in enabling agile working and facilitating economic growth. Data from WIMD 2019 provides an insight into the quality of broadband availability across the Vale of Glamorgan. The WIMD Environment Domain includes a measure of the unavailability of broadband at speeds of 30 megabits per second (mbs), this is the typical speeds provided by Fibre to Cabinet connections. There is a disparity in download speeds between more rural and urban areas of the Vale of Glamorgan. LSOAs in towns such as Barry, Penarth and Cowbridge show high availability of broadband at 30mbs and LSOAs in more rural areas show poorer availability. The RLDP will promote and support the delivery of digital and communications infrastructure to meet the needs of users and providers for the plan period.

Economy & Employment

Place of Work and Commuting

- 3.33 The geography of economic activity within the authority is increasingly varied with the Vale people often living, working and undertake leisure activities within and outside of the authority. Since the Covid pandemic, the number of people working from home has increased significantly, alongside the proportion of the workforce who participate in flexible work patterns. The latest 2021 Census data indicates that 34% of the workforce work from home either part or full time. However, this varies across the Vale of Glamorgan, with highest occurrences of homeworking located within the rural Vale, and lowest within Barry³.
- 3.34 Whilst the distance residents typically commute is relatively short, with most Vale residents (33.8%) travelling less than 10km to their place of work, 16% commute up to 30km and 3.5% more than 30km, levels of outward commuting remain high (Figure 10). The greatest number of residents who travel outside of the Vale for work purposes travel to Cardiff followed by Bridgend and Rhondda Cynon Taf, whilst a smaller proportion commute into the Vale from these neighbouring authorities. Consequently, the main highway experiences congestion at peak periods.

³<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/travelto-workenglandandwales/census2021>

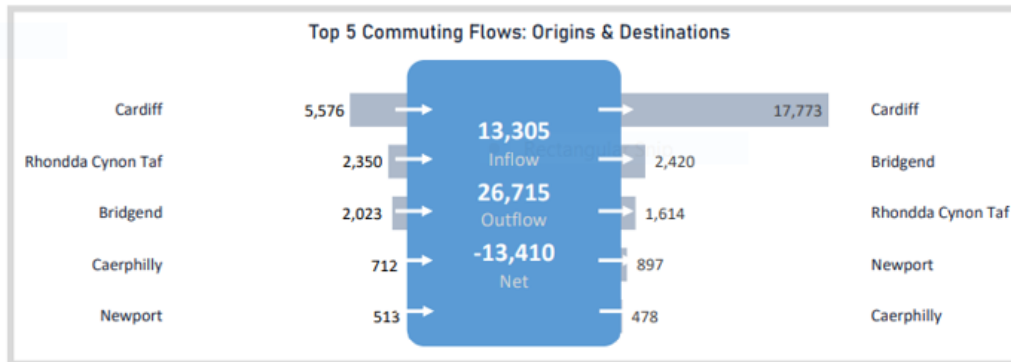


Figure 10: Commuting Flows: Origins and Destinations
Source: ONS 2011

Employment Structure

- 3.35 The proportion of the Vale’s working age population (16-64 years old) in 2021 was 60.3% slightly below both regional and national average (62% and 61.2% respectively).
- 3.36 Over the past 5 years, the number of jobs within the Vale of Glamorgan has generally remained constant at over 41,000, whilst the job profile of people employed within the sector has changed, with the greatest change occurring within the professional, scientific and technical sectors, and business and support services, reflecting the wider trend in the expansion of office-based employment.
- 3.37 The health sector accounts for the largest number of employees within the Vale of Glamorgan, 8,000 or 19.5% of the total number in employment. Manufacturing was the next largest industry in the Vale of Glamorgan, employing 3,500 or 8.5 percent of the workforce. Private office sectors accounted for a combined total of 15.4 percent, or 6,300 employees in the Vale, compared with 16.8 percent for Wales. Due to the high prevalence of residents employed in professional sectors, the Vale can be described as having a skilled workforce, which is reflected in average weekly pay in the Vale being £61 more than that of average workplace weekly pay, equivalent to 10% more⁴.

⁴ ONS, “Earnings and hours worked, place of work by local authority: ASHE Tables 7 and 8”, 2021, provisional. Mean gross pay for a full-time employee, Vale of Glamorgan: place of work (£607.80); place of residence (£669.20).

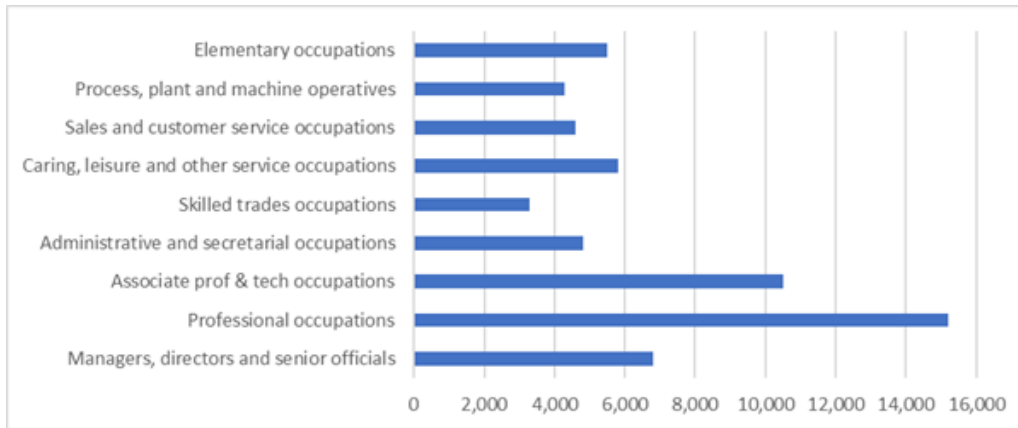


Figure 11: Employment by Occupation, January 2021 - December 2021
Source: Annual Population Survey, 2022

Tourism

- 3.38 The Vale has a range of attractions for tourists that utilise the natural environment to improve the area’s economic well-being. This includes the Glamorgan Heritage Coast, the Wales Coast Path and well-established seaside resorts; attractive countryside and country parks; unique historic features; several outdoor pursuit activities; and a well-established network of walking routes.
- 3.39 Barry Island seafront and Whitmore Bay are recognised as one of the main tourist destinations within the Vale of Glamorgan. The resort is well known throughout the South Wales Valleys, South West 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 424,000 visitors with an economic value of £17 million (STEAM 2019).
- 3.40 The economic contribution of the tourism sector has been growing year on year in the Vale of Glamorgan; however, in 2020 data suggests the economic impact of the sector had fallen by 45.1% as a result of the Covid pandemic and associated travel restrictions which coincided with a 45.3% fall in the number of full-time equivalent jobs employed in the sector. STEAM data shows that the number of day visitors dropped to 1.89 million in 2020, but these numbers recovered to 4.23 million by 2021. It is considered that as the Vale recovers from the pandemic, trends will increase to meet and exceed growth seen pre-pandemic.

Retail

- 3.41 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 and at the out of centre retail park at Culverhouse Cross. Health checks on the main town centres undertaken as part of the Retail and Commercial Leisure Study (2023) indicated that Penarth, Cowbridge and Llantwit Major were performing well, with below average levels of vacant units within the district centres, whereas the town centre of Holton Road in Barry and the District Centre of High Street had higher than average vacant units. There is a need to ensure that future policies allow for flexibility for a greater range of uses that would be acceptable within a town centre, in line with the town centre first principle.
- 3.42 The retail study identified that the Vale of Glamorgan is retaining a healthy proportion of spend on convenience goods, with 86.1% (£273.7m) of all convenience spending (everyday essential items such as food) by Vale residents being spent in retail units within the Vale. However, much of this spend is taking place within out of centre stores rather than town centres. For comparison shopping (retail items not bought on a frequent basis), the Vale retains just over half (50.3%) of all comparison spend (£294.5m), with the leakage out of the area being primarily directed towards Cardiff.
- 3.43 The study identified that there is a convenience floorspace capacity of between 4,282 sq m and 5,862 sq m (depending on the type of operator), which is due to the trading of existing stores above benchmark levels. In qualitative terms, Barry Holton Road, Penarth and Llantwit Major town centres have been identified as having a need for a medium to large supermarket.

Natural Environment

- 3.44 The Vale is a distinctive, gentle lowland landscape, largely comprising a rolling limestone plateau, which is dissected by several rivers including the Ely, Thaw and Waycock. A variety of rural land uses characterise the area, reinforced by thick hedgerows, frequent small woodlands and trees, which create a sense of enclosure. The landscape terminates abruptly at the Heritage Coast with vertical cliffs. Dispersed between the cliffs there are several sandy and shingle beaches along coastline.
- 3.45 Many of the Vale's landscapes are identified through designation for their high quality. One Landscape of Outstanding and Special interest exists wholly within the Vale and another partially. There are 6 Special Landscape Areas, and the

western coast of the Vale is recognised for its national importance as the Glamorgan Heritage Coast.

- 3.46 The mixture of coast and countryside landscapes results in a great variety of habitats, some of which are quite rare such as the mesotrophic lake, Pysgodlyn Mawr, at Hensol and the saline lagoon at Aberthaw. This diversity also means that the Vale's coast and countryside hold a rich diversity of flora and fauna. Rare species are present, including the High Brown Fritillary butterfly, the Green Sandpiper, Corn Buttercup, the True Service Tree, the Fairy Shrimp and the Shril Carder Bee. Whilst the extent of many of the habitats is relatively small, some are more extensive such as heathland, coastal grasslands and woodlands, and the length of ancient and species rich hedgerows and arable field margins are significant.
- 3.47 Like the Vale's landscapes, in recognition of the rich habitats of the Vale, many of its areas are designated for their biodiversity value by international, national and local designations making it one of the richest areas of biodiversity and natural beauty in South Wales. There are 2 sites in the Vale designated as European sites under the Habitats Directive: the Severn Estuary, which is identified as a RAMSAR site, a Special Area of Conservation, and a Special Protection Area; and Dunraven Bay, which is identified as a Special Area of Conservation. The Kenfig Special Area of Conservation also abuts the Vale to the East. In addition to these there are a range of national and local designations, for example: 27 Sites of Special Scientific Interest; over 300 Sites of Importance for Nature Conservation; 12 Regionally Important Geological and Geomorphological Sites, and 3 Local Nature Reserves.
- 3.48 In responding to the declared climate and nature emergencies, it will be important to safeguard designated areas and where possible take advantage of opportunities to create new ecological networks.
- 3.49 The adopted LDP identifies green wedges which seek to prevent the coalescence of settlements and retain openness. A regional methodology for the identification of green wedges is currently being prepared and it is anticipated that this methodology will be used to inform any green wedge designations within the Deposit RLDP. Consideration will also be given to the existing Special Landscape Area designations to ensure that these remain appropriate.

Language, Culture, Heritage, and Diversity

- 3.50 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 2021 Census identified that 11.5% of the population aged 3 or older could speak Welsh, representing an increase when compared with the 2011 Census, where only 10.8% of people aged 3 or older could speak Welsh. This is contrary to the trend experienced across Wales overall, where the number of Welsh speakers has decreased from 19% in 2011 to 17.8% in 2021.

- 3.51 The percentage of people recording that they are from a non-White ethnic group has increased in the 2021 Census compared to the 2011 Census, with 5.4% identifying as belonging to an ethnic group other than White, compared to 4.4% in 2011. The 2021 Census identified that 2.1% of the population identified their ethnicity as 'Asian, Asian British or Asian Welsh', 0.5% identified as 'Black, Black British, Black Welsh, Caribbean or African', 2.3% identified as 'Mixed or Multiple ethnic groups' and 0.5% identified as 'other ethnic group.'
- 3.52 In terms of built 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.
- 3.53 It is also vital for the plan to ensure that future housing makes provision for the specific accommodation needs of disabled people through providing opportunities for independent living proposals such as supported living schemes and by ensuring that specialist housing forms part of a wider housing mix on allocated sites identified. It will also be important for new developments to be suitably located and enable easy access to shops and facilities of town and local centres.

Climate Change and Flood Risk

- 3.54 In 2019, the Vale of Glamorgan accounted for approximately 5% of Wales' carbon emissions, with 8.4 tonnes of CO₂ per capita. Emissions are reducing over time, however, they will have to reduce significantly during the plan period to achieve net zero targets. The sectors that emit the most carbon are industry (57%), transport (21%) and domestic (17%). 53% of the Vale's housing stock have an EPC rating of D or worse. 38% of the Vale's electricity demand is met by local renewable energy generation, with ground-mounted solar PV (84MW) and biomass (45MW) contributing to this.
- 3.55 As a coastal authority climate change will have a dramatic impact on the Vale's coastline and the communities within coastal areas due to sea level rise and storms leading to increased exposure of the coast to flooding and coastal erosion. Also, areas of the Vale are within proximity to existing areas of flood risk,




particularly areas neighbouring Barry, Dinas Powys and Penarth. Natural Resources Wales Communities at Risk Register estimate that there are approximately 5,000 residential properties in the Vale currently at some level of flood risk⁵. General climate change projections show an increased likelihood of more frequent and intense rainfall. It is expected that severe events such as the 2020 storms will become more common with increased severity and frequency of flooding of homes, communities, and businesses. At the same time, coastal flooding is a growing threat due to accelerating mean sea-level rise and increases in storminess and wave heights. These climate change associated impacts will increase the number of properties, infrastructure, and key services at risk of flooding from all sources.

⁵ https://datamap.gov.wales/layergroups/geonode:nrw_communities_at_risk_register

4. RLDP KEY THEMES, VISION, AND OBJECTIVES

KEY THEMES

4.1 The role of the RLDP is to provide a policy framework that will address the land use issues faced by the Vale of Glamorgan. Having regard to the above context and characteristics of the Vale, including key issues in national policy and other local and regional plans and strategies, as well as feedback received from stakeholder engagement during the preparation of the plan, the following Key Themes have been identified.

RLDP Key Themes	
	Mitigating and Adapting to Climate Change
Prioritise Climate Change adaption and mitigation, ensuring that development and land use in the Vale reacts to the causes and is resilient to the impact of Climate Change.	
	Improving Mental and Physical Health and Well-being
Improve the health and well-being of our residents by fostering active, healthy communities for living, working and visiting and that tackle health and socio-economic inequalities in a sustainable way.	
	Homes for All
Housing supply needs to be able to respond to the authority's growing population but must also be appropriate in terms of type, tenure and location. In addition, there must be an adequate provision of affordable housing in order to cater to those in need.	

	Placemaking
Facilitate the development of adaptable, accessible, well-connected communities that have a strong sense of identity, offer a sustainable range of services and facilities and are equipped with adequate infrastructure.	
	Protecting and Enhancing the Natural Environment
Protect and enhance the quality, connectivity and resilience of the Vale's natural environment and green / blue infrastructure network and maximise opportunities to strive to achieve net biodiversity benefit. Natural resources, minerals and waste must be sustainably managed in the Vale of Glamorgan in order to achieve resource efficiency, including the utilisation and generation of renewable energy.	
	Embracing Culture and Heritage
Preserve and enhance the authority's cultural and heritage assets, maximising opportunities presented by the Vale's historic built and natural environmental and cultural identity.	
	Fostering Diverse, Vibrant, and Connected Communities
Foster the development of well-connected, cohesive communities and ensure all engagement processes are as inclusive as possible, allowing everyone that wishes to share their views throughout the RLDP process to do so.	
	Promoting Active and Sustainable Travel Choices
Promote and encourage the use of sustainable methods of travel, particularly active modes of transport, whilst simultaneously reducing the need to travel.	
	Building a Prosperous and Green Economy
Facilitate economic growth across the authority, ensuring a range and choice of local and strategic employment sites and job opportunities in response to employment needs. These opportunities should be adaptive to change and foster the growth of a highly skilled workforce.	

4.2 The development of the core elements of the Preferred Strategy, namely the Vision, objectives and strategic policies set out in the following sections have been shaped by these key themes.

VISION (2021 - 2036)

- 4.3 The RLDP has a crucial role to play in promoting and delivering sustainable, vibrant, and inclusive communities. In response to the strategic issues and key issues, the RLDP Vision alongside the 10 strategic objectives translates how the Council through land use planning will ensure that future development contributes to addressing these key issues within the Vale and supports the opportunities and ambitions for the Vale of Glamorgan over the lifetime of the plan.
- 4.4 The RLDP Vision looks forward 15 years to 2036 and shows how growth will contribute towards making the Vale a healthier, connected, and sustainable place where people want to live and work. It establishes the overall direction that is further articulated in more specific spatial objectives and forms the link between the high-level vision and the spatial growth strategy and strategic policies.

Vale of Glamorgan RLDP Vision

By 2036 :

The Council will have achieved its target of becoming zero carbon by 2030. It has adopted innovative techniques and efficient resource use to mitigate its impact on the environment, and exemplar zero carbon projects including schools and district heating networks have been implemented. Development of the Cardiff Capital Region Aberthaw Green Energy Park has established the Vale of Glamorgan as a regional hub for innovation in renewable and green energy and zero carbon manufacturing. All development within the Vale of Glamorgan is now built to the highest standards of environmental design and performance, incorporating measures to mitigate and adapt to the impacts of Climate Change.

The Vale of Glamorgan is a healthy and inclusive place for everyone, with equitable access to services and facilities both physically and digitally. Residents are proud of where they live and have access to the homes they need. Housing growth has delivered homes which caters for all, including affordable homes and older person's housing; contributing towards diverse and cohesive communities where residents can maintain their independence.

Through placemaking, places and spaces are safe, accessible and socially inclusive. Development respects local character and sense of place is valued by residents and contributes positively towards health and well-being. Positive improvements have been achieved in narrowing the disparities in the quality of life and health outcomes for residents living in the most deprived areas through improved access to employment, education, training, services, and investment in the built environment.

The Vale enjoys a network of connected, multi-functional and accessible green and blue spaces, providing a range of enhanced leisure and health benefits within and between towns, villages, and the countryside. More residents participate in active and healthy lifestyles. Investment in green infrastructure has produced a net biodiversity benefit with the creation of new habitats, enhanced connectivity and Planting providing carbon storage and contributing towards Climate Change resilience and adaptation.

The Vale continues to be a place where the culture and diversity of people, and the unique qualities of its communities, are recognised and protected.

Placemaking supports a strong sense of community and has contributed to improving the quality of life for all generations. Residents and visitors have access to local facilities and inclusive places to meet and play. New development will have respected the local character of the Vale, protecting its outstanding and distinctive historic, natural and built environment. The important historic heritage of the Vale continues to be conserved and enhanced.

The Council's Growth and Regeneration Programme for Barry has successfully transformed the town. The town and local retail centres are vibrant places, while the new marina at Barry Waterfront and revitalised Barry Island provide all year-round tourism. A range of public realm schemes have enhanced the built and natural environment throughout the town.

The towns of Cowbridge, Llantwit Major and Penarth are vibrant and attractive sustainable service centres playing a vital role in providing a diverse range of services and facilities for their residents and those living in neighbouring villages. Town centres have adapted to reflect changes in retail behaviour and now function as multi use centres providing retail, leisure, recreation, community, and employment spaces.

Growth within rural settlements has provided for the needs of residents and supports balanced multigenerational communities that contribute to the vibrancy of the rural area. Through investment in active travel, public transport, and broadband connectivity the rural vale is a living and working countryside supporting a network of sustainable and thriving rural communities.

The delivery of the South East Wales Metro means that the Vale of Glamorgan is now well connected by an integrated transport system supporting economic growth. Communities have access to improved transport connectivity both locally and regionally, with economic and housing growth delivered sustainably to the benefit of communities. Enhanced active travel networks within and between towns and villages have created

liveable and accessible neighbourhoods for residents linked to their surrounding rural settlements.

The Vale has a thriving local economy with a balanced, diversified business base. New employment growth at Bro Tathan and Cardiff Airport Enterprise Zones has attracted inward investment from knowledge-based and high-tech businesses, creating high quality employment and training. The Vale has a skilled and adaptable workforce. The delivery of strategic and local employment sites, alongside opportunities for rural businesses, agricultural diversification and digital connectivity, has enabled existing businesses to grow and thrive and has contributed to a reduction in outward commuting.

Through strong investment in tourism, leisure, recreation and green infrastructure, the Vale of Glamorgan is an all-year-round tourist destination. Sensitive and sustainable management of its built and natural assets including the Heritage Coast, Country Parks, beaches, countryside and historic heritage has enabled tourism to flourish. The Vale attracts visitors from afar and tourism is an important source of local employment, investment, and an enabler of rural diversification.

STRATEGIC OBJECTIVES

4.5 The 10 strategic objectives below expand the LDP vision into the 9 key themes for the Vale of Glamorgan. These objectives not only reflect national planning policy, but also the aspirations of the Council and key stakeholders and demonstrate how the RLDP will contribute towards addressing the issues identified.

Objective 1 - Mitigating and Adapting to Climate Change

- Ensure the efficient use of natural resources, promoting sustainable design and construction techniques within new developments. Support increased generation of renewable and low carbon energy, including district heating and community led schemes.
- Encourage development that reduces the need to travel by car and encourage people to participate in active travel and use sustainable transport to reduce emissions and improve air quality.
- Ensure that all new development and infrastructure is resilient to future impacts arising from Climate Change. Direct development away from areas prone to flood risk and incorporate water management, biodiversity enhancement and adaptation measures.

Objective 2 - Improving Mental and Physical Health and Well-being

- Ensure that all places offer inclusive and accessible environments for all ages that facilitate interaction with nature and others, and access to necessary healthcare facilities.

Enable residents to participate in active lifestyles, through the provision of convenient access to open spaces and active travel routes for leisure, recreation and work.

- Enable the delivery of local employment, training and regeneration opportunities that reduce health and social inequalities.

Objective 3 - Homes for All

- Ensure that all new residential developments provide high quality housing that includes the right mix, tenure and type of homes that respond to the changing needs of the Vale's population. This includes homes that are affordable, accessible and adaptable for people of all ages and that address the identified accommodation needs of all the Vale's communities through all stages of life.

Objective 4 - Placemaking

- Through placemaking, ensure that all development will contribute positively toward creating a sense of place. All new development will be appropriately located and contribute toward creating active, safe, and accessible places that contain a range of uses. The character of existing communities will be protected and enhanced by developing places that respect local distinctiveness and the existing setting.
- Facilitate the provision of accessible community infrastructure that is tailored to meet the needs of the community, including high quality health, education, training, cultural, social, recreation, and community facilities and spaces.

Objective 5 – Protecting and Enhancing the Natural Environment

- Ensure that all development makes a positive contribution towards the development of a network of green infrastructure, protect natural habitats and soil quality and assist in reversing the nature emergency by delivering a local net biodiversity benefit.
- Prioritising previously developed brownfield land for new development, directing development away from areas of nature conservation interest and safeguarding the sensitive natural environment from inappropriate development.

Objective 6 - Embracing Culture and Heritage

- Recognise the value of the Vale's built heritage by embedding placemaking into the Planning process, to ensure that development proposals protect the Vale's historic built environment from harmful changes. Ensure that new developments conserve and enhance the attractive qualities of the Vale's historic assets, respond appropriately to the locally distinctive context, and achieve high standards of design.
- Maintain and enhance the Vale's cultural facilities, and where appropriate secure opportunities for cultural enrichment within new developments, including promoting the

use of the Welsh language, the public realm and through the provision of multi-purpose community spaces and buildings.

Objective 7 - Fostering Diverse, Vibrant, and Connected Communities

- Facilitate physical, economic, and social regeneration, reflecting the needs and aspirations of local communities, through the provision of new homes, employment, and enhanced transport connectivity.
- Enable diversification of uses within town and local commercial and service centres to offer a mix of retail, leisure, commercial and community uses. Improve active travel and public transport connectivity within and between towns and neighbouring settlements.
- Provide for vital and vibrant rural communities whilst protecting the countryside through the delivery of growth in sustainable locations, related to the Settlement Hierarchy, alongside the provision of supporting infrastructure.

Objective 8 - Promoting Active and Sustainable Travel Choices

- Ensure new development is directed to locations that are or can be accessible by a choice of modes of transport, including walking, cycling, and public transport.
- Ensure that all new development increases the opportunities for residents to engage in active travel, by incorporating active travel facilities and encouraging a modal shift towards greater use of sustainable transport.
- Identify opportunities for maximising local transport investment arising from the South East Wales Metro to strengthen public transport connectivity both locally and regionally, provide management of the highways network, and offer safe and effective choices for walking and cycling alongside enhanced public transport services.

Objective 9 - Building a Prosperous and Green Economy

- Provide for a range and choice of good quality employment land and support infrastructure to enable local businesses to expand. Create opportunities for inward investment and enable the Vale's economy to respond to future changes in work and employment patterns.
- Promote Bro Tathan Enterprise Zone, Cardiff Airport and Aberthaw, as important employment areas, enabling delivery of high-quality and skilled jobs, training, and education opportunities.

- Support diversification of the rural economy, enabling opportunities to provide employment and business premises within rural settlements and facilitate the growth in rural enterprises.
- Facilitate sustainable tourism growth, recognising its contribution to the Vale's economic well-being. Enable enhanced leisure, recreation, economic activity, diversification, and sustainable development.

Objective 10 – Promoting Sustainable Tourism

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

5. SPATIAL STRATEGY AND GROWTH OPTIONS

- 5.1 The principal purpose of the Preferred Strategy is to set out a clearly the level of growth and its spatial distribution of development within the Vale of Glamorgan to deliver the Vision and Objectives over the plan period.
- 5.2 The consideration of realistic spatial options is an important part in the preparation of the RLDP. Each spatial option will need to have regard to legislation, national planning policy, local and regional strategies. Furthermore, the Plan must take account of the specific characteristics, assets and issues within the Vale of Glamorgan and seek to guide development in the way that respond to this. The strategy must deliver the Vision and Objectives.

Spatial Strategy Options

- 5.3 As the Council already has an adopted LDP, the existing LDP Strategy has been assessed alongside three other alternative strategies to determine whether it remains appropriate within the current policy context. The four strategy options that have been considered are as follows:
- Option 1 – Continuation of the adopted LDP Growth Strategy.
 - Option 2 – Dispersed Growth.
 - Option 3 – Focused Growth.
 - Option 4 – Sustainable Transport Oriented Growth.
- 5.4 The four alternative spatial options are all considered to be realistic but would result in different distributions of growth for housing and other forms of development. An analysis of the four spatial strategy options is contained in the **Spatial Options Background Paper**. This considers the advantages and disadvantages of each spatial option including the compliance of each spatial option with Future Wales. Each of the strategy options have also been considered as part of the Integrated Sustainability Appraisal.
- 5.5 There are some key planning policy issues that must be incorporated in whatever strategy option is chosen as they are an integral part of any strategy. These include:
- Utilising previously developed land before greenfield sites in the first instance.
 - Addressing climate change through mitigation and adaptation.
 - Promoting placemaking principles.

- Promoting sustainable transport and modal shift.
 - Maximising opportunities for green infrastructure enhancement.
 - Responding to the nature emergency through biodiversity net benefit.
- 5.6 Following analysis of the options, and the output of the stakeholder engagement sessions, it is considered that the Sustainable Transport Oriented Growth Option is the most appropriate as it best aligns with the policy requirements of Future Wales, Planning Policy Wales and Llwybr Newydd – the Wales Transport Strategy by focusing development in sustainable places that would reduce the need to travel and encourage the use of sustainable transport. This option will consider the capacity of settlements to accommodate development, rather than targeting development primarily to sites of a certain size or position in the settlement hierarchy.
- 5.7 Following the engagement process, the focus of the strategy has been refined so that it seeks not only to locate sites in places well served by public transport but also targets development in places that reduce the need to travel in the first place through the co-location of housing in places with employment opportunities, services and community facilities. This **Sustainable Growth Strategy** also responds to the acute need for affordable housing through focusing development in the areas with greater need. The strategy also allows for small scale affordable housing led developments in minor rural settlements where appropriate to respond to the need for affordable housing in communities across the Vale.
- 5.8 A more detailed explanation of the components of the Sustainable Growth Strategy is set out in the **RLDP Preferred Strategy overview** section.

Growth Options

- 5.9 One of the main functions of the RLDP is to ensure that there is sufficient land available within the Vale of Glamorgan to deliver the required future housing and employment requirements over the lifetime of the plan. These requirements depend on the number of people, so the future population level for which provision must be made is a key consideration of the plan.
- 5.10 In preparing the RLDP, the Council is required to consider a range of population growth scenarios to assist in the identification of the level of housing and employment growth that will be provided over the plan period. The Council therefore commissioned Edge Analytics to produce a technical paper (**Vale of Glamorgan Demographic Evidence February 2023**) to provide a range of population, housing, and employment growth evidence to inform the emerging

RLDP. The report builds on the Welsh Government household and population projections alongside demographic, dwelling led and employment led scenarios.

- 5.11 To compliment the demographic evidence, the Council commissioned an Employment Land Study (ELS, October 2022) to identify the employment land requirements for the Vale. In line with Welsh Government guidance, the ELS considered several trend-based scenarios to identify need over the lifetime of the plan and identified the employment land required for each option. The ELS recommended that the Council adopt employment land provision based upon historic take up, requiring the provision of 67.80ha of land with the capacity to support 5,338 jobs over the plan period.
- 5.12 Table 1 summarises the 12 growth options considered by the Council and includes the housing and growth requirements arising from the assumptions within each. A full explanation of the scenarios considered is provided within the Council's Growth Options Background Paper.

Table 1: Growth Options considered by the Council

Scenario	Change 2021-2036				Average per year		
	Population change	Population change %	Households change	Households change %	Net migration	Dwellings	Employment
Dwelling-led 5Y	19,048	13.9	10,062	16.9	1,360	698	493
PG-5Y	16,923	12.4	9,187	15.4	1,222	637	426
Employment-led ELR	13,224	9.8	7,599	12.9	1,020	527	341
WG-2018-HIGHPOP	13,127	9.7	7,500	12.7	938	520	292
Dwelling-led 10Y	13,154	9.7	7,587	12.8	1,009	526	325
Employment-led ELR (CR 1-1)	10,719	7.9	6,548	11.1	869	454	341
WG-2018	9,787	7.3	6,214	10.6	851	431	243
PG-Long Term	8,561	6.3	5,705	9.6	739	396	210
PG-10Y	8,519	6.3	5,695	9.6	741	395	197
WG-2018-LOWPOP	5,172	3.8	4,559	7.8	759	316	191
Employment-led OE	2,402	1.8	3,041	5.2	367	211	25
WG-2014	13	0.0	2,182	3.9	64	151	-126

- 5.13 For the purposes on engagement with stakeholders, the options were categorised into high, medium and low growth.
- **High growth:** 550 to 700 dwellings per annum and 400 to 500 new jobs per annum, (PG-5Y and Dwelling-led 5Y scenarios).
 - **Medium growth:** 400 to 550 dwellings per annum and 240 to 350 new jobs per annum (WG-2018, Employment-led ELR (CR 1-1), Dwelling-led 10Y, WG-2018-HIGHPOP, and Employment-led ELR scenarios).
 - **Low growth:** 150 to 400 dwellings per annum, and a reduction of 125 jobs to an increase of 210 jobs per annum (WG-2014, Employment-led OE, WG-2018-LOWPOP, PG-10Y, PG-Long Term scenarios)
- 5.14 As explained within the *Growth Options Background Paper*, a medium level of growth received support through stakeholder engagement and is considered appropriate for the following reasons:
- The number of jobs associated with the population increase would align with the recommendations of the ELS on the number of jobs that would be required, reducing the need for commuting.
 - In all options, there would be an increase in the 65+ population, but this level of growth would also stabilise the working age and school age populations over the plan period, unlike the low population growth option, where there would be a decline overall in these age groups. A stable working age and school aged population will support economic growth and will help achieve balanced thriving communities where services and community facilities such as schools remain viable.
 - This level of growth would require a moderate level of new dwellings to be allocated, which will increase opportunities to secure affordable housing through Section 106 agreements and deliver additional affordable housing led allocations. This will help address the significant affordable housing need identified across the Vale. Under the low growth options, there would be no need to allocate any additional new housing sites as there is sufficient land within the existing land supply to meet the housing requirements. Opportunities to deliver affordable housing would therefore be limited.
 - A medium level of growth would accord with the aspirations for the Vale of Glamorgan within the Future Wales national growth area, which is identified as a focus for strategic economic and housing growth. The level of growth in the plan should be sufficiently ambitious to support this, whilst at the same time being complementary to and not competing with Cardiff, which is identified in Future Wales as the primary settlement within the region. It is considered that low growth, which would mean no new housing or employment allocations, would not accord with what the national growth area

is seeking to achieve. Conversely, a level of growth beyond what has realistically been achieved in the past as required in the high growth scenarios could have implications for the level of growth that could be accommodated in other LAs within the Cardiff Capital Region.

- It is considered that there is sufficient capacity within the Vale to accommodate a medium level of growth that can be delivered in sustainable locations in a manner that affords appropriate protection to the most valuable areas of the natural and built environment.

5.15 In order to respond to the RLDP Objectives, particularly delivering ‘Homes for All’ and ‘Building a Prosperous and Green Economy,’ it is considered that the evidence base would support growth towards the higher end of the ‘medium’ range as this would maximise the potential for affordable housing delivery and best align the proposed working age population increases with employment requirements.

5.16 The Preferred Growth option is the **Dwelling-led 10 Year scenario**, which is based on the average annual build rate for the first 10 years of the adopted plan (526 dwellings per annum or 7,890 over the plan period). As this option reflects what has been delivered in recent years, it is considered to be realistic and deliverable and suitably ambitious, given the Vale’s position within the national growth area.

6. PREFERRED STRATEGY

- 6.1 The RLDP 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, environmental, and cultural issues relevant to the Vale of Glamorgan.
 - The adopted LDP Review Report.
 - The issues identified in the Annual Monitoring Reports for the adopted LDP.
 - A range of population, household, dwellings and employment growth scenarios.
 - The latest Local Housing Market Assessment.
 - The Settlements Appraisal Review.
 - The Integrated Sustainability Appraisal Scoping Report and assessment of Alternative Options.
 - Stakeholder engagement and involvement on the Vision, Issues and Objectives, Spatial Strategy Options and Growth Options; and
 - Regional discussions on the level of growth in the context of Future Wales.
- 6.2 The ten strategic objectives identified in Section 4 have had a significant influence on the development of the strategy, which seeks to balance the need for growth (Objective 3 - Homes for All, Objective 9 - Building a Prosperous and Green Economy) with the need to protect the Vale of Glamorgan's distinctive natural and built environment (Objective 5 - Protecting and Enhancing the Natural Environment, Objective 6 – Embracing Culture and Heritage).
- 6.3 In line with the Council's declaration of a Climate Emergency, the role of planning in mitigating and adapting to climate change (Objective 1) is an integral part of the RLDP. 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 and employment sites in sustainable locations with good access to employment, public transport, community facilities and shops (Objective 8 - Promoting Active and Sustainable Travel Choices).
- 6.4 Placemaking, through the creation of active, safe and accessible places that contain a range of uses, is at the heart of the strategy (Objective 4 – Placemaking). This will also help ensure that the plan creates communities that will improve well-being (Objective 2 - Improving Mental and Physical Health and Well-being). Regeneration and the diversification of town centres in line with town centre first principles will be an integral part of creating vibrant communities (Objective 7 - Fostering Diverse, Vibrant, and Connected Communities).

6.5 In addition, the strategy recognises the potential economic benefits that can arise from the promotion of appropriate sustainable tourism (Objective 10 – Promoting Sustainable Tourism).

6.6 The RLDP Sustainable Growth Strategy comprises six key elements as follows:

1. Delivering a sustainable level of housing and employment growth supported by appropriate infrastructure to accord with the Vale's position within the Cardiff Capital Region.
2. Aligning locations for new housing, employment, services and facilities to reduce the need to travel.
3. Focusing development in locations that are well served by existing and proposed rail stations as part of the South Wales Metro and in areas with good bus links.
4. Allowing for small scale affordable housing led development in settlements outside the Strategic Growth Area at a scale proportionate to the size of settlement.
5. Supporting the role of Cardiff airport as a strategic gateway for international connectivity.
6. Allowing for regeneration opportunities, including at Aberthaw and Barry Docks.

1. Delivering a sustainable level of housing and employment growth to accord with the Vale's position within the Cardiff Capital Region.

6.7 In order to meet the aspirations contained within the overarching Vision, there is a requirement for a sustainable level of growth and as such the RLDP will make provision for:

- **8,679 dwellings** to deliver a housing requirement of 7,890 dwellings over the plan period or 526 per annum (based on a 10% allowance for flexibility).
- An allocation of **168 Ha of employment land** across a range of sites to enable 67.8 Ha to be brought forward and the delivery of up to 5,338 jobs.

6.8 The level of growth proposed is based on average completions over the first ten years of the adopted plan period (526 dwellings per annum). This reflects an appropriate timeframe, encompassing a period of low housing completions following the economic recession and the more recent boom years following the adoption of the LDP and delivery of allocated sites. This level of growth has been demonstrated to be deliverable and is considered to be sufficiently ambitious to reflect the Vale's position in the Future Wales national growth area and address the acute need for affordable housing, whilst also being achievable within the constraints of the natural and built environment.

6.9 This level of growth will strive to deliver a population balance by bolstering the working and school age populations to offset the ageing population. This will be achieved by providing a range of housing and employment opportunities to encourage existing residents to live and work in the Vale (reducing out-migration and out-commuting) and as well as encouraging the in-migration of new residents, but at a level that is complementary to rather than competing with the neighbouring authority of Cardiff and the wider Cardiff Capital Region.

6.10 The scale of employment provision is balanced with the level of population growth to seek to reduce commuting.

2. Aligning locations for new housing, employment, services and facilities to reduce the need to travel.

6.11 A key priority of Llwybr Newydd – the Wales Transport Strategy is to bring services to people in order to reduce the need for people to use their cars. The spatial strategy will seek to locate major new development in places that are well served by services and facilities in accordance with the findings of the Settlements Appraisal Review.

6.12 The level of growth proposed within settlements must be sustainable and in the right locations, having regard for the role and function of settlements, the Settlements Appraisal Review and the capacity of particular settlements to accommodate further growth.

6.13 The Vale has several established business parks and industrial estates offering a range of employment opportunities. The businesses within the Cardiff Airport and Bro Tathan Enterprise Zone provide a range of high-quality jobs, with further development opportunities anticipated to be delivered with the Enterprise Zone. New housing development will therefore be targeted to St Athan and Rhoose as key development opportunities to capitalise on to their proximity to the Enterprise Zone.

6.14 Whilst the plan will seek to align land uses where appropriate, the co-location of uses may not be appropriate in every area, and proposals must have regard to the local context. There are some employment sites within the Vale that are in locations that are poorly served by sustainable transport and therefore the plan would not seek to promote major new housing or other development in these locations. Conversely, some employment may not be appropriate in residential areas from an amenity perspective. However, where appropriate, the broad principle is that the spatial strategy should look to ensure that new housing is located in places with good access to jobs.

- 6.15 Town centres offer a range of employment opportunities and, in line with the town centre first principle enshrined in national planning policy, new development, including small scale housing and mixed-use development, should be promoted in town centres. The proximity of town centres will also be a consideration in the allocation of appropriate larger housing sites, with sites within walking and cycling distance of centres being favoured, as this will reduce the need to travel.
- 6.16 Where existing infrastructure requires improvement to help accommodate new development, the Section 106 obligations process will be used to ensure that necessary infrastructure, facilities and services are secured at a level appropriate to the scale, type and location of the proposed development.

3. Focusing development in locations that are well served by existing and proposed rail stations as part of the South Wales Metro and in areas with good bus links.

- 6.17 Whilst reducing the need to travel is a key policy objective, it is recognised that there are journeys that will need to be made by other modes of transport, particularly due to the strong relationship with Cardiff as a designation for employment, retail and entertainment. In line with the transport hierarchy, the RLDP spatial strategy seeks to locate development in places that are well served by sustainable transport.
- 6.18 The Vale of Glamorgan rail line crosses the southern part of the Vale, linking Cardiff and Bridgend to the settlements of Penarth and Cogan, Dinas Powys, Barry, Rhoose and Llantwit Major. There are currently four services an hour between Barry and Cardiff Central and an hourly service between Barry and Bridgend, although the frequency of this service is due to increase by 2025. There are also branch lines to Penarth and Barry Island. Targeting new development to the settlements that are served by the rail network is a key part of the strategy, as it will facilitate journeys being made by means other than the car.
- 6.19 To help inform the site selection process, TfW have produced travel time isochrone maps, which identify walking and cycling distances at 5-minute intervals up to 20 minutes from each of the existing rail stations in the Vale.
- 6.20 A feasibility study for a new station at St Athan was completed in 2022, which identified four potential site locations for a new station to the south of St Athan. The proposed station is currently being considered through the Welsh Transport Appraisal Guidance (WelTAG) business case process. If successful, the station would serve the residential settlement of St Athan and wider area, including Bro Tathan Enterprise Zone and the proposed Aberthaw Green Energy Park.
- 6.21 As identified within the Settlements Appraisal Review, Cowbridge is also a sustainable location with a thriving high street accommodating a supermarket and

a range of other shops, services and facilities which cater for everyday needs, reducing the need to travel. It also has primary and secondary schools, a leisure centre and health facilities. Whilst not on the train line, it does have a good bus link to other settlements in the Vale, as well as Cardiff and Bridgend.

4. Allowing for small scale affordable housing led development in settlements outside the Strategic Growth Area at a scale proportionate to the size of settlement.

- 6.22 The LHMA 2021 identifies a need for 1,205 affordable homes per annum over the next 5 years and the initial findings of the draft LHMA update (2023) indicates a need of 1,121 affordable homes per annum for the next 5 years, and 204 affordable homes per annum for the following 10 years. There is an identified backlog of need across all sub-market areas in the Vale of Glamorgan and the issue is acute in many communities where development opportunities are limited.
- 6.23 The provision of affordable housing within primary and minor rural settlements as defined within the settlement hierarchy will provide opportunities for younger and working aged people, who may otherwise have had to move elsewhere within the Vale or the wider area to access housing, to stay within their own communities. This will help maintain a balanced demographic structure within the minor rural settlements and will assist in sustaining local services and facilities, including schools.
- 6.24 As a consequence, a key part of the strategy is to allow for affordable housing led developments within those primary and minor rural settlements outside of the Strategic Growth Area, at a scale that is appropriate to the size of the community it is serving with the actual number of dwellings will be dependent on the local context. An 'affordable housing led' scheme is one where a minimum of 50% of the dwellings would need to be affordable, although this could increase to a maximum of 100% if the site is brought forward by an affordable housing provider.

5. Supporting the role of Cardiff airport as a strategic gateway for international connectivity.

- 6.25 Future Wales recognises Cardiff Airport as “an essential part of Wales’ strategic transport infrastructure. It is an international gateway connecting Wales to the world and is an important driver within the Welsh economy.” The RLDP strategy therefore recognises the importance of Cardiff Airport from economic and transport perspective.
- 6.26 The airport is located within the Cardiff Airport and Bro Tathan Enterprise Zone. The Enterprise Zone is split over two sites – the Cardiff Airport and Gateway Development Zone, which is directly adjacent to the airport, and the Bro Tathan site at St Athan. These strategically located flagship sites are intended to stimulate

inward investment and consolidate the role of the Vale of Glamorgan within the Cardiff Capital Region.

- 6.27 The Cardiff Airport and Gateway Development Zone comprises two distinct areas – Airport Business Park, to the north of Port Road, and the strategic employment site to the south of Port Road, known as Model Farm. The northern site is currently home to the International Centre for Aerospace Training (ICAT), which is part of Cardiff and Vale College, with plans for further expansion. The Employment Land Study indicates that 61.05 Ha of land remains available across the northern and southern parts of this part of the Enterprise Zone. An appeal for non-determination has been submitted to the Planning and Environment Decisions Wales (PEDW) for an outline planning application for a B1, B2, B8 Business Park on the southern site (Model Farm). Consideration will be given to the outcome of this appeal when determining the status of this site within the Deposit RLDP.
- 6.28 Bro Tathan has been subject to significant investment to date, including the recent completion of the Northern Access Road, which provides a direct access to the Enterprise Zone, improving connectivity. The site also benefits from a civilian operated fully operational 1,800m runway. A number of high-profile businesses including Aston Martin Lagona and eCube Solutions are located on the site. A range of development opportunities remain on the Bro Tathan site for a mix of uses including B1, B2 and B8, as well as an opportunity for a hotel. The Employment Land Study identifies that there is 51.3 Ha of net developable land that is realistically likely to be available within the plan period.
- 6.29 The RLDP will safeguard land within the Enterprise Zone where appropriate to assist in supporting the role of Cardiff Airport.
- 6.30 It is recognised that there is a tension between the RLDP’s climate change objective and the intention to support Cardiff Airport, given that aviation emissions are a significant global contributor to climate change. This challenge is recognised in Llwybr Newydd – the Wales Transport Strategy. However, the availability of a local airport does allow Welsh-based passengers the opportunity to fly from closer to home, reducing journeys for those that may have otherwise been made outside of Wales. WG is working with the UK Government and the Jet Zero initiative, as well as with Cardiff Airport, to reduce the environmental impacts of aviation.

6. Allowing for regeneration opportunities, including at the former Aberthaw Power Station and Barry Docks.

- 6.31 The strategy will recognise and safeguard land at the former Aberthaw Power Station as a Green Energy Park. Following the demolition of the power station and remediation of the site, it is proposed that the site will:
- Support the production of renewable and green energy projects.

- Provide an accompanying battery storage facility to support the green energy projects.
- Produce a zero-carbon manufacturing cluster which will include green hydrogen production facilities.
- Provide a green energy innovation centre to promote innovation, growth, knowledge and community interaction with the zero-carbon future of Wales.
- Be responsible for the development and maintenance of a bio-diverse ecology park which will include a visitor centre, providing amenities to the local community.
- Create the correct conditions to support industrial de-carbonisation and future giga-plant facilities.

6.32 Aberthaw offers a unique opportunity to create highly skilled jobs, whilst making a significant contribution toward mitigating climate change, in accordance with the objectives of the Plan. This significant regeneration opportunity is supported through the RLDP policy framework, informed by the Masterplan that is currently being prepared.

Barry Docks

6.33 The strategy for the adopted LDP focused on the regeneration of the former No. 1 Dock, known as Barry Waterfront, as a mixed-use strategic site. The majority of the residential development has now been completed, with the remaining units on East Quay currently under construction.

6.34 There are future plans for the continued regeneration of the Waterfront, including a proposal to create a 400-berth marina with floating pontoons, together with a marina office, restaurant, incubator workshops and residential units at the Mole.

6.35 In addition to the Mole and Marina proposals, the Associated British Ports (ABP) have identified future redevelopment opportunities on land within their ownership. This includes:

- Upgrading Lady Windsor Lock and installation of new lock gates to meet the needs of all vessels using the Dock.
- Redevelopment of Black Rocks Growth Zone for uses such as battery supply chain, advanced manufacturing, rare earth mineral processing, and next generation biofuel manufacturing.
- The Port Clean Growth Hub focusing on zero carbon manufacturing.

Strategic Growth Area

- 6.36 The Strategy seeks to promote development in the Strategic Growth Area, an area that accommodates the main centres of population and urban settlements that are served by a range of facilities and services and are accessible by a range of transport modes. Within the Strategic Growth Area, Barry as a key settlement, and the service centre settlements of Llantwit Major, Penarth and Cowbridge, provide opportunities for sustainable growth. The primary settlements of Sully, Dinas Powys, Llandough (Penarth), Rhoose and St Athan have also been included within the Strategic Growth Area, as these are sustainable locations where new residential development can be aligned with other uses and where there are current and proposed sustainable transport options to reduce the need to travel by car.

Key Diagram

- 6.37 The key diagram illustrates the RLDP Strategy and shows the extent of the Vale of Glamorgan Council and the RLDP area. The key diagram also shows the Strategic Growth Area, strategic transport routes, key locations for future development, the plan's hierarchy of settlements and interrelationships with adjoining local authorities.

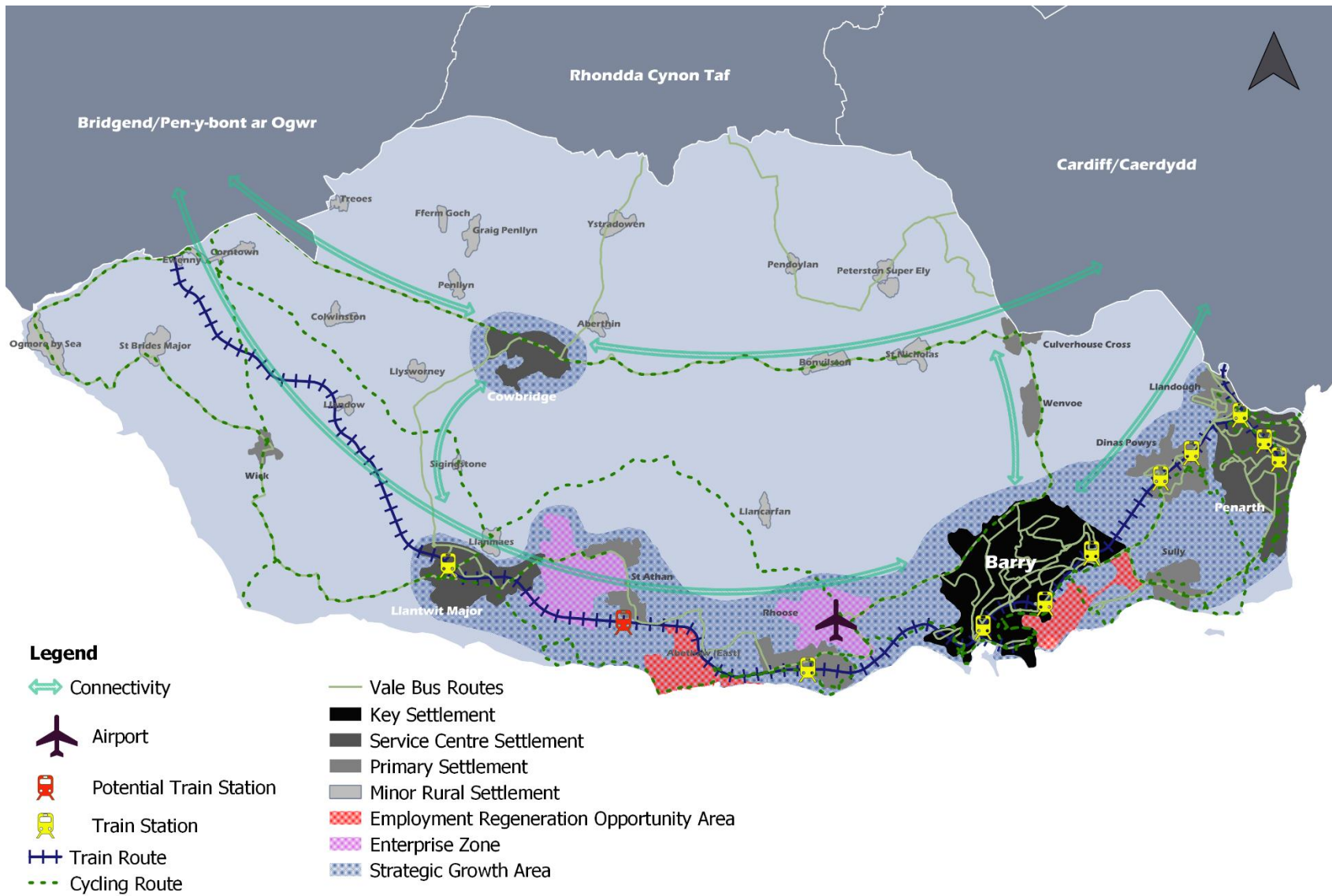


Figure 12: Key Diagram

STRATEGIC POLICIES

- 6.38 This section sets out the overarching strategic policies that address the key themes identified and also contribute to delivering the vision and objectives. The policies have been arranged into the four themes of Planning Policy Wales:
- Strategic and Spatial Choices
 - Active and Social Places
 - Productive and Enterprising Places
 - Distinctive and Natural Places

STRATEGIC AND SPATIAL CHOICES

PREFERRED GROWTH STRATEGY

- 6.39 Policy SP1 sets out the level of growth and its spatial distribution in accordance with the RLDP Sustainable Growth Strategy.

SP1: GROWTH STRATEGY

The Vale of Glamorgan RLDP will make provision for the following in the period 2021-2036:

Housing

The delivery of 7,890 dwellings by 2036, including a minimum of 2,000 affordable homes. The primary focus of housing and employment growth within the Vale shall be within the Strategic Growth Area as identified on the Key Diagram and will be concentrated in the following locations that are served by existing public transport routes and provide the opportunity to enhance sustainable transport connectivity:

- A. Barry
- B. Penarth
- C. Llantwit Major
- D. Cowbridge
- E. Dinas Powys
- F. Rhoose
- G. St Athan

In rural areas, additional growth will be permitted within existing settlement boundaries and on affordable housing led schemes in sustainable locations.

Employment

Employment sites to deliver the identified employment land requirement 67.8ha and the delivery of up to 5,388 jobs. New employment development will be focussed on existing Major and Locally Important Employment Sites and Employment Regeneration Opportunity Areas.

Infrastructure

Deliver associated infrastructure necessary to support the growth.

SETTLEMENT HIERARCHY

- 6.40 To ensure that new development takes place in locations that have the best access to a wide range of services, facilities, and employment opportunities, whilst minimising the need to travel, the distribution of growth is guided by the following settlement hierarchy. This position of each settlement within the hierarchy has been informed by an assessment of population size, settlement connectivity, and the availability of employment and other services and facilities as detailed in the Council's Settlements Appraisal Review.

SP2: SETTLEMENT HIERARCHY

The broad distribution of development within the Strategic Growth Area will be shaped by the following hierarchy of settlements, reflecting the role and function of places, and directing growth to locations that will provide the greatest opportunities for delivering housing to meet affordable needs, community infrastructure and enhanced sustainable transport provision.

Strategic Growth Area Settlement Hierarchy:

Key Settlement: Barry.

Barry will remain the focus of future development within the Vale of Glamorgan. As the largest town within the Vale, future growth will support its role as the main administrative town providing good transport connectivity, services, employment and retail and leisure for its residents and wider area.

Service Centre Settlements: Cowbridge, Llantwit Major, Penarth.

These are important settlements that offer a range of facilities that also serve a wider area. Future growth will support this role where the level of development will meet local needs of the area.

Primary Settlements: Rhose, St Athan, Sully, Llandough, Dinas Powys

Development within these settlements will reflect the complimentary role they have in relation to the Key and Service Centre Settlements, transport connectivity and areas of employment.

Areas Outside the Strategic Growth Area

Primary Settlements: Wenvoe, Wick, Culverhouse Cross

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

The character of the settlements, including their relationship to and setting within the surrounding countryside, will be protected and where possible enhanced. Development in the Primary Settlements that are outside of the strategic growth area as well as the Minor Rural Settlements identified will be limited to the efficient and sustainable use of existing buildings, infill opportunities, small-scale affordable housing led schemes, and rural enterprise/ agricultural related developments.

For the purposes of this policy small scale affordable housing led developments are defined as providing a minimum of 50% affordable housing on sites of up to 25 dwellings in minor rural settlements or up to 50 dwellings in primary settlements. The type, scale and mix of affordable housing will be expected to reflect the latest evidence, including specialist older person housing. Proposals which do not meet the minimum 50% affordable housing provision will not be supported.

The settlements identified within the settlement hierarchy have been afforded settlement boundaries. Outside of these defined settlement boundaries are regarded as 'countryside' unless specifically identified for other uses in the plan.

- 6.41 The spatial growth strategy for the Vale provides the framework for delivering growth that will support and reflect the different roles and functions of its towns and villages and the needs of communities, linked by sustainable transport choices. Delivering Placemaking also requires growth to respect the scale and function of places, safeguard environmental quality, and enhance local character.
- 6.42 Policy SP2 identifies the hierarchy of settlements within the Vale of Glamorgan, reflecting the Strategic Growth Area of the Plan. Within the Growth Area, the Strategy directs growth to the Key, Service Centre and Primary Settlements located within the Strategic Growth Area. As well as providing opportunities for sustainable regeneration and support local service provision and to encourage the use of sustainable travel modes, future growth shall also reflect their respective roles and characteristics as well as their relevant physical or environmental constraints.

Strategic Growth Area Settlements

- 6.43 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. Barry has experienced major growth during the previous plan period, including through the mixed-use redevelopment of Barry Waterfront, which was identified as a strategic site within the adopted LDP up to 2026. Development opportunities for a mix of uses remain within the wider Barry Waterfront area on a number of smaller sites, but in order to meet the significant need for affordable housing and to respond to Barry's position as a Key

Settlement, there is a need to identify additional housing in the town supported by a range of other complementary uses.

- 6.44 The Service Centre settlements of Cowbridge, Penarth and Llantwit Major are all different in character, but 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 residents and 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.
- 6.45 Dinas Powys, Llandough (Penarth) and Sully are defined as Primary Settlements and provide a complimentary role to the key and service centre settlements in that they provide for the needs of residents. They contain several key services and facilities, vital to their role as sustainable communities, and are well served by regular public transport services. These facilities include primary schools, small convenience shops, food and drink outlets and employment opportunities.
- 6.46 St. Athan and Rhoose are key locations for employment growth within the Strategic Growth Area. The two settlements are identified as Primary Settlements, reflecting the range of services and facilities available. Future growth within these settlements would accords their roles within the wider regional growth area due to their proximity to the Bro Tathan and Cardiff Airport Enterprise Zones and the proposed Aberthaw Green Energy Park, as well as existing and future transport connectivity proposals.

Settlements outside the Strategic Growth Areas

- 6.47 The settlements of Wick, Wenvoe and Culverhouse Cross have been identified as Primary Settlements as part of the Settlements Appraisal Review as the size of settlements and the services and facilities available are commensurate with other Primary Settlements of a similar scale. However, these specific settlements have purposefully not been included within the Strategic Growth Area as significant additional growth within these settlements would be contrary to the RLDP Strategy. In the case of Wick, this is due to the rural location of the settlement and the limited opportunities to travel by means other than the car for employment and to access services and facilities.
- 6.48 Whilst Culverhouse Cross and Wenvoe are not on existing train lines, they are served by regular bus services. Culverhouse Cross has changed in character over the adopted plan period, with the redevelopment of the former ITV studios resulting in the settlement having a more residential role, alongside its position as an out-of-town retailing centre. Whilst there are a range of A1, A3 and D2 uses in close proximity, it lacks any community facilities including schools and healthcare and further residential development in this area would therefore have the potential to increase car use. Furthermore, the Spatial Options paper

also identifies that development opportunities in both Culverhouse Cross and Wenvoe are significantly limited by the presence of Best and Most Versatile (BMV) agricultural on the edge of both settlements.

- 6.49 The Vale's Minor Rural Settlement have also been identified outside of the Strategic Growth Area. The types of services and facilities typically found within these smaller settlements includes places of worship, community halls, small scale retail uses and formal recreational facilities. Several of the smaller rural settlements such as Colwinston, St Nicholas and St. Brides Major include primary schools that serve a wider catchment area, whilst others also provide small scale local employment opportunities, either within or near settlements. Due to these functional links between rural settlements, it is essential to ensure that existing services and facilities are safeguarded, and that enable opportunities that will support or enhance facilities.
- 6.50 Notwithstanding this, it is essential for the LDP to balance the growth in a way that supports the needs of rural communities with the wider sustainability objectives of the plan, especially in its contribution towards meeting the challenges posed by climate change. Consequently, Policy SP2 identifies those settlements that are considered to have sufficient population, services and facilities to accommodate small scale growth without it having a detrimental impact on their existing character and local environment.
- 6.51 Consistent with national policy, within these settlements general market housing will be limited to opportunities within the defined settlement boundaries, including infill development and the conversion of existing buildings. Elsewhere, new housing development on the edge of these villages will be restricted to 'rural exceptions' housing where a functional need is evidenced, and to small scale affordable housing led allocations (up to 25 dwellings in minor rural settlements and up to 50 dwellings in primary settlements outside the strategic growth area), where a minimum of 50% affordable housing will be required.
- 6.52 Enabling an element of open market housing within rural villages will provide opportunities for the delivery of affordable housing and market housing reflecting the aspirations of rural communities to sustain and provide for their housing needs and support viability and deliverability. In this regard proposals which cannot deliver a minimum 50% affordable housing shall not be permitted.
- 6.53 Given the diverse character of the rural villages identified in Policy SP2, in considering the scale of affordable housing need proposed, the Council will take account of the suitability of the proposal in relation to exiting services and facilities, availability of public transport and the impact the proposal would have on character and setting of the village. In this respect, proposals should be led by Placemaking principles set out in Policy SP5, rather than by a desire to maximise the number of dwellings set out in the policy.
- 6.54 Settlement boundaries will be drawn around each of the towns and villages in the RLDP settlement hierarchy at Deposit stage and will be 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 policy, by delineating the extent of built development. The delineation of settlement boundaries therefore helps to support and reinforce the delivery of the Plan's objectives and strategy and provides a key policy mechanism for managing growth within the Vale of Glamorgan.

HOUSING GROWTH

- 6.55 The RLDP strategy for housing growth seeks to bring forward sufficient housing to meet the identified housing requirement of the preferred growth option for the plan over the plan period, ensuring that an appropriate mix is provided of general needs market and affordable homes, and specialist housing to cater for the needs of those in need of accessible or adapted housing.

SP3: HOUSING REQUIREMENT

To meet the identified housing requirement of 7,890 dwellings, provision will be made for the delivery of 8,679 homes in the Plan Period 2021 to 2036. This will be delivered by:

- 4,457 dwellings from the existing land supply
- 1,603 dwellings from large and small windfall developments
- 2,450 to 2,750 dwellings on key sites*
- Additional new housing allocations including affordable led developments*

*Exact numbers of units to be determined at Deposit RLDP stage

- 6.56 Policy SP3 identifies a housing requirement of 7,890 dwellings (526 units per annum) for the plan period. With the inclusion of a 10% margin for flexibility to ensure deliverability, the plan will make provision for 8,679 dwellings. This housing provision will be delivered from the component sources listed in Table 2.
- 6.57 In order to meet this housing requirement figure, the Council has taken into account the contribution of the existing land supply, i.e., sites with planning permission, including those units under construction, and existing adopted LDP sites which are considered to be both deliverable and viable, and complement the spatial growth strategy of the RLDP. This figure also includes units that have been completed on large and small sites over the first 2 years of the plan period, equating to 785 dwellings. Collectively these sources would contribute **4,457 dwellings** towards meeting the housing requirement. Appendix 1 provides a list of all sites with planning permission and Appendix 2 sets out the deliverable adopted LDP sites that are proposed to be rolled forward.

- 6.58 A further source of housing arises from windfall developments, which are sites that are not specifically allocated for housing yet come forward in accordance with the development plan and other material planning considerations. Analysis of historical delivery of housing over the past 10 years indicates that on average small windfall sites (sites of less than 10 dwellings) have provided some 55 dwelling completions per year, and large windfall sites (10 dwellings or greater) contributed on average 74 dwellings per year. After consideration of existing large windfall sites within the existing housing land supply and the contribution that these sources have already made during the first two years of the RLDP, it has been projected that windfall sites would potentially contribute a further **1,603 dwellings** over the remainder of the plan.
- 6.59 Table 2 below draws the above elements together to identify the existing housing supply against the housing requirement and consequently identifies the future requirement to be met through new site allocations in the RLDP. Taken together these sources contribute 6,060 dwellings towards the RLDP housing requirement of 8,679 dwellings, leaving a residual housing requirement of **2,619** dwellings to be provided through additional allocations within the RLDP.

Table 2: Housing Supply and Housing Requirement			
	Component of Supply	Number of Dwellings	Notes
	Housing Provision	8,679	Housing requirement for 2021-2036 (7,890 dwellings + 789 (10%) flexibility allowance)
A	Completions 21/22 and 22/23	785	Comprising 700 dwellings on large sites and 85 dwellings on small sites
B	Units under construction 1 st April 2023	513	
C	Units within planning permission	1,449	Includes sites that have S106 agreements pending where it is realistic that the agreement will be signed
D	Rolled forward LDP sites	1,710	Only those that are realistically likely to be developed – some are subject to planning applications
	Total Existing Supply (A+B+C+D)	4,457	
E	Large Sites Windfall Allowance (10 or more dwellings):	888 (74 dwellings p.a. x 12 years)	A large sites windfall allowance of 74 dwellings p.a. is forecast over the plan period. To avoid double counting of large windfall sites already within the land supply, this allowance has been applied to 12 of the remaining years of the plan 2024-2026
F	Small Sites Windfall Allowance (9 or less dwellings):	715 (55 dwellings p.a. x 13 years)	An allowance of 55 dwellings p.a. has been included, which is based on an average of small site completions over the last 10 Years. This allowance has been applied to remaining years of the plan 2023-2026.
	Total Windfall allowance (E+F)	1,603	
	Residual Requirement (Additional land to be allocated on new sites)	2,619	Housing provision minus total existing supply minus total windfall allowance

6.60 Further details of the Council's analysis of the Vale of Glamorgan land supply are set out in the RLDP Housing Land Supply Background Paper.

HOUSING DELIVERY

- 6.61 Strategic Policies SP1 and SP3 identifies the requirement for the provision of an additional 7,890 dwellings over the plan period, and the plan makes provision for 10% allowance to provide a degree of flexibility to ensure delivery of the requirement and equates to a total provision of 8,769 dwellings. This figure will be met through the existing land supply detailed in Table 2 plus the allocation of key sites as listed in Policy SP4 and additional affordable housing led sites, which will be identified at Deposit Plan stage when further detailed assessment work is complete.
- 6.62 Planning Policy Wales identifies a search sequence for the allocation of land with previously developed (brownfield) and under-utilised sites being considered in the first instance. There are limited opportunities for further significant brownfield development in the Vale of Glamorgan and therefore it is necessary to target development in the most sustainable locations on the edge of settlements that can be well connected by active travel routes to public transport, services and facilities. The RLDP will seek to allocate those sites that are in the most sustainable locations and can deliver high quality development in accordance with placemaking principles and that respond positively to the nature and climate emergencies.
- 6.63 The Key Sites that are identified in Policy SP4 have been selected following a robust multi-stage assessment process in line with the Candidate Site Assessment Methodology. The process has considered the suitability of the sites for development have regard for an initial appraisal of site constraints and deliverability as well as conformity with the Preferred Strategy. At Preferred Strategy stage, only sites considered key to the delivery of the strategy have been identified. These key sites are located in settlements in the highest tiers of the settlement hierarchy within the strategic growth area and are of a sufficient scale to be able to best deliver placemaking principles including delivering a mix of uses, green infrastructure and active travel improvements. The key sites are also all within a 20-minute walk or cycle to existing or proposed rail stations.

SP4: KEY HOUSING-LED SITES

To deliver the plan's strategic growth and contribute to meeting the identified housing requirement set out in SP3, additional land is identified for residential development within the following key locations:

Key Sites			
Site Reference	Settlement	Site Name	Dwellings proposed in plan period
SP4 KS1	Barry	Land at North East Barry	900

SP4 KS2	Dinas Powys	North of Dinas Powys, off Cardiff Road	250
SP4 KS3	Rhoose	Land at Readers Way	450
SP4 KS4	St Athan	Land at Church Farm, St Athan	250-550
SP4 KS5	St Athan	Land to the West of St Athan	600
			2,450 - 2,750

Strategic Growth Area Land Bank Sites - Committed and Rolled Forward Housing Sites

Reference	Settlement	Site Name	Status	Dwellings Remaining 1st April 2023
SP4 L1	Barry	Land West of Pencoedre Lane	Rolled forward Adopted LDP allocation	135
SP4 L2	Cowbridge	Land adjoining St. Athan Road	Planning application awaiting determination	105
SP4 L3	Cowbridge	Darren Farm	Under Construction	306
SP4 L4	Llantwit Major	Former Eagleswell School	Rolled forward Adopted LDP allocation	72
SP4 L5	Llantwit Major	Land between new Northern Access Road and Eglwys Brewis Road (east)	Rolled forward Adopted LDP allocation	185
SP4 L6	Llantwit Major	Land adjacent to Froglands Farm	Planning permission (subject to s106)	90
SP4 L7	Llantwit Major	Land between the Northern Access Road and Eglwys Brewis Road (west)	Planning permission (subject to s106)	140
SP4 L8	Penarth	Land at Upper Cosmeston Farm	Planning application awaiting determination	576

SP4 L9	Llandough	Land south of Llandough Hill / Penarth Road	Planning permission (subject to s106)	133
SP4 L10	Rhoose	Land north of the Railway Line, (East)	Planning application awaiting determination	282
SP4 L11	St Athan	Land at Burley Place	Rolled forward Adopted LDP allocation	80
SP4 L12	St Athan	Land to the east of Eglwys Brewis	Under construction	152
SP4 L13	Sully	Land at Swanbridge Road	Under construction	333
			Total	2,589

In delivering the housing requirement, all new residential developments will be required to contribute towards the provision of an appropriate mix of market housing, affordable housing, specialist accommodation and support the transition to zero carbon.

- 6.64 To deliver this housing requirement, Policy SP4 identifies the Key and Strategic Growth Area Housing Allocations that will contribute towards meeting the majority of the housing requirement over the plan period. These consist of new Key Sites allocations and Strategic Growth Area Land Bank Sites Committed and Rolled Forward Sites (i.e., sites with planning permission and/or existing allocated sites that are realistically likely to be delivered in the RLDP plan period). Only those sites that can accommodate 50 dwellings or more is included within the list above as these will make the most significant contribution towards delivering the strategy. In addition to this, there are sites that benefit from planning permission but have not been included within the list above due to their smaller scale (less than 50 dwellings) or because they are located outside of the Strategic Growth Area. The full list of sites with planning permission is set out in Appendix 1.
- 6.65 Further consideration of the Key Sites in terms of housing, community facilities, sustainable transport and infrastructure requirements for each of the sites are set out in site specific policies SP4 KS1 to SP4 KS5 and Appendix 3.
- 6.66 For existing Strategic Growth Area sites with planning permission, allocations will be expected to be delivered in accordance with their current permissions. Existing LDP housing allocations will be required to comply with all other relevant policies of the current LDP until such time as the RLDP is adopted, after which, sites will be required to comply with the policies of the RLDP including those relating to the provision of affordable housing, active travel, placemaking and design and provision of green infrastructure.

Spatial Distribution of Housing Growth

6.67 The table below summarises the spatial distribution of the various components of the housing land supply as they relate to the RLDP Settlement Hierarchy. The table indicates that 785 dwellings have already been constructed since the commencement of the plan period and that the existing housing land bank will contribute to a large proportion of the identified housing requirement. The distribution of windfalls across the settlement hierarchy shown in the table is representative of historical trends which indicate that most windfall development has come from sites within Barry and the Service Centres of Cowbridge, Llantwit Major and Penarth, and the projected allowance reflects this trend. Further details of the Council's analysis of windfall trends are set out in the RLDP Housing Land Supply Paper.

Components of Housing Supply		Settlement Hierarchy					
	Total	Key Settlement Barry	Service Centre Settlements	Primary Settlements in Strategic Growth Area	Minor Rural Settlements and Primary Settlements outside of Strategic Growth Area	Hamlets and Smaller Rural Settlements	
A	Small Windfall	85	33	23	22	5	2
	Large (Windfall) and Allocations	700	268	102	303	27	0
	Units under Construction April 2023	513	261	99	145	8	0
C	*Units with Planning permission Not Started (April 2023)	1449	153	608	561	111	16

D	LDP Sites carried forward	1710	135	938	637	0	0
E	Key Housing Allocations	2,450 - 2,750	900	0	1,550 – 1,850	0	0
F	Additional Housing and Affordable Housing Led Allocations	TBC	TBC	TBC	TBC	TBC	TBC
G	Large windfall sites (10>)	888	359	272	126	64	67
H	Small windfall sites (<10)	715	290	218	102	51	54
I	Total Housing Provision		2,399	2,260	3,446-3,746	266	139
Total Provision		8,510 – 8,810					

6.68 The spatial distribution of the housing land supply in Table 3 illustrates that the spatial distribution of new housing is being directed in line with the spatial growth strategy (SP1), specifically to the settlements in the Vale that are best served by public transport connectivity and offer a good range of services and facilities. Barry, as a key settlement, is accommodating a significant proportion of new development commensurate with its status in the hierarchy and its credentials as a sustainable settlement well served by sustainable transport. The service centre settlements are also accommodating an appropriate share. Whilst the highest proportion of development is identified within the primary settlements within the strategic growth area, it should be noted that there are five settlements within this category – St Athan, Rhoose, Dinas Powys, Llandough and Sully. These are settlements that as well as having good existing and proposed public transport links, are also well served by employment opportunities in close proximity, aligning housing with employment. It will be noted that only a small proportion of development is likely to take place outside of the strategic growth area, with some of this development relating to planning permissions granted in accordance with the adopted LDP strategy.

6.69 In the short-term the housing delivery will be more dependent on the supply of existing commitments and adopted plan allocations carried forward into the RLDP. However, as the plan period progresses, the contribution from new allocations will be more significant. A housing trajectory identifying the delivery of units will be prepared to support the Deposit LDP.

Key site details

6.70 Following the candidate site assessment process undertaken to inform the Preferred Strategy, the sites identified as Key Sites are those that are considered to best accord with the principles of the Preferred Strategy due to their locations in close proximity to sustainable transport links, services and facilities and are sites that are considered to be viable and deliverable, having regard for constraints. Whilst illustrative layouts have been provided for each site, further detailed assessment work will be undertaken in the lead up to the Deposit Plan including detailed Masterplans and a detailed list of development requirements. The overall capacity of sites and the affordable housing target may be subject to change in light of the masterplanning process and detailed viability work.

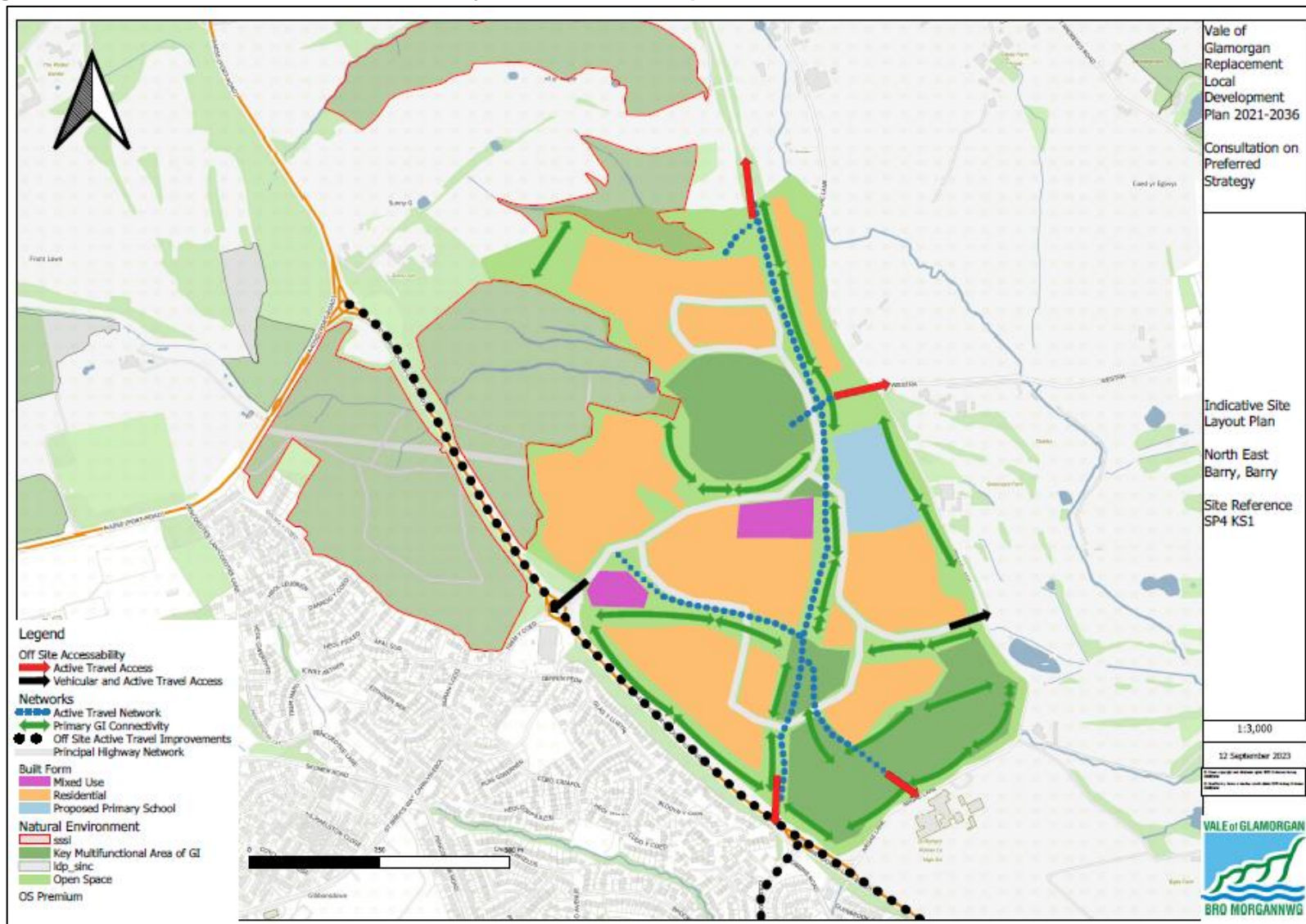
SP4 KS1 NORTH EAST BARRY

Land in North East Barry is allocated for a residential led development comprising residential, community facilities including a primary school, commercial uses, green infrastructure and leisure facilities and improved active travel routes. The site will accommodate up to 1,500 dwellings, of which 900 dwellings would be delivered during the Plan period.

The developer will be required to provide the following:

- A minimum of 30% of affordable housing, subject to consideration of viability.
- On and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages to local services, facilities and public transport nodes, including to Cadoxton Station and along the A4231 Barry Docks Link Road.
- The delivery of a village centre encompassing an appropriate mix of uses to be determined through the Masterplanning process.
- The on-site provision of education facilities.
- Improvements to infrastructure, including the upgrading of highways, pedestrian and cycle access from Gilbert Lane and Argae Lane.
- The provision and enhancement of appropriate green infrastructure, leisure, sport and recreation space together with biodiversity enhancement to achieve biodiversity net benefit.
- Other planning obligations as necessary in accordance with Policy SP12 to be determined through the Masterplanning process.

Figure 13: SP4 KS1 Land at North East Barry initial illustrative plan



SP4 KS2 LAND TO THE NORTH OF DINAS POWYS, OFF CARDIFF ROAD

Land to the North of Dinas Powys is allocated for a comprehensive residential led development of 250 homes during the Plan period.

The developer will be required to provide the following:

- A minimum of 40% of affordable housing, subject to consideration of viability.
- On and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages to local services, facilities and public transport nodes, including Eastbrook Station.
- Improvements to infrastructure, including the upgrading of highways, pedestrian and cycle access on to Cardiff Road.
- The provision and enhancement of appropriate green infrastructure, leisure, sport and recreation space together with biodiversity enhancement to achieve biodiversity net benefit.
- Other planning obligations as necessary in accordance with Policy SP12 to be determined through the Masterplanning process.

Figure 14: SP4 KS2 Land North of Dinas Powys, Off Cardiff Road, Dinas Powys initial illustrative plan



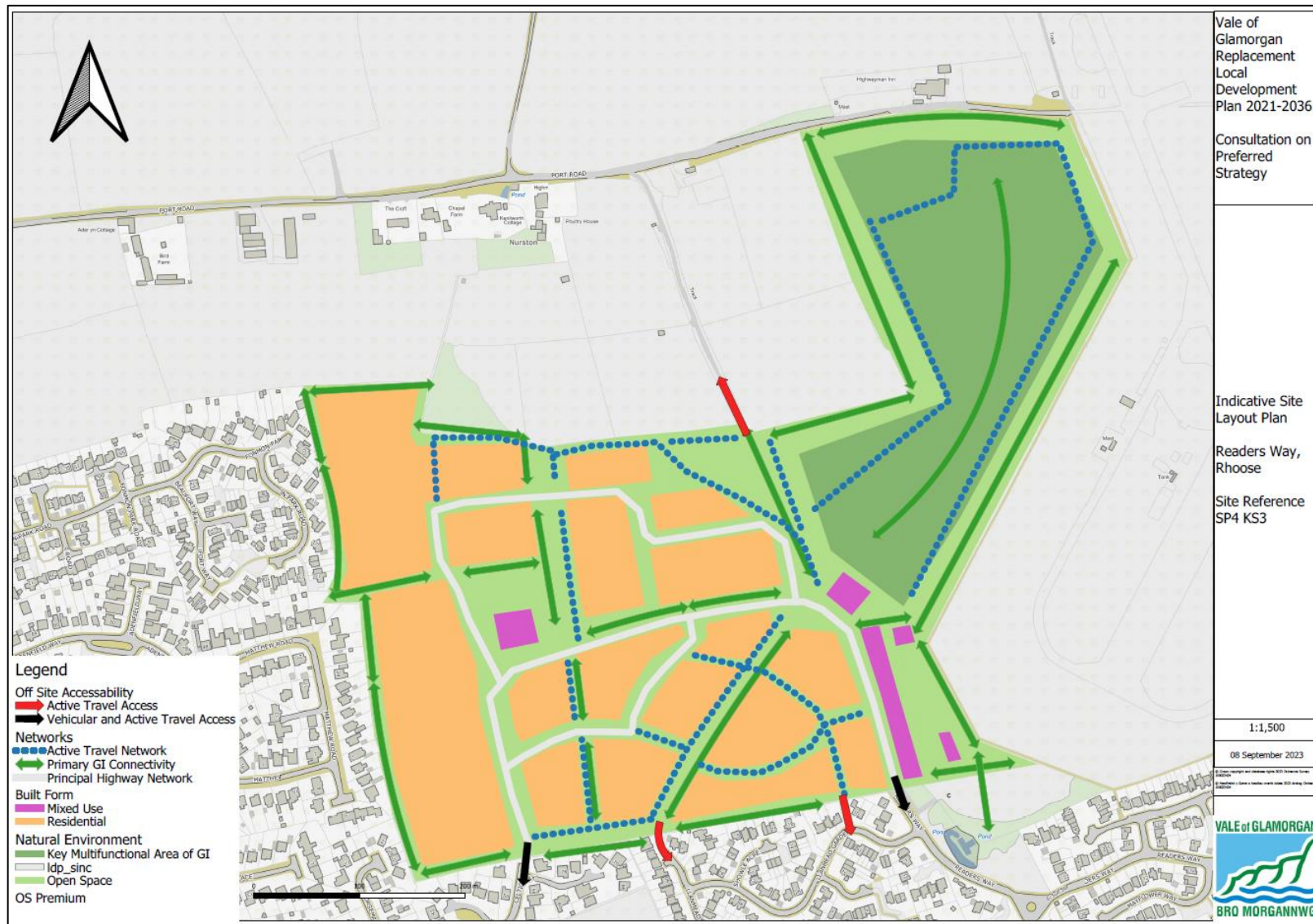
SP4 KS3 LAND AT READERS WAY RHOOSE

Land at Readers Way, Rhoose is allocated for a comprehensive, residential led development of 450 homes during the Plan period. A minimum of 35% of all new homes will be required to be affordable.

The developer will be required to provide the following:

- A minimum of 35% of affordable housing, subject to consideration of viability.
- On and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages to local services, facilities and public transport nodes, including Rhoose Station.
- The delivery of an appropriate mix of uses to be determined through the Masterplanning process.
- Improvements to infrastructure, including the upgrading of highways, pedestrian and cycle access to serve the site.
- The provision and enhancement of appropriate green infrastructure, leisure, sport and recreation space together with biodiversity enhancement to achieve biodiversity net benefit.
- Other planning obligations as necessary in accordance with Policy SP12 to be determined through the Masterplanning process.

Figure 15: SP4 KS3 Land at Readers Way, Rhoose initial illustrative plan



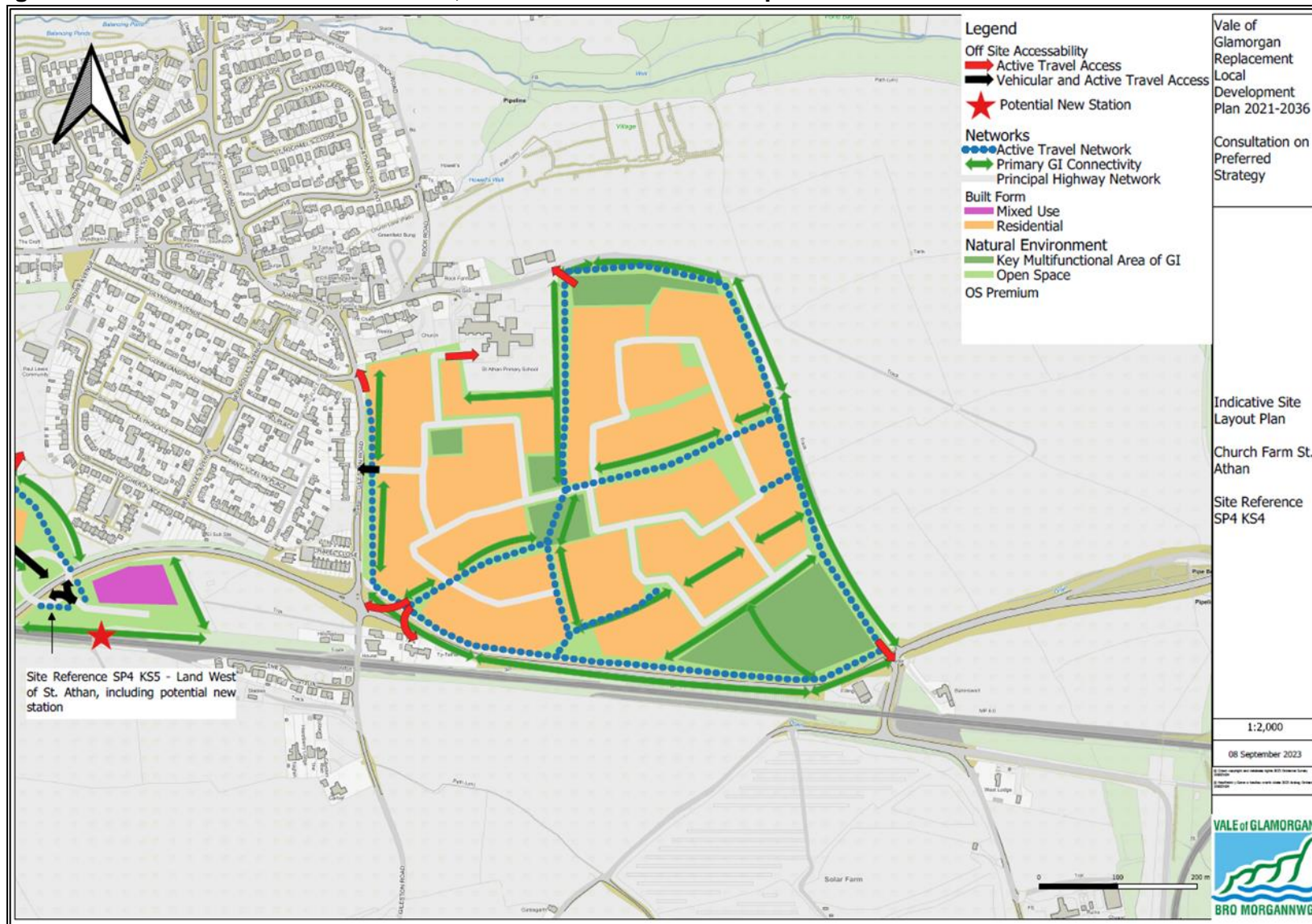
SP4 KS4 LAND AT CHURCH FARM, ST ATHAN

Land at Church Farm, St Athan is allocated for a comprehensive residential led, development of between 250 and 550 homes during the Plan period. A minimum of 35% of all new homes will be required to be affordable.

The developer will be required to provide the following:

- A minimum of 35% of affordable housing, subject to consideration of viability.
- On and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages to local services, facilities and public transport nodes.
- The delivery of an appropriate mix of uses to be determined through the Masterplanning process.
- Improvements to infrastructure, including the upgrading of highways, pedestrian and cycle access to serve the site.
- The provision and enhancement of appropriate green infrastructure, leisure, sport and recreation space together with biodiversity enhancement to achieve biodiversity net benefit.
- Other planning obligations as necessary in accordance with Policy SP12 to be determined through the Masterplanning process. This may include a contribution towards the delivery of a new station at St Athan.

Figure 16: SP4 KS4 Land at Church Farm, St Athan initial illustrative plan



SP4 KS5 LAND TO THE WEST OF ST ATHAN

Land to West of St Athan is allocated for a comprehensive, residential led development of 600 homes during the Plan period. A minimum of 35% of all new homes will be required to be affordable.

The developer will be required to provide the following:

- A minimum of 35% of affordable housing, subject to consideration of viability.
- On and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages to local services, facilities and public transport nodes.
- The delivery of an appropriate mix of uses to be determined through the Masterplanning process.
- Improvements to infrastructure, including the upgrading of highways, pedestrian and cycle access to serve the site.
- The provision and enhancement of appropriate green infrastructure, leisure, sport and recreation space together with biodiversity enhancement to achieve biodiversity net benefit.
- Other planning obligations as necessary in accordance with Policy SP12 to be determined through the Masterplanning process. This may include a contribution towards the delivery of a new station at St Athan.

Figure 17: SP4 KS5 Land to the west of St Athan initial illustrative plan



ACTIVE AND SOCIAL PLACES

PLACEMAKING

- 6.71 Placemaking is a cornerstone of the national planning agenda in Wales and the sustainable development objectives which underpin it. It is a multi-faceted approach to the planning, design and management of new development and spaces, as well as the protection and enhancement of existing assets. It is fundamentally about responding to the context of a place, through an understanding of its evolution, its functionality, and its impacts.

SP5: PLACEMAKING

Development proposals will be required to demonstrate the following Placemaking Principles which will add social, economic, environmental, and cultural value, resulting in enhanced local benefits by:

- A. Ensuring high quality sustainable design that reflects local distinctiveness, character, and cultural identity;
- B. Prioritising the determinants of health and well-being during the design process;
- C. Creating a diverse mix of uses and multi-functional spaces;
- D. Contributing to a vibrant, safe and inclusive public realm that encourages active travel and reduces car dependency;
- E. Strategically integrating Green Infrastructure networks and open space into development, delivering social and environmental benefits;
- F. Providing a range of housing types and tenure;
- G. Locating development appropriately where homes, local services and facilities are accessible and well connected;
- H. Developing high densities where appropriate, making the most efficient use of land and supporting mixed uses;
- I. Protecting and enhancing the Historic Environment.

Placemaking Statements will be required for all major developments setting out how the proposal accords with Placemaking Principles.

- 6.72 The Council is committed to the Placemaking Wales Charter and recognises Placemaking as fundamental in achieving the RLDP Vision. The purpose of Policy SP5 is to ensure that Placemaking is achieved by any new development through the application of the Placemaking Principles.
- 6.73 Placemaking is defined by the Design Commission for Wales (DCFw) in the Placemaking Guide (2020) as “ensuring that each new development or intervention contributes positively to creating or enhancing environments within which people, communities, businesses and nature can thrive”. Assessing proposals for new development requires a holistic approach that takes into consideration whole places rather than individual land uses or each

development in isolation. Placemaking relates to the built and natural environment and involves considerations at a high level, including climate change, down to local level such as impact on local character and cultural identity, including the impact on the Welsh language.



Figure 18: Placemaking Principles
Source: Design Commission for Wales

- 6.74 Implementation of the Placemaking Principles will ensure that well-being is maximised through sustainable development that promotes active and healthy lifestyles. The determinants of health and well-being, as set out under Policy SP12 Health and Well-being, must also be considered as a priority from the early design stage, and demonstrated clearly by development proposals. High standards of design will create attractive places with distinct local identity and a vibrant public realm offering accessibility for all, focused on hubs of mixed used development that is connected and well served by active travel and public transport.
- 6.75 The Vale is rich with local character, heritage and natural beauty which must be respected and enhanced by new development. Development proposals must demonstrate considerate design, which is sustainable, minimises environmental impact and responds visually to its surroundings. As well as

vibrant and attractive, the public realm must be accessible and inclusive for all. Proposals for public realm improvements should consider measures to assist people with physical or sensory impairments.

- 6.76 New development within the Vale should contribute to places with a variety of uses, services and facilities, where people can live, work and enjoy. Housing developments must offer a range of housing types and tenure to accommodate a range of needs and be in sustainable locations where there is access to a variety of uses. A mix of uses helps to create places that are inviting and sustainable; offering positive interactions between people, businesses and the environment, and reduces the need to travel. Developing to high densities will make the most effective use of land, maximise development potential, improve connectivity and encourage active travel.
- 6.77 Multi-functional spaces include public open space, streets or mixed-use buildings which offer safe and welcoming space for people to interact, socialise, work, exercise or relax. Green Infrastructure should be integrated into public spaces to improve visual quality, add amenity value, encourage physical activity and interaction with nature as well as sustainable drainage and ecological benefits.
- 6.78 Development will be favoured where meaningful community involvement has been demonstrated. Engagement with local people where they have the opportunity to contribute to development proposals is valuable for placemaking as it creates a sense of ownership and belonging amongst communities.
- 6.79 Major development proposals must be supported by a Placemaking Statement to demonstrate clearly how proposals for new development will achieve placemaking. Placemaking Statements will explain the aspects of the development and measures taken to ensure that the proposal accords with the Placemaking Principles. Evidence should be included to demonstrate how each Placemaking Principle has been met.

HEALTH AND WELL-BEING

- 6.80 The health and well-being of our communities is crucially important to delivering long term sustainable development and placemaking. This includes physical, mental and social well-being. Key to the Plan is ensuring access to good quality services and facilities exists and that people of all ages and backgrounds receive the access they need to live full, productive and prosperous lives.
- 6.81 Planning and health need to be considered together in two ways: in terms of creating environments that support and encourage healthy lifestyles, and in terms of identifying and securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system.

SP6 – CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

All development shall seek to create healthy and inclusive places that improve health inequities and social cohesion. This will be achieved by:

- A. Ensuring development proposals are designed to facilitate accessible healthy environments to address relevant determinants of health positively, particularly in response to local health needs.
- B. Ensuring that all places and developments are as inclusive as possible, capable of adapting to a broad range of changing needs and delivering a high quality of life, where no one is excluded.
- C. Enabling Opportunities for access to healthy food choices
- D. Supporting the provision of new and enhanced community and healthcare facilities.
- E. Protecting existing public health and well-being.

Major Developments will be required to be accompanied by Health Impact Assessments to fully consider their health implications.

- 6.82 Policy SP6 seeks to ensure that development proposals promote health and well-being. Whilst many of the complexities of promoting health and well-being exist beyond the remit of the planning system, it is recognised that the quality of the environment that we inhabit and the activities that take place within these spaces have crucial impacts on them. The wider determinants of health (Figure 19) illustrate the relationship and interactions between the built environment and physical and mental well-being.

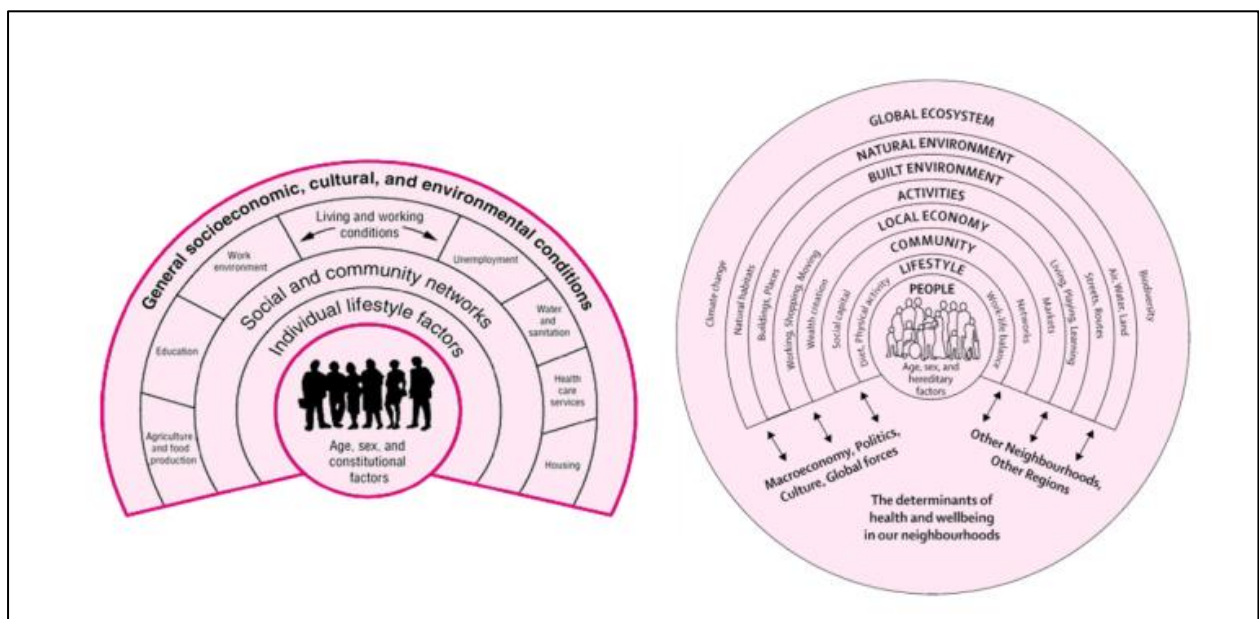


Figure 19: The Wider Determinants of Health

Source: Dahlgren and Whitehead (1991) R: Barton and Grant (2006)

- 6.83 To ensure new development responds appropriately to health and well-being needs, and tackles health inequalities, a health in all policies approach will be followed. This ensures that new policy considers its health implications by seeking to avoid negative health outcomes and improving them where possible. This embeds health and wellbeing as a key policy issue throughout all relevant policies within the plan and is underpinned by Policy SP6.
- 6.84 Healthy Places and Spaces are those which incorporate a high standard of design that responds to health and well-being needs of all users and the placemaking principles; facilitate high levels of multi-modal accessibility for all journeys to necessary services and facilities; the provision of quality active travel infrastructure and open spaces, including sport facilities; the provision of green infrastructure and spaces for socialising, including spaces for growing food; and high-quality and appropriate housing accommodation. Ensuring these will guarantee determinants of health affected by planning are addressed positively.
- 6.85 Inclusive places are those that deliver equality of accessibility and opportunity, enabling everyone to participate fully in society and people to remain in their homes and communities as their needs change. Relatively small modifications can have a significant impact on the ability of people to enjoy their local area, such as incorporating appropriate lighting to reduce the fear of crime, providing places for people to rest and socialise. Careful design can ensure that places are welcoming for all generations, removing barriers that prevent people from meeting their needs or enjoying active lives. In this respect there is considerable cross over between health and wellbeing and the delivery of placemaking as set out in Policy SP5.
- 6.86 The availability of local healthy, affordable food is associated with improved attitudes towards healthy eating and healthier food purchasing behaviour, as well as changes to dietary behaviour, such as increased fruit and vegetable consumption. The provision of areas for growing food within new development offers the opportunity for individuals and communities to have access to fresh fruit and vegetables, contributing to healthy lifestyles and encouraging physical activity.
- 6.87 Additionally, gardening and food growing can also contribute to mental wellbeing and social inclusion, and provide economic, environmental, and educational benefits. Depending on the proposal, the incorporation of areas for growing could count towards the provision of on-site open space requirement. The provision of allotments is the most common way to provide informal opportunities for local food production. However, where there is limited scope to provide designated outdoor growing spaces, creative solutions should be explored. Such measures could include the planting of fruit trees, the provision of containers and raised beds within landscaping schemes, the creation of growing spaces within communal gardens, internal courtyards and roof gardens, or by utilising incidental spaces. In larger developments this could also include areas of land unsuitable for buildings.

- 6.88 Health inequalities exist across the Vale of Glamorgan, both spatially and between different population groups. Compliance with Policy SP6 will ensure that where possible these health inequalities are addressed. Data sets that identify inequalities include the Welsh Index for Multiple Deprivation⁶, and publications from Public Health Wales and Cardiff and the Vale University Health Board. These should be used to inform Health Impact Assessments (HIAs)
- 6.89 HIAs consider how the population will be affected by development, assessing both positive and negative health impacts. A key consideration of these is ensuring health inequalities are not increased by proposed developments. All development which falls under the threshold for undertaking a HIA, should still be designed to maximise the impact it can make to promoting healthy communities and reducing health inequalities. In these cases, where inequalities are identified, how a proposed development will achieve this should be set out in a planning statement.
- 6.90 HIAs will be required when assessing major developments (10 or more dwellings etc.) in order to consider their health implications. Guidance on completing HIAs has been produced by the Welsh Health Impact Assessment Unit⁷. Further guidance on the requirements for HIAs will be set out with Supplementary Planning Guidance.
- 6.91 An important contributing factor to poor diet and health is in the distribution and access to Food and Drink Uses, such as hot food takeaways, cafes and restaurants with a takeaway service. This is of particular relevance in areas of deprivation. In some locations there is an issue where such uses cluster together, reinforcing the ease of and access to unhealthy foods. Consideration will therefore be given to controlling the proliferation of, and therefore access to, such uses within the Vale's existing retail centres.
- 6.92 A further role of the RLDP will be supporting the provision of health care facilities, and whilst the Vale of Glamorgan Council does not directly deliver healthcare facilities the Council does have a key enabling role. Working in partnership with the Cardiff and Vale Local Health Board provides an understanding of service capacity, changes in service delivery and the need for additional facilities, the RLDP can facilitate and identifying opportunities for new and improved provision.
- 6.93 In consultation with local healthcare providers who deliver health infrastructure facilities in the Vale, developers of large housing developments (or where there are cumulative effects from a number of smaller developments), should have regard to whether there is a need to deliver appropriate health care facilities. The need for healthcare facilities, or other health-promoting infrastructure such as segregated cycle lanes or leisure facilities, should be considered in-step with the demands from new development. This is particularly necessary for large

⁶ [Welsh Index of Multiple Deprivation | GOV.WALES](#)

⁷ WHIASU HIA guidance: [HIA Tool Kit V2 WEB-1.pdf \(phwwhocc.co.uk\)](#)

sites that may be phased during which time the demands created from a development may change.

- 6.94 It is also essential that development proposals safeguard public health and well-being, including the potential risks arising from climate change. In achieving this, development proposals must demonstrate that they will not result in an unacceptable impact on people and residential amenity, including from varying forms of pollution.

SUSTAINABLE TRANSPORT

- 6.95 The Vale of Glamorgan benefits from good transport connectivity by both rail and road that provides direct access to strategic network. However, the network experiences congestion at peak hours, leading to delays and the Council recognise the need for improvements to public transport services and walking and cycling infrastructure to encourage participation in active travel (walking and cycling) especially for shorter journeys within and between the Vale's towns and villages.
- 6.96 A key part of our strategy is to locate development in areas which are or can be made sustainable by encouraging a mix of uses within a development, limiting the need to travel, wherever possible, and offering a genuine choice with the priority being on walking, cycling and passenger transport. By decreasing reliance on private car use, such land use patterns will also help mitigate the ever-increasing threat of Climate Change by reducing greenhouse gas emissions.

SP7: SUSTAINABLE TRANSPORT

To help address the RLDP Vision and Objectives, the Plan encourages a modal shift towards sustainable forms of transport and increasing active travel opportunities. New development must support an enhanced transport network that increases the proportion of journeys being undertaken by sustainable travel modes.

This will be achieved through:

- A.
- i. Appropriately siting new developments in sustainable and accessible locations where a range of services and facilities are within walking and cycling distance.
 - ii Ensuring that new development is integrated with existing Active Travel Routes that provide a safe, inclusive, pleasant travelling experience, contributes to their expansion and improves connectivity within and between towns, villages and surrounding rural settlements.
 - iii Ensuring that new developments are designed to encourage walking, cycling and public transport use as alternatives to private car use.

- iv Adopting appropriate levels of car and bicycle parking provision, reflecting the plans objectives for reducing car borne journeys in accordance with the Council's adopted parking standards
 - v Improving accessibility and connectivity to sustainable transport facilities.
 - vi Providing new or enhanced transport services and facilities where appropriate.
 - vii Supporting and facilitating the delivery of the South Wales Metro.
 - viii Safeguarding former railway lines for potential and existing Active Travel routes.
 - ix Providing the necessary infrastructure for ULEVs in appropriate locations.
- B. As appropriate, new development proposals will be required to provide Transport Statements, Transport Assessments and Travel Plans to ensure the delivery of travel choice and sustainable opportunities for travel.
- C. New developments anticipated to have an adverse impact on the transport network will be expected to contribute towards capacity and mitigation measures. Proposals that require new transport infrastructure will be required to make a proportionate financial contribution.

- 6.97 In light of the Sustainable Transport Hierarchy outlined in Planning Policy Wales (Edition 11) and the target included in Llwybr Newydd, the new Wales Transport Strategy 2021 for 45% of journeys to be made by public transport, walking and cycling by 2040, it is essential for the RLDP to include an ambitious strategic policy that addresses sustainable travel choices in the Vale of Glamorgan.
- 6.98 Policy SP7 sets out the plans approach for encouraging sustainable transport use, indicating that all new development proposals will be required to contribute to creating an accessible, sustainable, safe, integrated and well-connected transport network. This should be met both within and outside of the development area and proposals should demonstrate that transport provision associated with development proposals will be appropriate, both in terms of modal choice and the capacity of the highway network to accommodate additional trips for all modes.
- 6.99 Active travel should be the natural first choice for everyday journeys and thus, all new development should prioritise walking, cycling and use of public transport at the earliest stages including how the proposal provides connectivity to existing areas and what opportunities are available for enhancing active travel connections. Developers should be able to demonstrate that transport provision associated with development proposals will be appropriate, both in terms of modal choice and the capacity of the highway network to accommodate additional trips for all modes.

- 6.100 It is also important that development is respectful of the existing scale and character of the area. The private vehicle requirements of the development should not have a significant adverse effect on the wider environment and the amenity of residents, such as through unacceptable levels of trip generation or result in displacement parking. Developers should be able to demonstrate that transport provision associated with development proposals will be appropriate, both in terms of modal choice and the capacity of the highway network to accommodate additional trips for all modes. If new developments are likely to have an adverse impact on the surrounding transportation network, they will be required to contribute towards improved capacity and mitigation measures.
- 6.101 New developments which are likely to result in significant transport impacts must be supported by Transport Statements, Transport Assessments and Travel Plans, as appropriate, to ensure the delivery of sustainable opportunities for travel in line with the latest Welsh Government guidance. A Transport Assessment provides detailed information on the likely transport impact of a proposed development and is submitted in support of a planning application; a Transport Statement is a lower level of assessment for smaller developments. Travel Plans are long-term management strategies for integrating sustainable travel proposals into the planning process and are often required where the proposal is required to be supported by a full Transport Assessment. The implementation of the Travel Plan will be secured as part of a planning permission.
- 6.102 The Council has adopted minimum parking standards within residential developments in order to overcome issues associated with low parking provision. In determining the right levels of parking, the Council will consider the anticipated demand from the type of housing proposed, the likely occupiers, the design of the public realm and highway, the proposed parking design solutions and any local restrictions.

AFFORDABLE AND SPECIALIST HOUSING

- 6.103 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.
- 6.104 The latest Local Housing Market Assessment (2021), published in January 2022, identifies that for the period 2021-2026, there is a need for 1,205 new affordable homes per annum. This comprises:
- 915 units of social rented accommodation
 - 211 units of intermediate rented housing
 - 79 units of low-cost home ownership
- 6.105 The existing backlog of need from people on the housing waiting list is most acute within Barry and Penarth/Llandough, although there are significant people on the waiting list across all areas of the Vale. Much of the need for

affordable housing consists of smaller one and two-bedroom units for social rent across many parts of the Vale of Glamorgan, reflecting societal trends in household composition and the high prevalence of single person households and households comprising of couples with no children.

- 6.106 In March 2022, a new methodology for the preparation of LHMA's was published by Welsh Government with the requirement that emerging LDPs must now be based on the outputs of an LHMA prepared using the new methodology. The initial findings using version 3 of the toolkit (issued October 2023) indicate that there is a need for 1,121 net affordable homes per annum for the first 5 years of the plan period, and 204 homes per annum for the following 10 years. The need remains highest in Barry and Penarth/Llandough and the greatest need is for one and two bed social rented properties. It is intended that the final new methodology LHMA will be included as part of the evidence base for the Deposit Plan once signed off by Welsh Government.
- 6.107 To help address the need identified, the Council anticipates that the current land supply identified in SP3 together with new allocations will deliver a minimum of 2,000 affordable dwellings through the planning system over the plan period. The overall affordable housing target will depend on the viability of area specific targets and the spatial distribution of new and windfall sites and will therefore be revised for the Deposit LDP to take account of additional housing sites to be identified and to reflect updated viability evidence. Details on the affordable housing contributions from the existing housing land bank and those arising from the projected windfalls are set out in the Council's Housing Land Supply Background Paper.

SP8: AFFORDABLE AND SPECIALIST HOUSING

The residential requirement identified in Policy SP3 will be expected to contribute to the established community housing needs of the Vale of Glamorgan by delivering a minimum of 2,000 affordable residential units over the plan period.

In meeting this target, the plan will ensure that new housing developments provide for a mix of housing tenures, types, and sizes of homes, including specialist accommodation to meet the needs for residents with care needs and an ageing population, in accordance with the Council's latest Local Housing Market Assessment and Older Persons Housing Strategy.

- 6.108 The Council's Older Persons Housing Strategy Creating Homes and Neighbourhoods for Later Life 2022-36 sets out a vision in the Vale of Glamorgan Council which is: 'to secure the best quality of life for older people to live as independently as possible in later life. This means delivering a range of accommodation that enables older people to live fulfilling lives and enjoy good health in attractive homes that meet their needs and allow them to retain their independence as they age'.
- 6.109 The strategy projects that by 2037 there will be a need for some 1,357 specialist age designated housing, retirement housing (for social rent and for sale) and

housing with care (extra care housing for social rent and for sale). Highlighting the importance for the Council and its partners to address future housing needs associated with an aging population through the provision of appropriate housing solutions arising from a growing older population. To address this forecast need, the strategy identifies a range of mechanisms for delivery including the LDP which is seen to have a key role in encouraging private and social housing providers to develop a range of mainstream housing that is suited and attractive to older people.

- 6.110 For these reasons, both Strategic Housing Policies SP3 and SP4 make provisions for new housing developments to include specialist housing such as older persons housing as part of the overall mix with residential developments, including where affordable housing is sought through planning contributions.
- 6.111 Housing for older persons covers a spectrum of needs, from sheltered housing (where residents live mainly independent lives whilst sharing some communal facilities) through to extra care housing and care homes, where a level of personal health care is typically provided. In addition to accommodation largely related to the needs of older people, there are other types of adapted accommodation that provide for other health-related needs. These would also fall within the provisions of this policy.
- 6.112 Further details on the mechanisms for delivering specialist housing will be set out in the Council's Affordable Housing Supplementary Planning Guidance.

SP9: GYPSY AND TRAVELLERS

Land will be made available to accommodate unmet Gypsy and Traveller accommodation identified in the latest Gypsy and Traveller Accommodation Assessment for the provision of 11 residential pitches by 2036.

- 6.113 The Housing Act requires the Council to take account of the accommodation needs of the Gypsy and Traveller community through the preparation of the Gypsy and Traveller Accommodation Assessment (GTAA). The latest GTAA was completed in June 2022 and has been submitted to Welsh Government for approval. The GTAA has identified a need for 9 residential pitches in the five-year period up to 2026 and a further 2 pitches in remainder of the Replacement LDP plan period, giving a total need of 11 pitches until the end of Plan period.
- 6.114 There are currently retrospective planning applications in respect of four pitches across two sites, which form part of the unmet need. If these applications are approved, the unmet need figure will be reduced. There may also be scope to accommodate extra plots at one of the sites that are currently unauthorised (to meet the additional pitch need as the occupants' children become adults). This would further offset the need.
- 6.115 Land will be identified to accommodate any unmet Gypsy and Traveller accommodation need in the Deposit Plan. The Deposit Plan will also include a

criteria-based policy against which to assess applications for new or unexpected demand for Gypsy and Traveller accommodation, including extensions to existing sites.

- 6.116 The GTAA also considers transit provision, recognising that there was a need for more transit provision in Wales, but it was identified there was no need to provide a transit site in the Vale based on current evidence. It is considered that transit provision is a regional issue and as such is being considered on a regional basis through the South East Wales Strategic Planning Group as part of the evidence base for the Strategic Development Plan.

RETAIL, COMMERCIAL AND SERVICE CENTRES

SP10: RETAIL, COMMERCIAL AND SERVICE CENTRES

The Hierarchy of Retail, Commercial and Service Centres within the Vale of Glamorgan is as follows:

Town Centres - Barry Holton Road, Penarth, Cowbridge

Town centres provides (or have the potential to provide) a range of shops, services, businesses, cultural, leisure and community facilities to a significant hinterland which includes smaller neighbouring towns or a number of suburbs.

District Centres - Barry High Street, Llantwit Major

District centres provide (or have the potential to provide) a range of shops, services, businesses and community facilities to a hinterland which includes neighbouring villages or a few surrounding suburbs.

Village and 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

Village and Local Centres provides (or have the potential to provide) essential shops and services to a surrounding community including nearby villages and hamlets.

Neighbourhood Centres - Barry: Bron-y-Mor; Cwm Talwg; Gibbonsdown Centre; Park Road

Boverton

Dinas Powys: Camms Corner; Castle Court/The Parade

Llantwit Major: Crawshay Drive

Penarth: Pill Street; Tennyson Road

Neighbourhood Centres provide (or have the potential to provide) essential shops and services to its immediate residential area)

The centres identified above are the preferred locations for a range of uses, including retail, leisure, office, visitor accommodation and appropriate residential and

community facilities. Development proposals must be in keeping with the defined role of each centre.

New development within the Retail, Commercial and Service Centres should accord with the defined role of each centre within the hierarchy and support the vitality and viability and increase footfall within the centres.

- 6.117 The role of traditional town centres as retail centres is changing and their future regeneration and revival will involve repurposing to create multi-functional 'retail, commercial and service centres' that meet the needs of the community they serve. To recognise the need to move away from the traditional retail role of Town Centres and in accordance with Future Wales Town Centre First Policy, Policy SP9 adopts a more flexible approach to non-retail uses to create a mix of retail, commercial, leisure, residential etc. To maintain the long-term viability and vitality of the Vale's retail centres the plan will seek to enable them to evolve into multifunctional centres containing a broad range of retail, leisure and services that function as places and spaces for socialising, working, studying and enjoying.
- 6.118 Development proposals in Centres will apply the Placemaking Principles in Policy SP5, ensuring that Centres are attractive, safe and welcoming. Centres will be accessible for all and prioritise sustainable transport; they will be well served by active travel infrastructure and public transport that connects to surrounding settlements.
- 6.119 Centres are considered as sustainable places to live and where appropriate could incorporate small new scale residential development through, for example the conversion of upper floors. They should also include multifunctional open green spaces to improve amenity, visual quality and provide environmental and health benefits.
- 6.120 Barry (Holton Road), Penarth and Cowbridge are identified as Town Centres at the top of the hierarchy due to their large number and widest range of retail, leisure and services. Town Centres play an important role in their provision of retail and services as they serve surrounding and wider communities, which are well connected by sustainable transport. The range and number of retail, leisure and services and the significance of their wider role increases as Centres move up through the hierarchy from Neighbourhood Centres, Village Centres, District Centre and Town Centre.
- 6.121 Policy SP9 will need to be considered alongside detailed policies seeking to manage edge and out-of-town retailing.

SP11: RETAIL FLOORSPACE

New retail floorspace should be directed to the town and district centres identified in Policy SP10. There is capacity for between 4,282 and 5,862 sqm (net) of new convenience retail floorspace with the Vale of Glamorgan. Where quantitative and

qualitative need has been evidenced and suitable sites are not available within the town and district centres, the sequential test will be followed. Where need is identified, proposals must conform with the requirements of relevant RLDP Policies.

- 6.122 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.
- 6.123 The latest Vale of Glamorgan Retail and Leisure Study (June 2023) provides an updated quantitative need and qualitative assessment of both convenience (food), comparison goods (clothing, electronic items etc.) and town centre leisure uses such as bars, cafes, and restaurants across the authority. The study identified that over the plan to 2036 there is qualitative capacity for between 4,282 and 5,862 sqm net of convenience food retail floorspace and 432 sqm net and 679 sqm net of comparison floorspace. Spatially, the study identifies the potential need for additional need convenience food retailing within the retail centres of Barry, Penarth and Llantwit Major which the report recommends would lead to potential improvements in the vitality and viability of these centres, whilst also recognising a general qualitative need for encouraging a diverse range of uses within the Vale's main town and district retail centres.
- 6.124 In considering proposals for additional convenience and comparison retail proposals the Council will consider how proposals contribute to national policy "Town Centres First" objectives to support diverse multifunctional centres that function beyond the traditional role of town shopping centers, expanding their role as places which offer opportunities to access range of shopping, commercial and leisure opportunities as well as places of employment, education, civic identity and social interaction.

INFRASTRUCTURE

- 6.125 Many forms of development place additional demands on services and facilities which will affect their ability to meet the needs of the community. The provision of new infrastructure, as well as the safeguarding, improvement and efficient use of existing infrastructure is central to ensuring that all new development proposed within the Plan period contributes to achieving the Plan's vision of creating sustainable communities. Timely delivery of necessary infrastructure that supports and mitigates the impact of new development is therefore essential to support our Spatial Strategy.

SP12: 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:

- A. Affordable and specialist housing.
- B. Educational provision and facilities.
- C. Transport infrastructure and facilities for pedestrians, cyclists, public transport, and vehicular traffic.
- D. Public open space.
- E. Community Growing Spaces such as allotments
- F. Green infrastructure.
- G. Public art
- H. Leisure, sport, and recreational facilities.
- I. Biodiversity Enhancement.
- J. Community facilities.
- K. Healthcare facilities.
- L. Service and utilities infrastructure, including digital infrastructure.
- M. Environmental protection and enhancement such as flood prevention, town centre regeneration, pollution management or historic renovation.
- N. Recycling and waste management facilities; and
- O. Employment opportunities and complementary facilities including training and working hubs.

The delivery of new or improved infrastructure, or other appropriate measures, must be undertaken in a timely and coordinated manner to meet the needs of existing and planned communities prior to, or from the commencement of, the relevant phases of development.

- 6.126 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 SP12 sets out the requirements for ensuring 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.
- 6.127 When considering the infrastructure needs generated from development, this will be considered against 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 considering the relevant national and local planning policies. Further information will be set out in the Council's

Supplementary Planning Guidance on Planning Obligations. In addition, site specific community infrastructure is identified under relevant site allocations set out in Policies 4.1 to 4.5.

- 6.128 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 considered when calculating the amount of any off-site contributions. Where a development is considered to meet all its needs on site and mitigate its impacts through sufficient in-kind contributions, it is unlikely that any additional financial contributions will be sought.
- 6.129 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’).
- 6.130 Section 106 agreements are voluntary and require the cooperation of the developer 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.

PRODUCTIVE AND ENTERPRISING PLACES

ECONOMIC GROWTH

- 6.131 The LDP seeks to adapt to changing economic circumstances in the Vale of Glamorgan and the changing nature of employment over time through the provision of a diverse range of new employment sites and safeguarding existing employment areas.
- 6.132 To ensure that sufficient land exists to meet local employment needs, the Council commissioned an Employment Land Study (ELS) (2022), to provide an assessment of the existing supply of employment land and employment areas, and to identify future employment land needs over the plan period within the context of the wider South East Wales region.
- 6.133 The study highlighted that the Vale’s economic activity is primarily within the industrial and manufacturing sectors, which is focused spatially around 3 market areas which are Barry, Cardiff Airport and Bro Tathan (St Athan) and the Rural Vale (primarily Llantwit Major, Cowbridge, Llandow and smaller rural diversification schemes).
- 6.134 In terms of future employment land need, the study has identified a need for 67.8ha of employment land over the plan period (including a 5-year flexibility buffer). Following an assessment of existing employment land within the Vale,

the study concluded that there is sufficient employment land to meet the need over the plan period, and that this provision has the potential for supporting some 5,338 additional jobs over the plan period.

SP13: EMPLOYMENT GROWTH

To support job growth and economic prosperity across the Vale of Glamorgan over the plan period and to meet the projected employment land needs of 67.8 hectares of employment land, and the delivery of up to 5,338 jobs, provision of 168 net hectares of employment land for B1 (Office and Light Industry), B2 (General Industries) and B8 (Distribution and Storage) employment uses is provided at the following major and local employment locations:

Major Employment Allocations*:

1. Land east of Cardiff Airport, Rhoose (16.3 ha net)
2. Land south of Port Road (Model Farm), Rhoose (44.75 ha net)
3. Bro Tathan East, Aerospace and Business Park (48.5 ha net)
4. Land to the South of Junction 34, Hensol (29.59 ha net)

Local Employment Allocations:

5. Atlantic Trading Estate, Barry (6.21 ha net)
6. Windmill Park, Hayes Road, Barry (3.6 ha net)
7. Vale Business Park, Llandow (12.4 ha net)
8. Land to the South of Junction 34 M4 Hensol (Area D 6.64 ha net)

Employment Regeneration Opportunity Areas:

Proposals for redevelopment and enhancement of existing land and premises for B1, B2 and B8 and Low and Zero Carbon related employment and infrastructure proposals will be supported at:

9. Former Aberthaw Power Station
10. No.2 Port, Barry Docks

*Complimentary ancillary non-B uses maybe permissible where these would provide supporting services for existing and future businesses and their employees.

- 6.135 Policy SP13 sets out the spatial employment land provision for the Vale of Glamorgan over the plan period, consisting of a hierarchy of strategic and local employment sites which are well located to the 3 key employment market areas identified within the ELS, providing for flexibility and choice of to meet the Vale's employment land need over the Plan period.
- 6.136 To meet the projected employment land need of 67.8 net hectares, Policy SP12 makes provision for 168 net hectares, which reflects the existing available employment land supply within the Vale on April 1st 2021. A large proportion of the existing supply is concentrated in the Cardiff Airport and Bro Tathan

Enterprise Zones and at Junction 34 of the M4, with additional land identified at local employment areas at Barry and Llandow.

Major Employment Allocations

- 6.137 The employment land hierarchy contains four strategic sites - Bro Tathan (St Athan) Aerospace and Business Park, land east of Cardiff Airport Business Park and land south of Port Road (Model Farm) which together make up the Cardiff and St Athan Enterprise Zones and Land to the South of Junction 34. Their position as major employment sites within the employment hierarchy reflects their importance as key areas of investment and employment opportunities within the Vale.
- 6.138 **Cardiff Airport and Bro Tathan** are seen to offer significant opportunities for the development of aerospace and advance manufacturing, research and development and innovation within the Vale of Glamorgan, building on the existing skills base of Cardiff Airport, British Airways Maintenance Cardiff, and more recent development at Bro Tathan Enterprise Zone. Their importance to the wider region is recognised in Future Wales, the National Plan, which identifies Cardiff Airport as one of 4 Strategic Gateways to Wales (Policy 10), stating that:
- “Cardiff Airport is an essential part of Wales’s strategic transport infrastructure. It is an international gateway connecting Wales to the world and is an important driver within the Welsh economy. Cardiff Airport is located within the Cardiff Airport and Bro Tathan Enterprise Zone which offers opportunities for investment in the site and surrounding areas. The Enterprise Zone offers a wide range of development sites and business accommodation, providing opportunities for the development of bespoke facilities or investment in existing accommodation” (Future Wales, page 82)*
- 6.139 **Land east of Cardiff Airport** lies to the east of the Airport and the existing Airport Business Park and is adjoined by the A4226 to the north and Port Road to the south. The Welsh Government and the Vale of Glamorgan Council own most of this land, which is allocated as a mixed-use employment and training opportunities. The Council with Cardiff and Vale College are presently exploring potential development of a new Cardiff and Vale College campus for advanced manufacturing on 2.7ha of land to the south-east of the existing Airport Business Park and could house up to 2,000 students and staff. The Council wish to see the development of the remainder of the site for a commercial business park, potentially linked to the adjacent Model Farm proposals and a masterplan is currently being prepared for this.

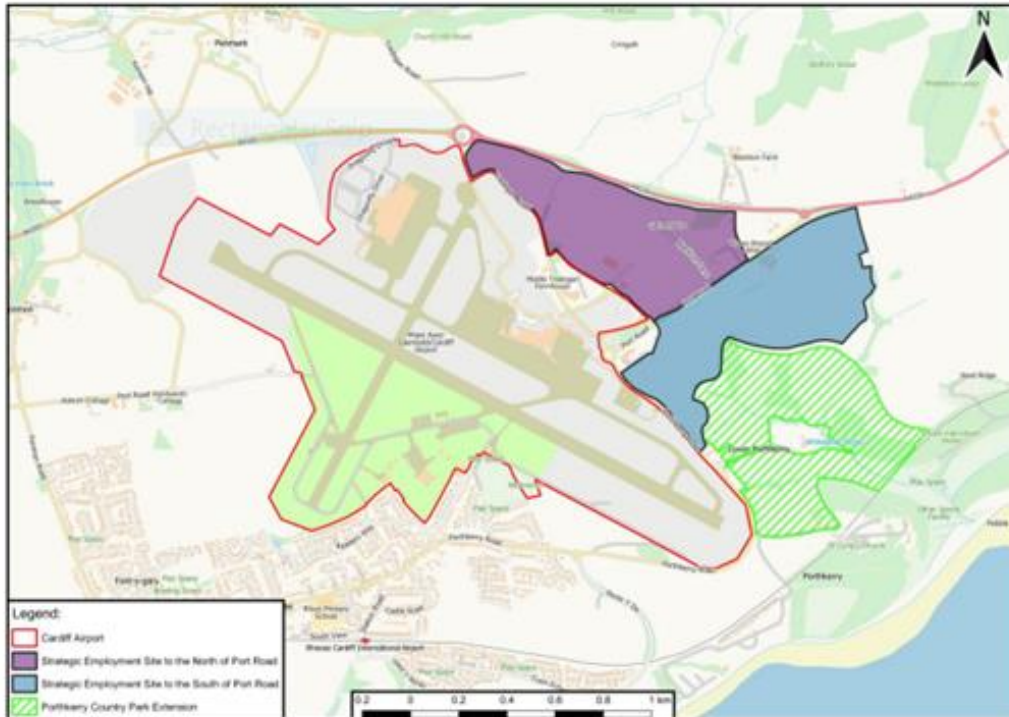


Figure 20: Cardiff Airport and Gateway Development Zone
Source: Cardiff Airport and Gateway Development Zone SPG (December 2019)

- 6.140 **Land south of Port Road (Model Farm) Rhoose** is currently subject to an appeal for non-determination of an outline planning application for a B1, B2, B8 Business. If the appeal is allowed, the site is anticipated to deliver 1.7 million sq. ft of Class B1, B2 and B8 offices, light industrial and warehousing and distribution units, alongside car parking, landscaping, drainage infrastructure and biodiversity enhancement works which include land for expansion of Porthkerry Country Park to the south (Figure 15). The site's proximity to Cardiff Airport and Bro Tathan alongside future aspirations of Cardiff and Vale College provides the opportunity to develop the area into a high-quality business cluster.
- 6.141 **Bro Tathan East (St Athan)** is located approximately 5 miles from Cardiff Airport, which together form the Welsh Government St Athan and Cardiff Airport Enterprise Zone. Since its designation in 2013 as one of 6 Enterprise Zones in Wales investment from the Welsh Government at Bro Tathan has provided some 1200 new jobs and has seen the refurbishment of the existing MOD hanger and buildings, the development of 32 ha of employment land (Bro Tathan North) and a new northern access road as well as improvements to the B4265. Bro Tathan is now home to a diverse range of businesses in high technology sectors including engineering/ technology research (Cardiff University), specialist drone manufacturer, cyber security start-up business and vertical farming.
- 6.142 The 48.5 ha of land allocated under SP13.3 relates to the next phase of investment at Bro Tathan East zone which the Welsh Government has indicated will be ready for development in 2025. Reflecting the Welsh Government's continued aspirations to develop the Bro Tathan East into a high-quality mixed

use business park. The Council's ELS indicated an absence of ancillary facilities available to those employed at Bro Tathan, accordingly Policy SP13 allows for the provision of complimentary ancillary uses to support those employed at Bro Tathan.

- 6.143 In addition to the land allocated, Bro Tathan is identified as an existing employment area, which will enable further opportunities for employment uses to be developed over the longer term.

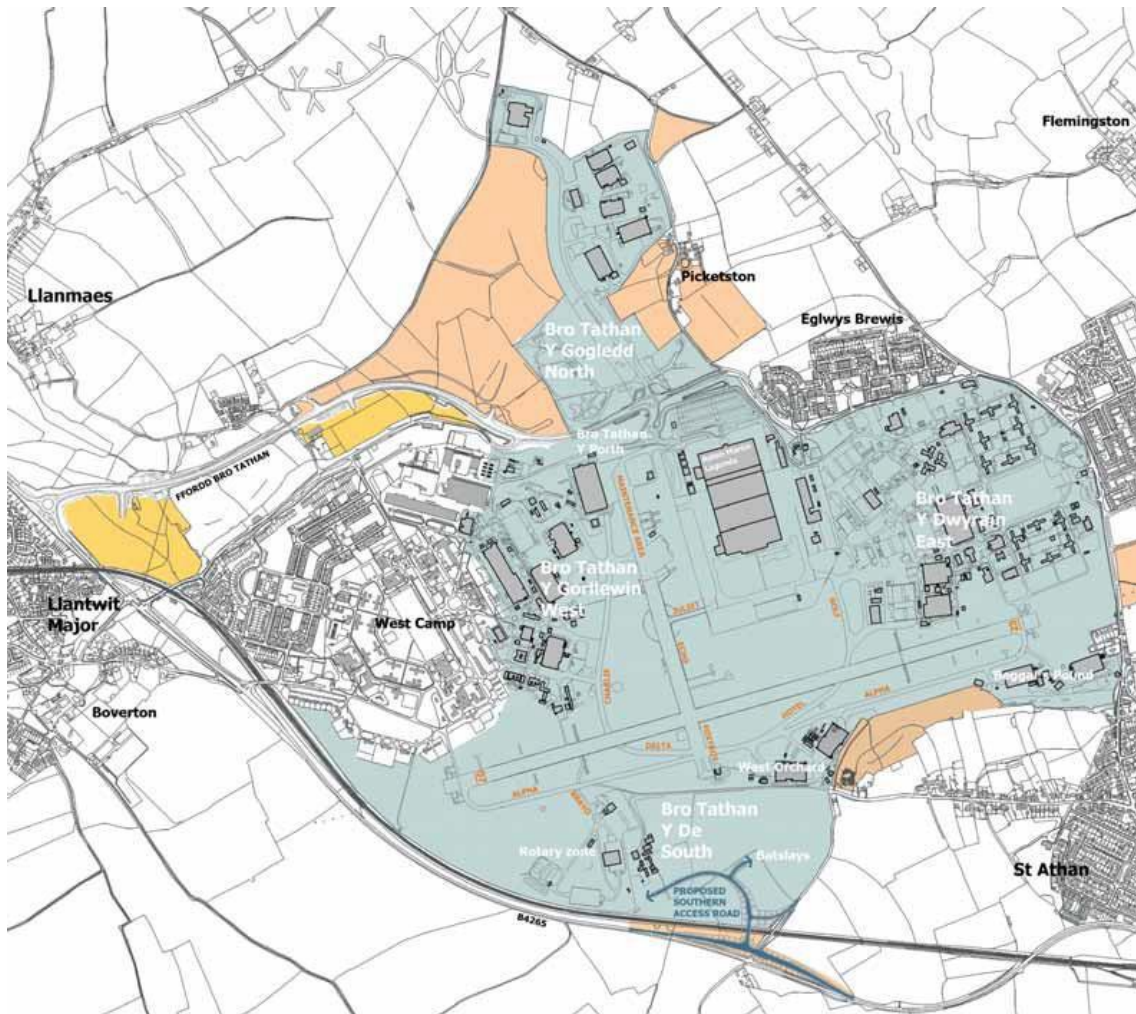


Figure 21: Bro Tathan

Source: Bro Tathan Y Porth Development Brief (July 2020)

- 6.144 **Land South of Junction 34, M4** is occupied by Renishaw PLC, who acquired the site in 2011. Its strategic position adjoining the M4 motorway presents the Vale of Glamorgan with the opportunity for development of strategic scale industrial and logistics businesses. Outline planning consent was granted in 2016 for 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; alongside 30.5 ha of green infrastructure. The proposals (Figure 17) include the expansion of Renishaw existing manufacturing in the

40,000 sqm of warehousing (2019/01421/RES, approved May 2021), and a 6.64 ha business park which will contribute to meet identified local employment needs (SP13.8).



Figure 22: Future Land Uses Land South of Junction 34, M4
Source: Planning application 2019/01421/RES

Local Employment Allocations

- 6.145 Local employment allocations comprise a further 28.85 hectares (net) of land for B1, B2 and B8 uses and are allocated to ensure that an appropriate range and choice of land is available to support local economic growth. These sites are generally located within or adjoining existing employment areas that support a variety of employment uses, and provide opportunities for local small enterprises and start-ups, enable established business to expand and are attractive areas for local business investment.
- 6.146 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 SP13 for non-employment purposes will not be permitted to protect their status as important employment sites.

Employment Regeneration Opportunity Areas

- 6.147 Policy SP13 identifies two Employment Regeneration Opportunity Areas at the Former Aberthaw Power Station and the Operational Port of Barry Docks, which the plan considers as important areas for supporting the LDP objectives for Climate Change and Greening the Vale's economy, facilitating the growth in renewable and low carbon energy production and businesses.
- 6.148 **Aberthaw Power Station** has been acquired by the Cardiff Capital Region (CCR) following investment of £38.4million and will see the former power station transformed into a Green Energy Park, which may include:
- The production of renewable and green energy projects.
 - Battery storage facility to support the green energy projects.
 - A zero-carbon manufacturing cluster, including green hydrogen production facilities.
 - A green energy innovation centre to promote innovation, growth, knowledge, and community interaction with the zero-carbon future of Wales, and
 - A bio-diversity ecology park which will include a visitor centre, providing amenities to the local community.
- 6.149 A Masterplan is currently being prepared by CCR Energy to inform the future development. The first phase of redevelopment will involve the demolition of the power station and remediation works which is expected to begin in 2023 and will take several years to complete.



Figure 23: Aberthaw Green Energy Hub Concept Plan

- 6.150 Port facilities are an important regional infrastructure and economic asset within the South East Wales region and are acknowledged as such within Future Wales which states that “*Local Development Plans should consider the role of the ports locally, regionally and nationally and establish frameworks to support their operation and potential expansion*”. In the Vale, Barry Docks provides a

valuable source of local employment and has been the focus of regeneration for Barry with the redevelopment of Barry Waterfront for housing, retail, and recreation.

- 6.151 **No2 Dock, Barry Docks** which is owned by Associate British Ports (ABP) represents the second stage in the regeneration of Barry Docks which shall focus on enhancing the docks' economic role for the future. The identification of the area as an Employment Regeneration Area reflects vision and aspirations of ABP contained within its long-term strategy *Future Ports: Barry* which sets out its employment areas and operational port land at No2 Dock to 2035, which focuses on developing the port around low and zero carbon sectors alongside traditional marine related industrial uses.



Figure 24: Future Ports: Barry Docks Land Use Proposals

Source: <https://www.abports.co.uk/media/up4dk5s3/20220726-abp-barry-port-vision-v1-1-web-format.pdf>

- 6.152 Potential projects identified within the proposals include redevelopment of existing industrial areas within the operational port for low carbon energy cluster including green energy production, carbon capture facilities and hydrogen production, as well as enhance road and rail access. To adapt to climate change, new development in the port will also need to incorporate necessary measures to address flood risk.
- 6.153 It is hoped that the growth in the renewables sector at Aberthaw and Barry Docks will create new highly skilled jobs and significantly boost the economy. Accordingly, Policy SP13 supports the growth of these sectors alongside B1, B2 and B8 employment.

TOURISM

- 6.154 The Vale's coastal and rural setting, along with its rich culture and historic environment are valuable assets for tourism and leisure. Attractions such as the Glamorgan Heritage Coast, Whitmore Bay, Barry Island and Penarth, as well as its location within the South East Wales region make the Vale of Glamorgan an attractive destination for day visitors, as well as those wishing to stay for longer.
- 6.155 The Vale's tourism assets provide a valuable source of local employment, employing over 2,000 people and generating some £203 million of visitor expenditure both directly and indirectly.

SP14: SUSTAINABLE TOURISM

Proposals which promote the Vale of Glamorgan as a destination for Sustainable Tourism will be favoured. Development proposals should contribute to the positive image of the Vale as an attractive and sustainable tourist destination by:

- A. Promoting opportunities for visitors to engage in forms of tourism that have a low impact on the environment.
- B. Protecting and enhancing existing tourism attractions and leisure facilities;
- C. Enhancing the visitor economy, attracting local investment, providing local employment opportunities and contributing to rural diversification.
- D. Recognising and protecting the Vale's distinct local identity, built and natural environment as assets to tourism;
- E. Providing a variety of tourism opportunities, particularly through all year-round facilities and a range of appropriately located visitor accommodation.

- 6.156 Policy SP14 seeks to support the provision of new and enhanced tourism facilities, whilst emphasising the importance for this to be undertaken in a sustainable manner, so that the natural and built tourism assets are maintained for the enjoyment of future generations. The RLDP will provide a policy framework which encourages new investment in appropriately located tourism, leisure and recreation facilities, and seeks to protect and enhance existing facilities, for the benefit of residents, visitors and the local economy.

CLIMATE CHANGE

SP15: CLIMATE CHANGE MITIGATION AND ADAPTATION

All development proposals must respond to the challenges of climate change by both mitigating its causes and adapting to its impacts.

The causes of climate change will be mitigated by ensuring new development proposals:

- A. Contribute to decarbonisation in their siting, design, construction, mixture of uses and, by following placemaking principles.
- B. Promote the principles of a circular economy by prioritising the reuse of existing buildings and the construction of more adaptable and durable buildings.
- C. Maximise resource efficiency and sustainable construction techniques, including sourcing materials locally.
- D. Include sustainable building design principles, incorporating passive building techniques where possible.
- E. Maximise the opportunities for carbon sequestration from green infrastructure.
- F. Maximise the opportunities for renewable energy development, specifically in local search areas, to provide 70% of projected electricity demand by 2036.
- G. Promote the optimisation of energy supply and distribution options, including the provision of district heat networks.

New development proposals will adapt to the impacts of climate change by:

- H. Being designed to respond to a warmer climate.
- I. Promoting urban shading and cooling through the provision of green infrastructure.
- J. Maximising water efficiency and minimise adverse impacts upon quality of water resource.
- K. Redirecting development away from areas of flood risk and ensure that new development suitably controls surface water run-off through the use of sustainable drainage systems and nature-based solutions.
- L. Redirecting development away from areas of coastal erosion.

All applications must set out how they mitigate the causes of climate change and adapt to its impacts.

Major Developments will be required to be accompanied by Energy Reports to display compliance with criterion D. Where it is proposed to demolish an existing building instead of reusing it, Whole Life Carbon Assessments will be required to ensure compliance with criterion B.

- 6.157 The planning process in isolation cannot respond to the implications of climate change and the declared Climate Emergency, and there is a role to play for all sectors of society. However, it is imperative that outcomes of the process respond to these implications where possible. Policy SP14 seeks to achieve this by ensuring that new development mitigates the causes of climate change and adapts to its implications. Specifically, the causes will be mitigated by sensitively considering new development through placemaking processes and seeking to reduce emissions both directly and indirectly. Impacts will be adapted to by considering the implications of a warmer climate. This will require specific consideration in the design of schemes to consider whether they are appropriate given greater fluctuation in weather patterns, including more extreme weather events, as well as rising sea levels.

- 6.158 Policy SP14 covers the principal areas where the planning process can mitigate the causes and adapt to the impacts of climate change. Responses to the implications are, however, wide ranging and cover multiple planning fields, for example, green infrastructure, sustainable transport, and placemaking. Therefore, whilst SP14 covers key issues at a high level, further detail is provided throughout the Strategic Policies to ensure that the appropriate level of attention is afforded to issues associated with climate change. This is specifically the case in relation to promoting modal shift and siting new development in locations that will reduce the need to travel, which is integral to achieving the Strategy and reducing emissions from transport. Issues dealt with explicitly by Policy 14 are expanded upon below.
- 6.159 New development will have to consider whether there are opportunities for achieving higher sustainable building standards, including zero carbon, to respond to the implications of climate change. This means:
- **Mitigation:** Ensuring the design and construction of new buildings minimises carbon emissions, including through taking measures to reduce energy consumption; and
 - **Adaptation:** Ensuring buildings are resilient to projected changes to weather patterns, including more extreme weather events. This would include flood resilience and considering overheating.
- 6.160 Criterion B prioritises the reuse of existing buildings in order to account for their embedded carbon. However, it is recognised that this is not always the most effective means of limiting carbon emissions, especially where a new building could have significantly greater sustainability credentials. Therefore, Whole Life Carbon Assessments⁸ can justify when it may be more appropriate to replace a building based by evidencing where less carbon may be emitted by replacing a building.
- 6.161 The Council is currently undertaking feasibility work to consider the implications of requiring new buildings to be zero carbon in their construction and operation. Once this is complete, the Council will be able to fully consider the economic viability impacts of requiring new buildings to be zero carbon in their construction and operation. In accordance with paragraph 5.8.5 of Planning Policy Wales, this work would provide the Council with robust evidence allowing us to bring forward standards higher than the national standards set out in Building Regulations. If this intervention were considered feasible, Policy SP14 would be updated at Deposit stage to reflect zero carbon requirements, and prescriptive supporting policy would be produced.
- 6.162 Policy 17 of Future Wales sets out that significant weight needs to be given to the need to generate 70% of Wales' electricity by 2030 from renewable sources, as well as other international commitments. A renewable energy assessment has been completed to identify how the Vale of Glamorgan can contribute to

⁸ [The RICS Whole life carbon assessment for the built environment: how, why and what next? | Journals | RICS](#)

achieving this. The renewable energy assessment includes an identification of specific areas of search in the Vale of Glamorgan, where renewable energy development is least constrained. Further detailed policy will refer directly to the particulars of these specific areas. Having identified these areas and assessed the resource potential of the Vale of Glamorgan, a challenging but achievable target for renewable electricity energy production has been drawn up, as set out in the policy text. The feasibility of a heat network in Barry has also been considered, and the provision of this, as well as other sources of renewable heat energy, are facilitated by Policy SP15. Alongside local and regional partners a Local Area Energy Plan is being produced for the Vale of Glamorgan. This will identify pathways for decarbonising our energy system in line with national targets. The evidence produced from this work will inform the Deposit Plan and contribute to policy within it.

- 6.163 Areas within the Vale are at risk from flooding from both sea and rivers, and a Strategic Flood Consequences analysis has been carried out in collaboration with the other 10 south east Wales Local Authorities to consider this. Development proposals will have to ensure compliance with TAN15, to ensure development does not take place in locations with unacceptable flood risk. The Flood Map for Planning (FMfP) should be used as a material consideration to consider flood risk, and an updated TAN15 is expected to be published to accompany the FMfP in late 2023.
- 6.164 Predominantly, the flood risk from rivers is confined to rural areas. However, flood risk does exist to differing extents in Cowbridge, Dinas Powys and eastern Barry. Only some of these areas benefit from being within TAN15 Defended Zones, and there are other areas with no significant protection. From the sea, where flood risk exists in residential areas, namely Barry and Penarth Marina, these are included within TAN15 Defended Zones. Barry Docks and Aberthaw Power Station are at risk from tidal flooding and are not located within TAN15 Defended Zones. Therefore, further consideration will have to be given to the implications of flooding in these locations for development to be acceptable.
- 6.165 The southern coast of the Vale is susceptible to varying degrees of coastal erosion. Given this, varying policy approaches are recommended in the relevant Shoreline Management Plans⁹¹⁰ dependent on whether a coastline abuts rural or urban land, and the context of the risk. Where development is proposed in proximity Erosion Risk Map¹¹, relevant Shoreline Management Plans¹² and the Area Statement¹² for South Wales Central. Development should be avoided where there is a risk of it being affected by coastal erosion over its lifetime.

⁹ [Swansea and Carmarthen Bay Coastal Engineering Group \(southwalescoastalgroup.cymru\)](http://southwalescoastalgroup.cymru)

¹⁰ [SMP2 Main Document – Severn Estuary Coastal Group](#)

¹¹ [Coastal Erosion Risk Map \(naturalresources.wales\)](http://naturalresources.wales)

¹² [Natural Resources Wales / South Central Wales Area Statement](#)

- 6.166 As set out in paragraph 5.8.4 of PPW, an Energy Report 'should include recommendations to the developer relating to energy efficiency and appropriate renewable energy technologies that could be incorporated into the development.' Future applications should also be accompanied by responses to these reports from the developer. The preparation of Energy Reports for major developments will assist in setting out how proposed developments comply with the requirements of Policy SP15 and respond to the implications of climate change.

SUSTAINABLE WASTE MANAGEMENT

- 6.167 The major streams of waste arising in the borough include municipal or local authority collected (including household); commercial and industrial; construction, excavation, and demolition; and hazardous. Waste management has changed significantly over the last twenty years in Wales with a major decrease in waste being disposed of to landfill and an increase in recycling.

SP16: SUSTAINABLE WASTE MANAGEMENT

The sustainable management of waste will be facilitated by:

- A. Promoting and supporting additional sustainable waste management facilities, measures, and strategies in accordance with the waste hierarchy and the principles of nearest appropriate installation and self-sufficiency.
- B. Supporting the circular economy by encouraging the minimisation of the production of waste and the use of reused and recycled materials in the design, construction, and demolition stages of development.
- C. Ensuring that provision is made for the sustainable management, sorting, storage and collection of waste in all new developments.

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.
- On suitable existing and allocated B2 and B8 industrial sites.

The provision of open-air sustainable waste management facilities on appropriate Class B2 or B8 industrial sites, operational mineral working sites, derelict land or buildings or within or adjoining existing farm complexes will also be acceptable where they do not conflict with existing or proposed neighbouring uses.

- 6.168 In line with the national waste strategy 'Towards Zero Waste', the Council will consider proposals in accordance with a 'waste hierarchy,' which ranks waste prevention and management options based on what is best for the environment.

The highest priority in the hierarchy is the prevention of waste in the first place. Following this, if waste is created, priority should be given first to preparing it for re-use, then recycling, then other recovery (e.g., energy), and last of all disposal (e.g. landfill or incineration without energy recovery).

- 6.169 Technical Advice Note (TAN) 21 on Waste indicates that consideration should be given to how proposals for waste covered by Article 16 of the revised Waste Framework Directive fit with the 'nearest appropriate installation' principle. This approach requires that waste should be disposed of or recovered in appropriate facilities close to where it arises to reduce the detrimental environmental impacts associated with the transportation of waste. The provision of an integrated and adequate network of waste management facilities in the Vale and the wider region is critical to this and to ensuring self-sufficiency.
- 6.170 Consideration must also be given to the circular economy within the context of new development, which aims to keep materials, products and components in use for as long as possible. This approach facilitates cost savings and accords with the waste hierarchy by reusing, repairing and recycling materials.
- 6.171 Future Wales identifies waste as a policy area that requires a coordinated approach as part of the Strategic Development Plan (SDP) and consideration will be given to any emerging regional evidence as part of the plan preparation process. TAN 21 acknowledges that the Collections, Infrastructure and Markets Sector Plan provides a strategic assessment of waste, but monitoring will be required on a regional basis. The most recent Waste Planning Monitoring Report for South East Wales (April 2016) concludes that there is currently no need for additional landfill capacity within the region. In addition, the report advises that any new proposals for further residential waste treatment should be carefully assessed to ensure that overprovision does not occur within the region. As such, no specific need for new waste management facilities has currently been identified at a regional level.
- 6.172 As the Waste Planning Authority, the Council has a statutory responsibility for the collecting and disposing of municipal (household) waste and for land use planning control over waste management. The Vale is a member of Project Gwrydd, a partnership with four other local authorities (Caerphilly, Cardiff, Monmouthshire, and Newport) which have a long-term contract with Viridor Waste Management to treat residual municipal waste at the Trident Park energy from waste facility in Cardiff. There are two Household Waste Recycling Centres (HWRC) in the Vale located at the Atlantic Trading Estate in Barry and at the Llandow Trading Estate in Llandow.
- 6.173 Atlantic and Llandow Trading Estates, as well as the operational port of Barry Docks, are considered appropriate locations for in-building waste management facilities. Atlantic Trading Estate has seen the recent development of a resource recovery facility, as well as a reuse shop on land adjacent to the existing HWRC. In accordance with the Vale of Glamorgan Recycling and Waste Management Strategy (2022-2032), there are proposals to replace the existing HWRC at Llandow with a new modern facility as well as develop a second reuse shop.

- 6.174 To provide further flexibility, the policy also identifies existing Class B2 'general industrial' and B8 'storage and distribution' employment sites, as being potentially suitable locations for additional in-building waste management facilities.
- 6.175 For open air facilities, the LDP seeks to facilitate their provision through the Policy by identifying suitable locations where such facilities may be acceptable and would not conflict with neighbouring uses.
- 6.176 Planning applications for waste management facilities will be considered against national planning policy and guidance and other relevant LDP Policies.

MINERALS

- 6.177 National planning requires local planning authorities to make provision for a minimum land bank of 10 years for crushed rock and 7 years for land-based sand and gravel throughout the full 15 years of a development plan period, and to promote the sustainable manage of aggregates.

SP17: SUSTAINABLE PROVISION OF MINERALS

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

- A. Maintaining a minimum of 10 years land bank of crushed rock throughout the plan period.
- B. Favouring proposals which promote the sustainable use of minerals and encourage the use of secondary and alternative resources.
- C. 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
- D. Safeguarding railheads to allow for the potential transportation of minerals by sustainable means and wharf facilities for the landing of marine dredged sand & gravel where appropriate.

- 6.178 The 2nd Review of the Minerals Regional Technical Statement for the South Wales area was published by the South Wales Regional Aggregates Working Party (SWRAWP) in September 2020. Appendix B of the RTS includes specific recommendations and guidance for each Local Planning Authority. The RTS 2nd review was subsequently amended by a policy clarification letter in November 2021, which indicates that the apportionment for the Vale of Glamorgan is 17.05 million tonnes of crushed rock over 25 years. There is an existing landbank of 18.73 million tonnes of crushed rock (as at 31st December 2016), all of which relates to Carboniferous Limestone. There is no apportionment and no land bank for land-won sand and gravel. The report concludes that in view of the slight surplus of existing permitted crushed rock

reserves and the lack of sand and gravel production in the Vale of Glamorgan, no further allocations are specifically required to be identified within the RLDP.

- 6.179 The Vale of Glamorgan forms part of the Cardiff City sub-region along with Bridgend, Cardiff, Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly and the Brecon Beacons National Park. The latest position statement for this sub-region (July 2022) indicates that whilst most authorities in the region, including the Vale of Glamorgan, can meet their apportionment for crushed rock, there is a shortfall in two authorities. Options are currently being considered to address this, but the RTS2 indicates that where the shortfall cannot be addressed through new allocations or permissions, collaborative working with neighbouring authorities in the same sub-region would be required in order to transfer the required provision to other LPAs. This position will be updated in the Deposit Plan.
- 6.180 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. Railheads should also be safeguarded in order to provide a full range of sustainable transport options.

DISTINCTIVE AND NATURAL PLACES

GREEN INFRASTRUCTURE

- 6.181 Green infrastructure is a network of multi-functional green spaces, urban and rural, which can deliver a wide range of environmental and quality of life benefits for local communities. Green infrastructure has a potentially important role to play in mitigating the impacts of extreme weather events, particularly extended heat waves. In addition, green infrastructure helps support biodiversity and makes an important contribution to the quality of the environment. Access to beautiful and well-maintained green spaces such as parks and gardens, country parks and wildlife areas, supports both physical and mental health and well-being.

SP18: GREEN INFRASTRUCTURE

Development proposals will incorporate measures that protect and enhance high quality green infrastructure provision and maximise its functionality. To achieve this, development proposals must:

- A. Strategically incorporate existing green infrastructure into design, taking advantage of opportunities that are presented by existing and potential assets, through following the principles of placemaking.
- B. Protect and enhance connectivity between green infrastructure assets.
- C. Achieve biodiversity net benefit.

- D. Protect landscapes designated for their geological, natural, visual, historic or cultural significance.
- E. Employ nature-based solutions, including the Building with Nature Standards, where possible.
- F. Provide amenity open space, which fulfils a wide range of roles.
- G. Facilitate environments that promote mental and physical health and well-being.
- H. Promote urban cooling and shading, sustainable drainage systems, and allotments and community orchards.

- 6.182 The wide variety of natural landscapes, biodiversity habitats, green spaces, coastal and rural areas alongside the network of footpaths and bridleways within the area is considered as one of the reasons why the Vale is such an attractive place to live and visit.
- 6.183 Ensuring the enhancement of biodiversity, the resilience of ecosystems, and maximising green infrastructure provision are crucial in responding to both the declared Climate and Nature Emergencies. Policy SP17 seeks to achieve this by identifying where development proposals should protect, enhance, and maintain existing green infrastructure. It also seeks to ensure that green infrastructure provision is holistic and delivers the benefits of a wide range of functions.
- 6.184 A Green Infrastructure Assessment has been completed to facilitate a robust and proactive approach to enhancing biodiversity, increasing ecological resilience and improving well-being outcomes. This identifies key strategic opportunities where the restoration, maintenance, creation and connection of green features and functions deliver the most significant benefits. The Green Infrastructure Assessment will inform the master planning of sites allocated in the Replacement Local Development Plan, as part of the placemaking of these sites.
- 6.185 This policy should be read alongside SP19 on Biodiversity and Ecosystem Resilience, which seeks to protect and promote connectivity. This will be achieved by retaining existing wildlife corridors and facilitating new linkages by taking advantage of site-specific opportunities. In attempting to identify opportunities, a site and its surrounding context should be considered. The site should also be considered in the context of the Green Infrastructure Assessment.
- 6.186 Delivering multifunctional green space is integral to delivering holistic green infrastructure and the intent of SP17 and the Green Infrastructure Assessment. Provision of multi-functional green infrastructure should create cohesive spaces that: allow for recreation and relaxation; promote physical and mental health and well-being; facilitate learning opportunities; support connectivity and wildlife habitat; manage water resources; mitigate and adapt to climate change; enhance local food production; and support heritage and culture.-It can also

play a major role in attracting economic growth and investment, increasing land and property benefits, promoting tourism, and increasing business productivity.

- 6.187 Nature based solutions can be a valuable tool in creating sustainable and resilient developments. Incorporating features such as SUDS, tree planting and accessible natural green spaces, can make a significant contribution to providing green infrastructure, supporting biodiversity, mitigating the effects of climate change and contributing to the creation of more liveable and sustainable communities. The Building with Nature Standards (BwN 2.0) provides a framework of best practice Standards that collectively defines a benchmark of good green infrastructure and how to deliver it. These standards provide a benchmark of good practice and should be applied to all development as a quality checklist, in a way which is proportionate to the nature and scale of the development proposed.
- 6.188 In delivering new and enhanced green infrastructure it is vital to co-ordinate infrastructure provision so that resources are used effectively. The Council is currently preparing a Green Infrastructure Plan, which will set out the green infrastructure assets and the various partners involved in green space provision. It will contain a vision, background evidence, recommendations, and an action plan.
- 6.189 Development will be directed away from areas identified as having high ecological value, and these will be limits to where growth can take place in the Vale of Glamorgan. Green infrastructure and particularly areas of high ecological value should not be viewed solely as limits that constrain growth. Instead, it should be viewed as an infrastructure asset that can undergo growth itself, with the purpose of accelerating nature recovery. This will be achieved by taking advantage of the opportunities presented by existing green infrastructure and seeking to influence landowners to strategically manage it with improved provision in mind. The areas of high ecological value identified in the Replacement LDP will form the basis of this and land in proximity to these should be prioritised for maximising provision, in line with the Strategy set out in the Council's Green Infrastructure Plan.

NATURE CONSERVATION AND BIODIVERSITY

- 6.190 The rich and varied biodiversity of the Vale of Glamorgan supports a wide range of wildlife habitats and species that are highly valued and contribute to the Vale's distinctive character and sense of place. These assets include sites and areas of European, national and local importance, as well as important landscapes, woodlands and an extensive coastline that includes the Vale of Glamorgan Heritage Coast.

SP19: BIODIVERSITY AND ECOSYSTEM RESILIENCE

Biodiversity in the Vale of Glamorgan will be protected, maintained and enhanced. Development must provide a net benefit for biodiversity and improve the resilience and connectivity of ecosystems. To achieve this, all developments must:

- A. Demonstrate that there has been an overall net benefit for biodiversity proportionate to the nature and scale of the development.
- B. Ensure that UK/European protected species and habitats are protected in accordance with statutory requirements.
- C. Protect the integrity of statutory and non-statutory designated sites ensuring that they are properly protected and managed.
- D. Be directed away from areas of high ecological value.
- E. Incorporate green infrastructure at the early stages of design, that protects and enhances existing site features and improves the connectivity of the ecological network.
- F. Incorporate nature-based solutions within development to support biodiversity and build ecosystem resilience within the site and the wider area.

Development on or adversely affecting other non-designated sites or wildlife corridors with biodiversity value will only be permitted where it can be demonstrated that the need for the development outweighs any harm caused by the development and that net biodiversity benefit measures can be provided.

- 6.191 Policy SP19 Biodiversity and Ecosystem Resilience recognises the importance of the Vale of Glamorgan's natural assets and seeks to ensure that they are protected, maintained and enhanced not only for their intrinsic nature conservation value, but also for the wider social, economic and community benefits that they provide.
- 6.192 The Environment (Wales) Act 2016 introduced an enhanced biodiversity and resilience of ecosystems duty (Section 6 Duty) on public authorities in Wales. This duty requires that in the exercise of their functions, public authorities in Wales must seek to maintain and enhance biodiversity by ensuring development does not cause any significant loss of habitats or populations of species and must provide a net benefit for biodiversity.
- 6.193 Development will therefore be required to demonstrate that a net benefit for biodiversity can be achieved. A net benefit for biodiversity can be achieved through a range of actions ranging from habitat creation and/or long-term management arrangements that enhance existing degraded habitats and improve the resilience of ecosystems. Benefits must be long term, measurable, demonstrable, and primarily on site. Biodiversity enhancements should be delivered following the step-wise approach of firstly avoiding, then minimising, with mitigation as a last resort for compensating any negative impact. Where it is not possible to achieve on-site mitigation and enhancement, off-site compensation must be provided to ensure a biodiversity net benefit.
- 6.194 Networks of natural habitats and green infrastructure provide a valuable ecological resource. They connect sites of biodiversity importance and provide stepping stones for the migration, dispersal and genetic exchange of species within the wider environment. To avoid fragmentation and isolation of natural habitats, such networks should be protected from inappropriate development

and where possible enhanced. The Council's Green Infrastructure Assessment identifies the green infrastructure provision within the Vale of Glamorgan and contains a vision, recommendations, and action plan of how green infrastructure within the Vale can be extended and enhanced.

- 6.195 Sensitive design and choice of location of new development can have a positive effect on the Vale'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.
- 6.196 Policy SP19 Biodiversity and Ecosystem Resilience is supported by SP11 Community Infrastructure and Planning Obligations and SP17 Green Infrastructure. These require new development to provide new community infrastructure including Green Infrastructure and features that support biodiversity enhancement and to incorporate Green Infrastructure respectively.

Appendix 1 – Existing Land Supply - Sites with planning permission including sites under construction – 1st April 2023

Settlement Tier	Site Name & Planning Reference	Source	Total Site Capacity	Dwellings not started April 2023	Dwellings Under Construction April 2023
Key Settlement: Barry	Land known as East Quay, Barry Waterfront, Barry 2019/01393/RES (Taylor Wimpey)	LDP Allocation (with PP)	58	0	30
Key Settlement: Barry	East Quay, (Land to West of Cory Way, South of the Graving Dock) 2019/01384/RES (Persimmon)	LDP Allocation (with PP)	62	0	62
Key Settlement: Barry	Development land at East Quay, Barry Waterfront - 2019/01385/RES (Barratts)	LDP Allocation (with PP)	56	0	13
Key Settlement: Barry	Development land at East Quay, Barry Waterfront (to East of Cory Way) 2019/01386/RES (United Welsh)	LDP Allocation (with PP)	36	0	36
Key Settlement: Barry	Holm View (Phase1 11 dwellings Complete) Phase 2 31 dwellings application 2022/00397/REG3 (Vale of Glamorgan Council)	LDP Allocation (with PP)	42	31	0
Key Settlement: Barry	Hayes Wood, The Bendricks 2021/00378/REG3 (Vale of Glamorgan Council)	Windfall	53	41	12
Key Settlement: Barry	Colcot Health Clinic, Winston Road, Barry 2021/01444/RG3 Vale of Glamorgan Council	Windfall	12	0	12
Key Settlement: Barry	81-85, Holton Road, Barry - former Dan Evans 2021/00622/FUL (Hafod)	Windfall	25	25	0
Key Settlement: Barry	Castle Hotel, Jewel Street, Barry 2019/01062/FUL(Newydd)	Windfall	14	0	14
Key Settlement: Barry	Sea View Labour Club, Dock View Road, Barry 2019/01061/FUL (Newydd)	Windfall	28	0	28
Key Settlement: Barry	Former Windsor Hotel, Holton Road, Barry 2019/01060/FUL (Newydd)	Windfall	18	0	18
Key Settlement: Barry	Haydock House, 1, Holton Road, Barry 2013/01249/FUL (Hafod)	Windfall	16	0	16
Key Settlement Barry	Land at Coldbrook Road East, Cadoxton 2021/01743/FUL (Vale of Glamorgan Council)	Windfall	20	0	20

Key Settlement Barry	Former Railway Sidings, Ffordd y Milleniwm, Barry 2020/00775/OUT Pending S106 (Hafod)	Windfall	56	56	0
Service Centre (Cowbridge)	Cowbridge Comprehensive 6th Form Block, Aberthin Road 2018/01408/FUL Pending S106. (Hafod)	LDP Allocation (with PP)	34	34	0
Service Centre (Cowbridge)	Land to the north and west of Darren Close, Cowbridge 2017/00841/RES – Phase 1 – 169 Units 2018/0240/RES – Phase 2 - 306 Units (Taylor Wimpey)	LDP Allocation (with PP)	475	242	64
Service Centre (Llantwit Major)	Land adjacent to Froglands Farm, Llantwit Major- Land North of West Camp - Site B - Eastern Parcel, Llanmaes 2020/00352/OUT Pending S106 (Welsh Ministers)	LDP Allocation (with PP)	90	90	0
Service Centre (Llantwit Major)	Phase 1 Land between new Northern Access Road and Eglwys Brewis Road- Land East of B4265 – Site B - Western Parcel, Llanmaes- 2020/00351/OUT- 140 dwellings approved Pending S106 (Welsh Ministers)	LDP Allocation (with PP)	140	140	0
Service Centre (Penarth)	Land to the rear of Nos. 2 to 4, St. Cyres Road, Penarth 2020/01232/RG3 (Vale of Glamorgan Council)	Windfall	14	0	14
Service Centre (Penarth)	56a, Windsor Road, Penarth (Former Monty Smith Ltd) 2018/01420/FUL (X-Stream Properties)	Windfall	21	0	21
Service Centre (Penarth)	Land adjacent to Oak Court- Planning application 2022/00294/HYB 70 bed extra care and 32 older person accommodation Pending S106 (Wales and West)	LDP Allocation (with PP)	102	102	0
Primary Settlement (Llandough)	Land south of Llandough Hill / Penarth Road Application 2020/01590/HYB Pending S106	LDP Allocation (with PP)	133	133	0

Primary Settlement (Llandough)	Land north of Leckwith Road 2018/01023/FUL (Hafod)	LDP Allocation (with PP)	40	0	40
Primary Settlement (St Athan)	Land to the east of Eglwys Brewis (Land off Cowbridge Road) 2019/01408/RES (Barratt David Wilson)	LDP Allocation (with PP)	253	72	80
Primary Settlement (St Athan)	Land off Gileston Road, St. Athan 2017/01263/FUL	Windfall	18	18	0
Primary Settlement (St Athan)	St. Athan Boys Village, St. Athan Application 2022/00452/RES (JS Construction)	Windfall	15	15	0
Primary Settlement (Rhoose)	Land to the North of Heol Y Pentir, Rhoose 2022/00602/RES (Wales and West)	Windfall	15	15	0
Primary Settlement (Sully)	Phase 1: Land West of Swanbridge Road, Sully (Taylor Wimpey)	LDP Allocation (with PP)	325	118	25
Primary Settlement (Sully)	Phase 2: Land West of Swanbridge Road, Sully. Application 2016/01520 (Taylor Wimpey)	LDP Allocation (with PP)	190	190	0
Minor Rural Settlement (Bonvilston)	Land to the east of Bonvilston, Application 2015/00960/FUL (Acorn)	LDP Allocation (with PP)	120	72	8
Minor Rural Settlement (Southerndown)	Dunraven Court, Beach Road, Southerndown 2019/00503/FUL	Windfall	22	22	0
Minor Rural - Wick	Land at St. Brides Road, Wick 2021/01081/FUL (Wales and West)	Windfall	17	17	0
Other Rural (Hensol)	Hensol Castle, Hensol Castle Park, Hensol 2018/00482/HYB	Windfall	16	16	0
			2,536	1,449	513
Total Dwellings April 2023				1,962	

Appendix 2 – Rolled Forward adopted LDP Sites

Settlement Tier	Allocated Site Name	Status	Total Site Capacity at April 2023
Key Settlement (Barry)	Land to the west of Pencoedtre Lane	No current planning application - Site part of Council's Housing Programme	135
Service Centre (Llantwit Major)	Former Eagleswell Primary School	No current planning application - Site part of Council's Housing Delivery Programme	72
Service Centre (Llantwit Major)	Land between new Northern Access Road and Eglwys Brewis Road (east)	No current planning application - Candidate Site Submission	185
Service Centre (Cowbridge)	Land adjoining St. Athan Road, Cowbridge - Land between Windmill Lane and St Athan Road, Cowbridge	2022/00958/FUL planning application awaiting determination	105
Service Centre (Penarth)	Land at Upper Cosmeston Farm, Lavernock,	2020/01170/OUT planning application awaiting determination	576
Primary Settlement (St Athan)	Land at Church Farm, St. Athan - No Current Application	No current planning application - Candidate Site Submission	250
Primary Settlement (St Athan)	Former Stadium Site / Land adjacent to Burley Place, St. Athan – Developer interest	No current planning application – Developer interest	80
Primary Settlement (St Athan)	Land at Higher End St Athan (Phase 2)	2022/00266/RES - 25 Affordable Dwellings - planning application awaiting determination	25
Primary Settlement (Rhoose)	Land north of the Railway Line, Rhoose (East).	Application 2022/00733/FUL submitted June 2022- planning application awaiting determination	282
TOTAL			1,710

Appendix 3 – Key Housing Sites

Key Settlement – Barry

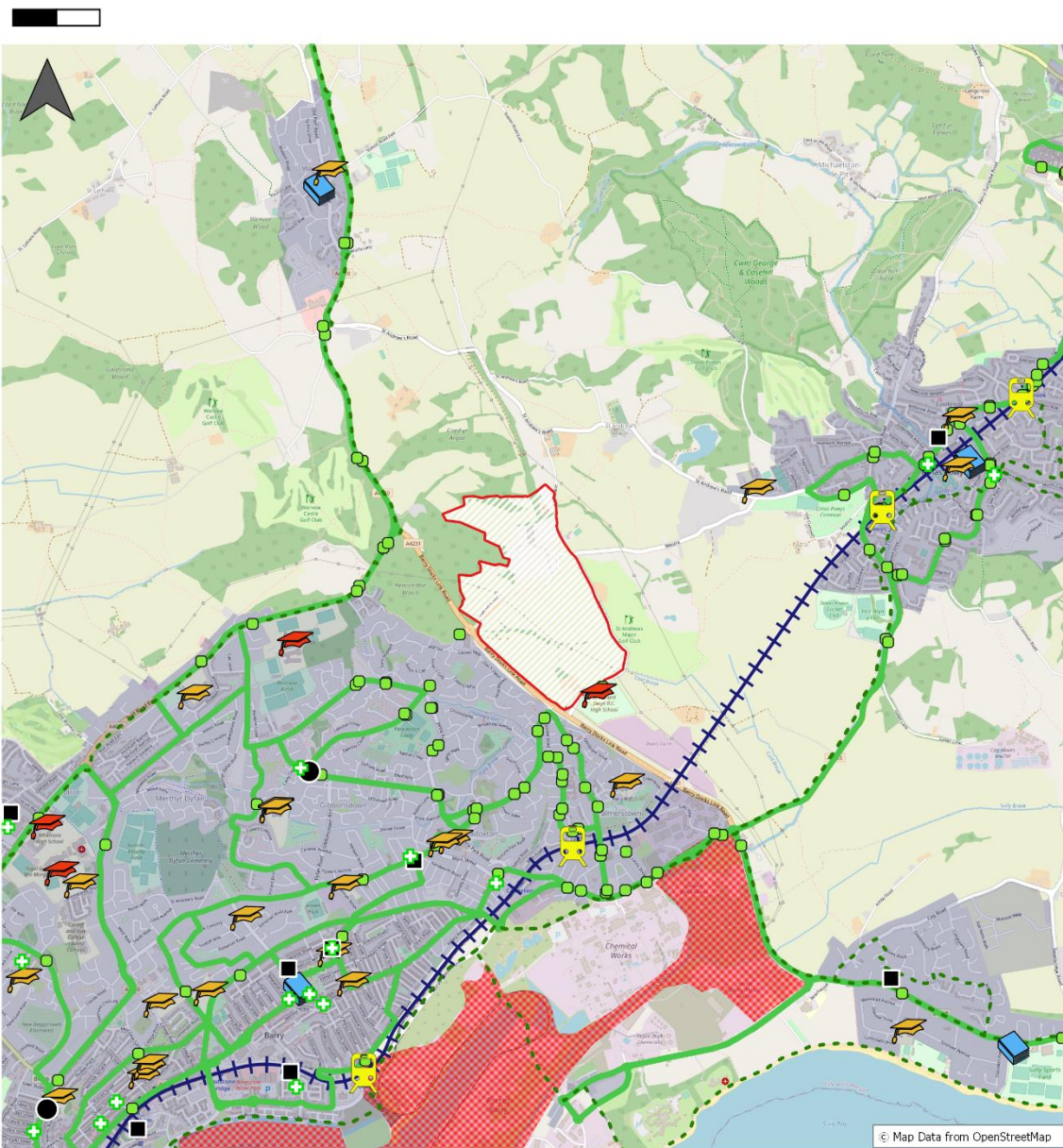
- A3.1 During the adopted LDP period, a significant proportion of new housing and accompanying facilities proposed for Barry have been developed on the large brownfield regeneration site at Barry Waterfront, which was identified as a mixed-use strategic site in the LDP. The housing part of this scheme is now nearing completion, although there remain development opportunities on the Waterfront for other uses, including land identified for a potential college campus.
- A3.2 An Urban Capacity Study (UCS) has been prepared to consider potential development sites within the existing defined settlement of Barry. The UCS has demonstrated that there are no other sites suitable for housing likely to become available on previously developed land of a similar scale to the Waterfront, although there are a number of infill and redevelopment opportunities that may be acceptable in principle as windfall sites over the RLDP plan period. It is therefore the case that for Barry to accommodate a level of growth commensurate with its position as a Key Settlement in the settlement hierarchy (as identified in the Settlements Appraisal Review Background Paper) it will be necessary to consider a sustainable extension to the settlement.
- A3.3 The Spatial Options Background Paper identifies that Barry is constrained by flooding to the south of the town, landscape constraints to the north, and Best and Most Versatile (BMV) agricultural land to the east. Having regard to these constraints, opportunities for sustainable growth beyond the existing settlement boundaries of the town are limited.
- A3.4 Through the candidate site assessment process, a key site has been identified to the North East of Barry (SP4 KS1) on an area of primarily low agricultural land. The 71.1 Ha site could accommodate up to 1,500 dwellings, although it is anticipated that only 900 dwellings would be anticipated to be delivered within the RLDP plan period up to 2036. There would be a requirement for a minimum of 30% affordable housing (300 units), with the site making an important contribution in delivering affordable housing in one of the areas with the highest need.
- A3.5 In line with the sustainable growth strategy, a development of the scale proposed in this location in North East Barry would allow new housing to be aligned with employment, services and facilities to reduce the need to travel. The proposed site would encompass a range of uses including a primary school and a new village centre with uses such as cafes, retail and workshops/co-working units. A gateway building is also proposed at the entrance to the site, which could incorporate a mix of uses that not only serve the site but also the adjoining Pencoedre Village Estate. In addition to the mix of uses on site, a

supermarket is already located at the entrance and a secondary school is located directly south. Further consideration will need to be given to what is a viable and appropriate scope and mix of non-residential uses.

- A3.6 Another key element of the strategy is to focus development in locations that are well served by existing and proposed rail stations and in areas with good bus links. Barry is well served by the rail network with four stations and 4 services an hour to Cardiff. Travel time isochrone maps prepared by Transport for Wales indicate that this site is currently within a 15-minute cycle of Cadoxton station and the southern-most part of the site is within a 20-minute walk.
- A3.7 It is recognised that the site is adjacent to the A4231 Barry Docks Link Road. However, there will be a requirement for the delivery of significant Active Travel improvements to enhance connectivity with the surrounding area. This would include the provision of a pedestrian and cycle lane on the A4321, linking to both the existing Active Travel route along Port Road to the north and the Cardiff Road roundabout to the south. Such an improvement would offer significant benefits in the provision of Active Travel routes serving the town and wider AT network. Furthermore, there are proposed improvements to provide safe pedestrian and cycle routes from the site to Cadoxton station through the existing residential area, and at the station itself where secure cycle parking and improved pedestrian access into the is proposed.
- A3.8 Highway improvements associated with the development of the site would include the removal of the roundabout at the site entrance (Gilbert Lane) and its replacement with a signalised junction with prioritised cyclist and pedestrian crossings, which will improve connectivity with the housing estate opposite by sustainable modes of travel. In addition, a bus loop is proposed to serve the site, linking to existing services in Barry where feasible.
- A3.9 The site adjoins two areas of Sites of Special Scientific Interest (SSSI) at Barry Woodlands. The SSSIs will be protected through appropriate buffering. A specific opportunity exists to enhance ecological connectivity between the currently divorced parcels of the Barry Woodlands SSSI, to the north of the site. The south of the site is primarily wetlands and this provides a significant opportunity for multifunctional green infrastructure, including water management, biodiversity enhancements and engaging public amenity space. In addition, the site will need to provide multi-functional green infrastructure, including playing fields.
- A3.10 A context plan has been included at Figure A1 and a high-level initial illustrative layout is set out in Figure 13. This will be refined through the masterplanning process and at Deposit stage further detail including the key placemaking principles for each site will be defined.

Figure A1 Land at North East Barry Context Plan

0 250 500 m



Legend

- | | | | |
|-----------------------|------------------|-----------------|--|
| Pharmacy | Library | Train Station | Bus Stop |
| GP Surgery | Primary School | Cycle Route | Key Site |
| GP Surgery Sub-branch | Secondary School | Vale Bus Routes | Settlement |
| | | Train Route | Employment Regeneration Opportunity Area |

Service Centre Settlements – Cowbridge, Penarth, Llantwit Major

- A3.11 The settlements of Cowbridge, Penarth and Llantwit Major have all been identified as service centre settlements, informed by the Settlement Appraisal Review, reflecting their role in providing a range of services that provide for the daily needs of their residents and acting as important hubs for those living in nearby smaller settlements. Penarth and Llantwit Major are well served by the rail network, with Penarth having 3 stations (Penarth, Dingle Road and Cogan). Cowbridge does not have a station but has good bus connectivity with Cardiff and Bridgend and is considered to be a highly sustainable settlement with a range of services and facilities.
- A3.12 Each of the Service Centre Settlements have large adopted LDP allocations that are either under construction or are realistically likely to be developed within the RLDP plan period. In Cowbridge, the allocation at Darren Farm, comprising 475 dwellings, is currently under construction. The development is not due to be completed until several years into the plan period. This site, together with two other allocated housing sites in the town that are subject to planning applications or pending the signing of a Section 106 agreement, will provide the majority of the town's future market and affordable housing. As a result, it is not considered that the town requires any further larger 'key' allocations. Smaller scale developments in sustainable locations may be acceptable if a need for such uses is identified.
- A3.13 The Upper Cosmeston Farm site in Penarth is key to the future growth of the settlement for market and affordable housing. The 576 dwelling allocated site is currently subject to a planning application and is considered realistically likely to be delivered. As the site is Welsh Government owned, it will deliver 50% affordable housing. In addition, there are several smaller schemes either with planning permission or under construction in Penarth. Due to its coastal location and other constraints, development opportunities are limited. The Urban Capacity Study considered potential sites in the Penarth area and whilst there are a number of sites that could potentially be brought forward as relatively small-scale windfall sites, there are no other significant opportunities within the town.
- A3.14 Land is allocated for housing between the northern access road and Eglwys Brewis Road, which would serve the Llantwit Major housing market. The site comprises three parcels, two of which have planning permission for housing, (pending s106) and the third is considered realistically likely to be delivered. Collectively, the three parcels would deliver 415 dwellings, which is a site commensurate to the role of the town of Llantwit Major.

Primary Settlements in the Strategic Growth Corridor

A3.15 The primary settlements of Dinas Powys, Rhose, St Athan, Llandough (Penarth) and Sully are identified within the strategic growth area and are therefore areas where sustainable levels of development could be acceptable.

Dinas Powys

A3.16 Dinas Powys is the best served of the primary settlements in terms of the rail network with stations at Eastbrook and Dinas Powys, and Cogan station also within reasonable walking distance. The settlement scores highly in the Settlement Appraisal Review due to the number of services and facilities in the area.

A3.17 Land has been identified at a key site to the North of Dinas Powys (SP4 KS2). The site is 12.7 Ha and could accommodate up to 250 dwellings, with a minimum of 40% affordable housing.

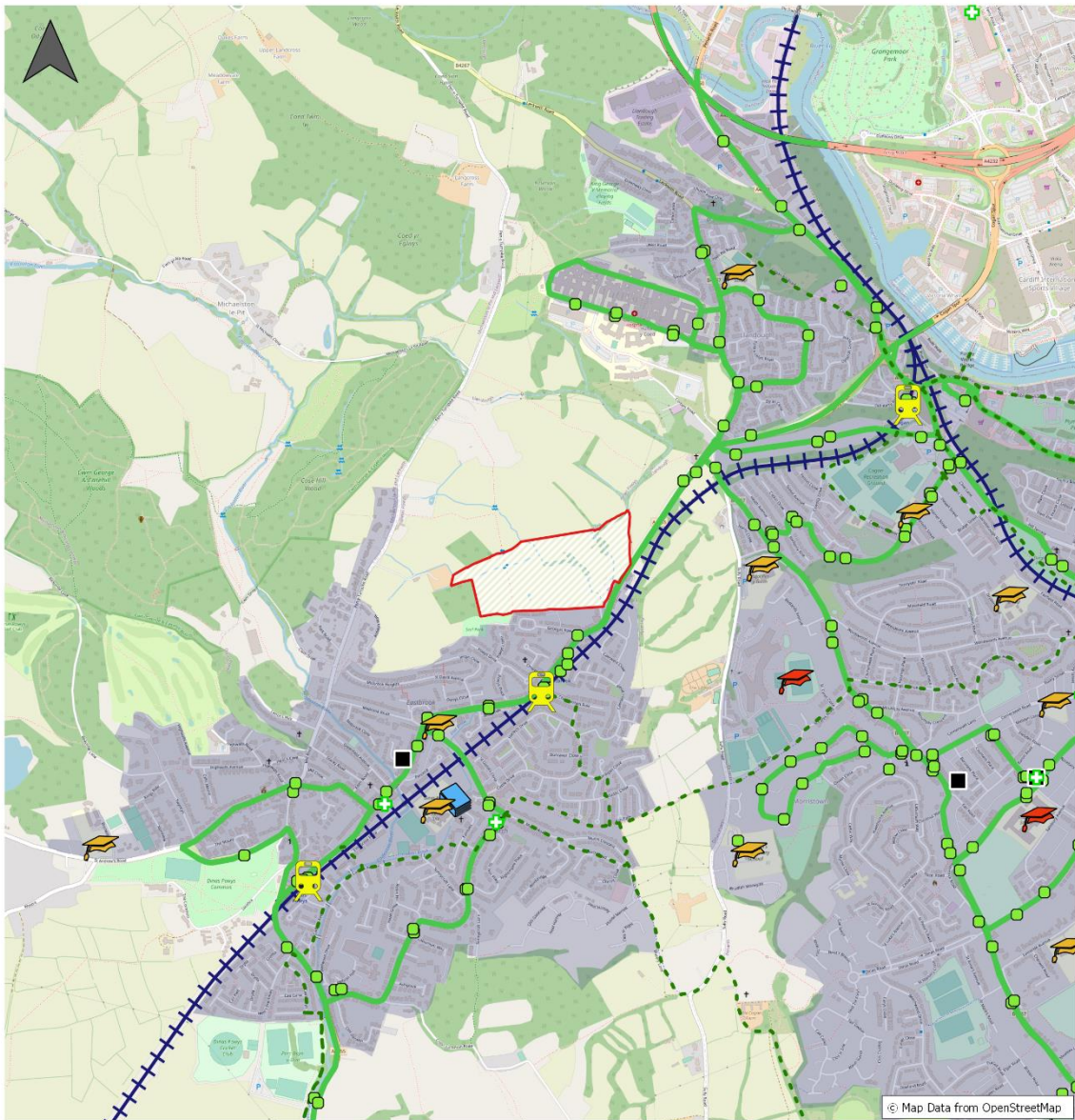
A3.18 The site would accord with the strategy, as Transport for Wales maps show that Eastbrook station is at maximum a 10-minute walk from the site. It is also well related to services, facilities and employment opportunities, with primary schools, a GP surgery and local retail provision located in the village and Llandough Hospital in close proximity to the site. Access to the site would be off a new signalised junction from Cardiff Road, which will require the reconfiguration of the road to incorporate a waiting lane and improved Active Travel links. Active Travel links from the site to Eastbrook station, local schools and connections to facilities within Cardiff will be required.

A3.19 A multi-functional green infrastructure corridor is proposed through the north of the site and the allocation of this land would provide the opportunity to enhance existing and create new ecological habitats, which surround the site. The introduction of varying habitats would also be achieved through the provision of SuDS.

A3.20 A context plan has been included at Figure A2 and a high-level initial illustrative layout is set out in Figure 14. This will be refined through the masterplanning process.

Figure A2 Land to the North of Dinas Powys Context Plan

0 250 500 m



Legend

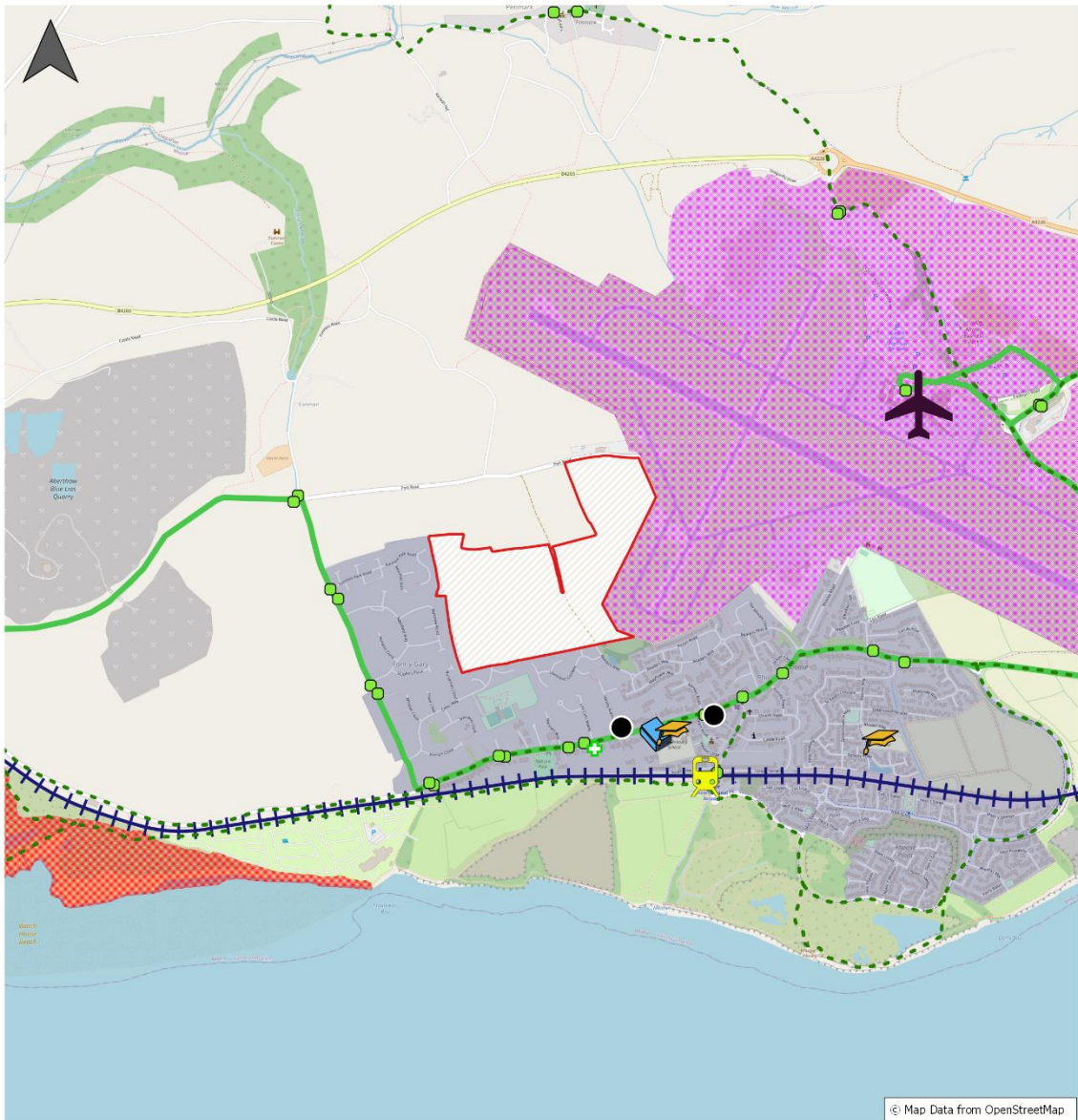
- | | | | |
|------------------|-----------------|---------------|------------|
| Pharmacy | Library | Train Station | Bus Stop |
| GP Surgery | Primary School | Cycle Route | Key Site |
| Secondary School | Vale Bus Routes | Train Route | Settlement |

Rhose

- A3.21 The primary settlement of Rhose is well positioned on the Vale of Glamorgan line with an existing station in a central location within the village, offering hourly (soon to be twice-hourly) connections to Barry, Cardiff and Bridgend.
- A3.22 Rhose has a number of facilities, including two primary schools and local retailing, and is also a location where housing could be aligned with existing and future employment opportunities, given the proximity of the site to Cardiff Airport and the Enterprise Zone, as well as the proposed Aberthaw Green Energy Park.
- A3.23 A 450 dwelling scheme is identified on land at Readers Way on a 29.3 Ha site, with a minimum of 35% affordable housing. The site will be residential led with the potential for an element of mixed use. The site is currently within a 20-minute walk from the station and active travel links will be improved to connect the site to the wider area.
- A3.24 It is recognised that the site is in close proximity to the airport runway so to mitigate against any amenity issues, the masterplan proposes housing on the western part of the site, with the eastern part wholly for green infrastructure improvements, providing an opportunity to achieve strong multifunctionality and connectivity. Indicatively, this includes the provision of space for food growing. Other small scale mixed uses are also identified.
- A3.25 Readers Way Pond is a Site of Importance for Nature Conservation (SINC) is located 50 metres to the south of the site. Opportunities exist to improve connectivity from this feature to the improved green infrastructure provision along the eastern boundary of the site.
- A3.26 A3.10 A context plan has been included at Figure A3 and a high-level initial illustrative layout is set out in Figure 15. This will be refined through the masterplanning process.

Figure A3 Land at Readers Way, Rhoose Context Plan

0 250 500 m



Legend

- | | | | |
|--------------------------|-----------------|---------------|---|
| Pharmacy | Primary School | Train Station | Key Site |
| GP Surgery
Sub-branch | Airport | Cycle Route | Settlement |
| Library | Vale Bus Routes | Train Route | Enterprise Zone |
| | Bus Stop | | Employment Regeneration
Opportunity Area |

St Athan

- A3.27 The adopted LDP identifies St Athan as a Strategic Opportunity Area, recognising the opportunities derived from the Bro Tathan Enterprise Zone and the development of the Northern Access Road alongside housing to support this role. Bro Tathan has successfully attracted a number of businesses providing employment, and several allocated housing sites have been brought forward.
- A3.28 The RLDP strategy continues to seek to align housing and employment and with the development potential that remains at Bro Tathan, as well as the proposed Aberthaw Green Energy Park, St Athan remains a key part of the strategy.
- A3.29 The Preferred Strategy also seeks to focus development around key sustainable transport nodes. A feasibility study for a station in St Athan has been undertaken, which identifies that a new station could be located in St Athan, subject to further investigation work. The allocation of two key sites in close proximity to the preferred site for a station would help support the business case by ensuring there is a sufficient critical mass of people living near the station to support its patronage.
- A3.30 Two residential led sites have been identified as key sites in St Athan, reflecting its potential to align jobs and housing. Land at Church Farm (SP4 KS4) comprises land to the east of the settlement, which is allocated in the adopted LDP for housing, together with an adjoining parcel of land. Collectively, this 24.6 Ha site is anticipated to deliver between 250 and 550 dwellings. The site is proposed to be accessed of Gileston Road.
- A3.31 The provision of a large area of green infrastructure in the south east of the site, provides a significant opportunity for multifunctionality and indicatively includes Active Travel connectivity from St. Athan to the access to the Aberthaw Green Energy Park site. Allocation of this site would provide the opportunity to enhance existing and create new habitats, which surround the site. The introduction of varying habitats would also be achieved through the provision of SuDS.
- A3.32 The second key site is proposed at Land West of St Athan (SP4 KS5). This 28 Ha site is proposed for a residential led scheme. In addition, an additional parcel of land within the same ownership located to the east is identified as the preferred location for the proposed station, alongside a commercial use.
- A3.33 The provision of sensitive landscaping to compliment the heritage assets to the north of the site is required. Allocation of this site would provide the opportunity to enhance existing and create new habitats, which surround the site. The provision of a large area of multi-functional green infrastructure in the north east

of the site, including playing fields and Active Travel connectivity into St. Athan is required.

A3.34 Both sites will be required to deliver a minimum of 35% affordable housing. Consideration will also be given to how the provision of new sites in St Athan can contribute towards educational needs in the Western Vale area.

A3.35 Context plans have been included at Figure A4 and A5 and High-level initial indicative layouts are set out in Figure 16 and 17. These layouts will be refined through the masterplanning process.

Sully

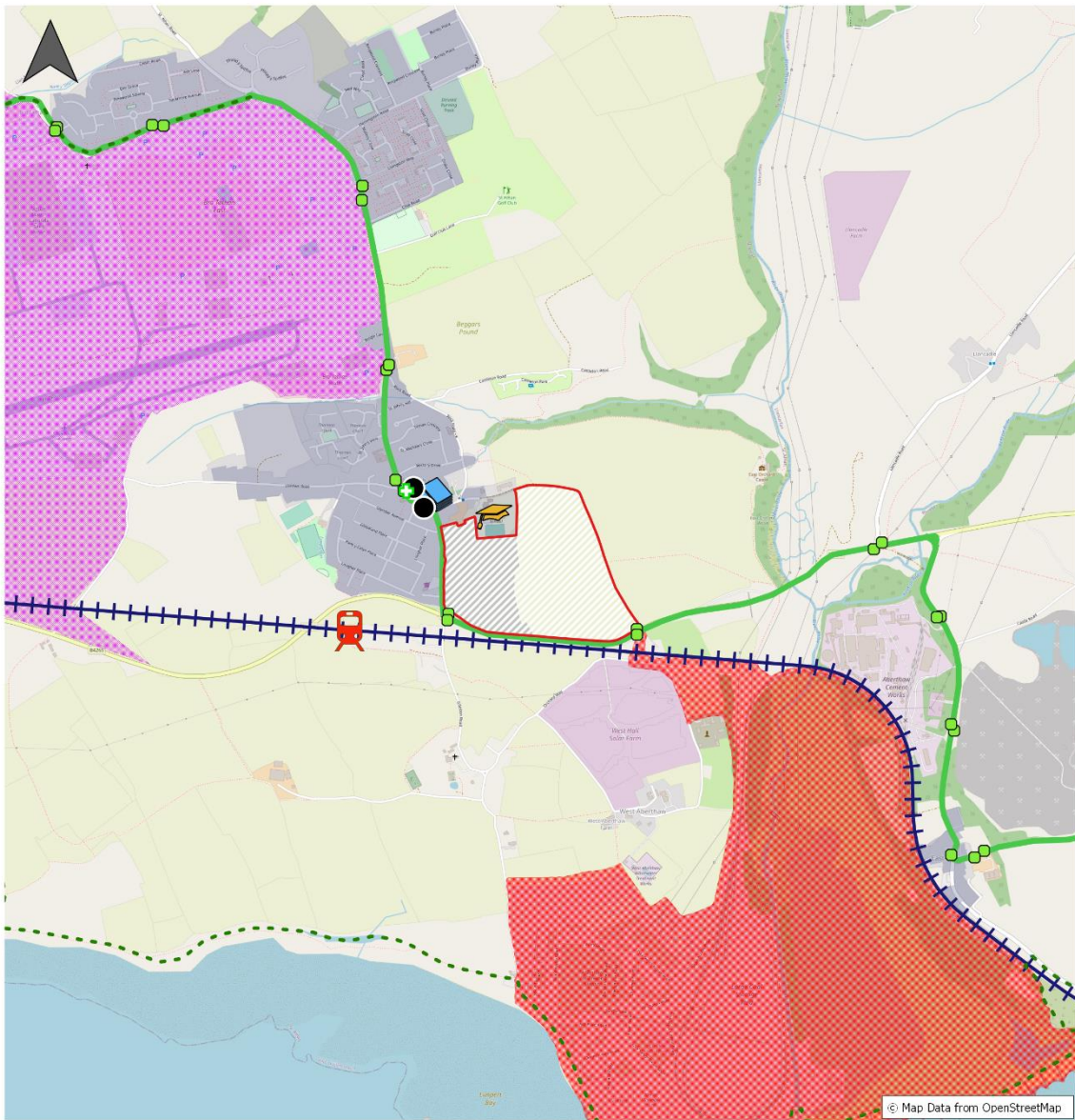
A3.36 The adopted LDP allocates a significant housing site comprising 515 dwellings across two phases. Both phases have the benefit of planning permission and as of 1st April 2023, 308 units had not been started. The delivery of housing on this site will support Sully's role as a primary settlement.

Llandough (Penarth)

A3.37 Planning permission has recently been approved (pending s106) on a site between Llandough and Penarth and a further allocated site of 40 dwellings is currently under construction. These existing sites will support Llandough's role as a primary settlement.

Figure A4 Land at Church Farm, St Athan Context Plan

0 250 500 m

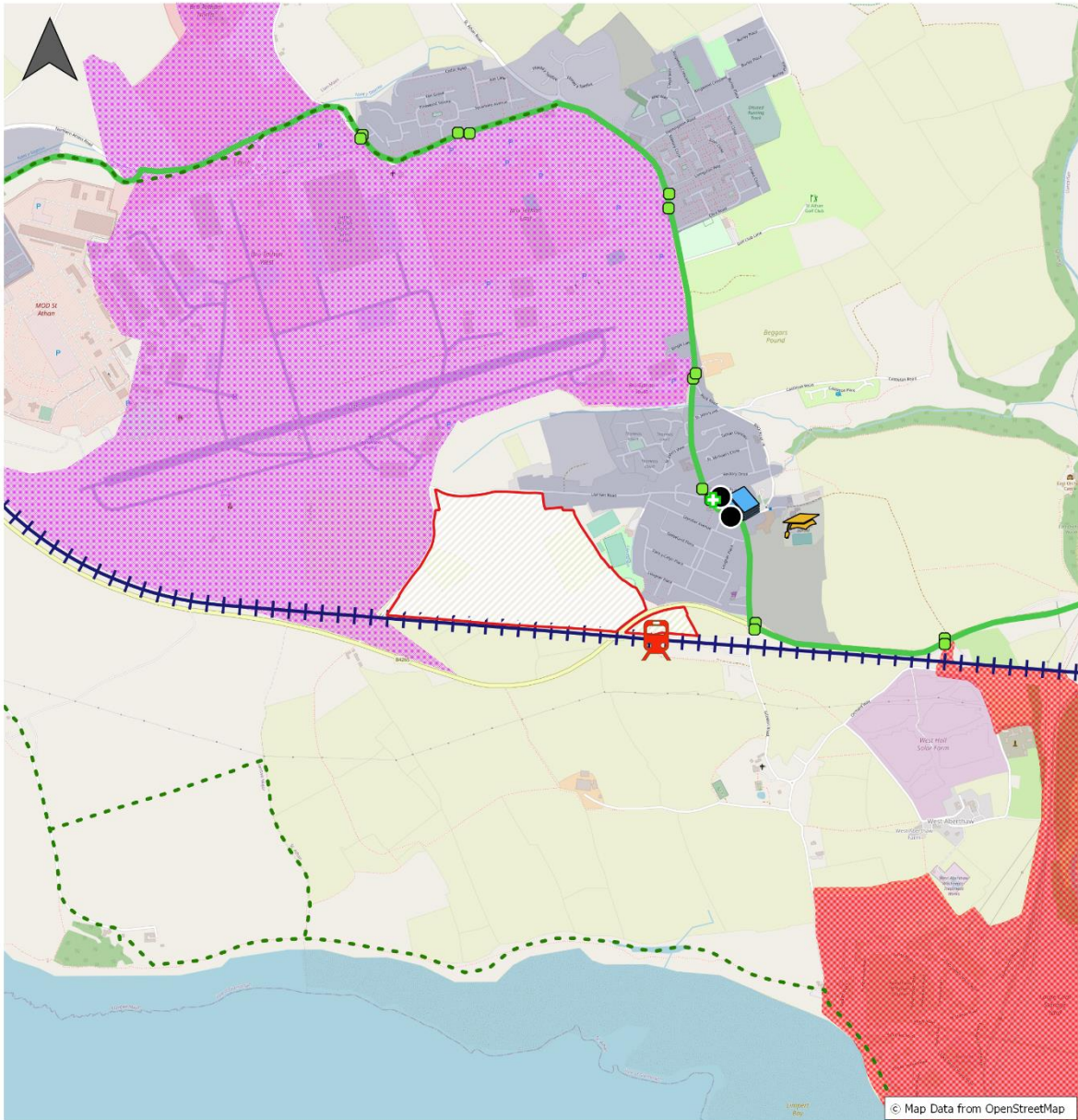


Legend

- | | | | |
|-----------------------|-------------------------|-----------------|--|
| Pharmacy | Primary School | Vale Bus Routes | Settlement |
| GP Surgery Sub-branch | Potential Train Station | Train Route | Enterprise Zone |
| Library | Cycle Route | Bus Stop | Employment Regeneration Opportunity Area |
| | Key Site | | |

Figure A5 Land West of St Athan Context Plan

0 250 500 m



Legend

- | | | | |
|-----------------------|-------------------------|-----------------|--|
| Pharmacy | Primary School | Vale Bus Routes | Settlement |
| GP Surgery Sub-branch | Potential Train Station | Train Route | Enterprise Zone |
| Library | Cycle Route | Bus Stop | Employment Regeneration Opportunity Area |
| | Key Site | | |



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