

SP5 - Placemaking

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.

6.76 Developing to high densities will make the most effective use of land, maximise development potential, improve connectivity and encourage active travel

This can be more specific in setting a design requirement to minimise the area used for parking private cars and for accessing car parking. This does not mean that less parking is provided, only that land is used most efficiently when designated for parking and accessing parking.

Should bungalows be protected for people with disabilities and older people to maintain the range of housing currently available?

SP6 – Health and Well-being

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.

Should noise pollution be specified?

6.85 ...incorporating appropriate lighting to reduce the fear of crime..."

Studies have found that where street lights have been turned off, crime doesn't increase, and minor rural settlements have little or no street lighting. There are increasing environmental (and human health) concerns related to artificial lighting which is increasingly widespread as urban areas sprawl into former countryside.

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.

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

Play areas should not be substituted for allotments and growing areas.

Allotments are needed, however not in place of playgrounds.

Public Open Space

A definition of Public Open Space is needed.

Public Open Space offers all members of the public equal rights of access. This means unrestricted access or short-term hire by the hour, e.g. tennis courts. Where land is held for longer-term use by individuals or groups, restricting access to the wider public, e.g. allotments and graves, this should not be considered public open space.

Public open space will normally be in the form of parks, playgrounds, public gardens, pitches, MUGA's and be within a 15-minute walk of a community.

Graveyards are sacred places, not to be used for leisure, recreation, etc.

6.90 An important contributing factor to poor diet and health is 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.

It's not the role of planning to determine what people choose to eat. However, there could be a policy to end the proliferation of drive-through food outlets. These car inducing facilities require substantial hard landscaping and external lighting. People without cars are excluded.

6.93 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.

New development should also not be located in areas that suffer from varying forms of pollution.

Should new development safeguard and enhance existing public open spaces and countryside walks?

SP7 – Sustainable Transport

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.

Proposed amendments to SP7:

- i Appropriately siting new developments ~~in sustainable and accessible~~ locations where a range of services and facilities are within walking and cycling distance **and on sites that can be accessed by high frequency public transport.**
- ii Ensuring that new development is integrated with existing Active Travel Routes that provide a safe, **secure, convenient**, 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 ~~for to encourage~~ walking, cycling and public transport use as alternatives to private car use.
- iv Adopting appropriate levels of, **and access to**, car and bicycle **storage parking** provision, reflecting the plans objectives for reducing **private car ownership and use** ~~car borne journeys in accordance with the Council's adopted parking standards~~ **and making bicycle use more convenient**
 - Making access to bicycle parking more convenient than car storage
- v ~~Improving accessibility and connectivity to sustainable transport facilities.~~ **Providing bicycle parking with security surveillance at public transport stops and guarded facilities at stations**
- 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.
- x **Providing Car Clubs – particularly at “affordable” housing development – to enable people to give up private vehicles more easily**
- xi **Providing direct, straight, active travel routes across development sites, and separate roads for cars and larger vehicles that are less direct.**
- xii **Providing regular opportunities for mobility impaired residents to sit**

6.96 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.

The current strategy fails to show ambition to reduce private car ownership and use.

6.97 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.

New development should help to reduce car use so that intersections operate within existing capacity.

6.101 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.

We must minimise the space used for private car storage – including access to the storage.

SP8 – Affordable and Specialist Housing

6.102 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.

We should acknowledge that the problem has been caused by **house price inflation** – inflation encouraged and celebrated by successive UK Governments.

Short-term rental properties are making the situation worse and competing with hotels and other purpose-built holiday accommodation.

Older people and people with disabilities are being priced out of the bungalow market as these are purchased at inflated prices to develop at two story homes.

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.

What percentage of the housing will be owned by the Vale of Glamorgan Council?

SP12 – Community Infrastructure

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.

The sustainability of communities can be greatly improved by building in shared facilities and services. These should include:

- Car Club
- Library of things (carpet cleaners, sewing machines, cots, etc.)
- Share shed (step ladders, leaf blowers, lawnmowers, toolbox, hedge trimmer, bicycle, bicycle trailer, etc.)
- Shared Laundry – self-service laundrette service, available 24 hours a day, 7 days a week, with professional quality washing and drying machines. Professional quality machines remove up to 30% more moisture and use almost half the amount of electricity as typical domestic machines. Better for the environment, better for the user. Less space is used within home and fewer products means less use of material and energy in production, delivery and disposal.

Public art

Public Art must be developed in partnership with Community Councils and Ward Members. There must be full accountability and transparency with the decisions taken.

SP14 – Sustainable Tourism

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.

The most important policy of all:

- F. By 2030, 50% of visitors to local attractions will arrive by public transport and/or active travel

SP15 – Climate Change

We face many environmental problems, so why is only Climate Change highlighted?
Other environmental problems we must tackle include:

- Overmining of & excess demand for scarce/finite materials and material loss
- Micro plastics
- Light pollution
- Noise pollution
- Soil compaction and loss of fertility and reliance on artificial fertilisers (oil)

Proposed amendments to SP 15:

- B. Promote the principles of a circular economy by prioritising the reuse of existing buildings and the construction of more adaptable and durable buildings **that can be easily deconstructed**
- C. **Minimising the use of materials in construction, including hard landscaping.** Maximise resource efficiency and sustainable construction techniques, including sourcing materials locally.

Should B and C be amalgamated?

Other points:

Are garages and drives really necessary for car storage?

Preserving existing front gardens – restricting use for car storage

uPVC is cheap but with environmental and durability issues. Should the use of uPVC be discouraged?

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.

6.158 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, **in construction and use (lifecycle)**, 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.

6.159 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 Assessments 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.

It's very difficult for a replacement building to recoup the embedded carbon in an existing building. In addition to the carbon there is the loss or downgrading of materials.

SP16 – sustainable waste management

Is fly-tipping so prevalent in the St Georges area due to the distance and inconvenience (travel time) of reaching the nearest Household Waste Recycling Centre?

SP18 – Green Infrastructure

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.

How are allotments and community orchards being promoted to? How will they be delivered?

What about protecting front gardens from becoming car storage places?

Other questions

Land to the south of Junction 34, Hensol

This site is difficult to access from the Vale. Is there intent significantly increase road traffic volumes passing through Pendoylan?

Connectivity

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, 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.

How does the airport play “a significant role in supporting the local economy”?

How does the proximity of the airport assist with delivering affordable homes, parks, playgrounds, libraries and community centres? How does it help small start-up businesses? Is there any significant advantage for business people to fly from Cardiff rather than Bristol or Heathrow?

3.30 The Vale of Glamorgan is within the South East Wales Metro Zone and the Council continue to seek 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.

Park and Ride facilities are extremely expensive to operate! Cardiff Councils subsidy of each user of Cardiff East Park and Ride is greater than the cost of a bus fare. Park and Ride facilities provide public transport for car owners and users. They encourage car usage and undermine traditional public transport services. The huge car parks are often situated outside urban areas and cause noise and light pollution. Car ownership needs to reduce, park and ride makes car ownership and use more attractive.

How many times has the word “sustainable” just been dropped into the document where it really isn’t needed or lacks meaning?

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.

Suggested amendments:

- 4. Allowing for small scale affordable housing led development and innovative natural self-build 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.~~ – should a core policy be based on a failing airport?

rLDP Key Themes



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.

This should read “**Delivering Active and Sustainable Travel Choices**”

“Deliver the infrastructure and services necessary for people to switch from private car ownership and use to less harmful means of mobility – particularly active travel. Accessibility to facilities, amenities and services will be improved.”

Sustainable Travel infrastructure, facilities and services must be prioritised and delivered.



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.

Encouraging the use of services to replace privately owned products.

Utilising the share economy to provide laundry services, and access to tools, bicycles, cars, etc.

This is also relevant to Placemaking.



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.

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.

Reducing the release of micro plastics into the environment is just as important. We must also reduce noise pollution, light pollution, air pollution, etc.

Car Clubs should be above Ultra-Low Emissions vehicles – whatever they are...
The environmental harm of their production at the scale needed to replace existing vehicles isn't environmentally feasible.

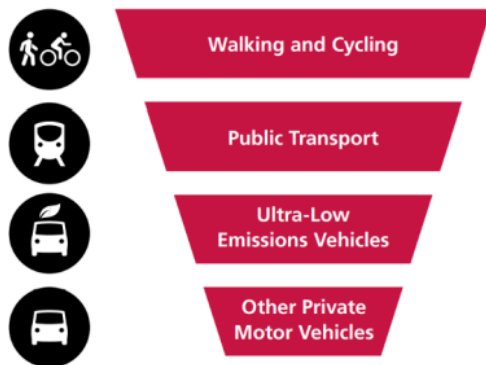


Figure 5: Sustainable Transport Hierarchy,
Source: Llwybr Newydd

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.

This vision is overly long and complicated. Too wishy washy!

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.

Suggested amendments:

- Minimise the use and loss 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.

District heating? Heat source?

- Deliver infrastructure and services that encourage people to not own cars.
- 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. **Hard landscaping/paving is minimised.**

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.

Suggested amendments:

- 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, **fitness** and work.

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.

Suggested amendments:

- 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, **sharing, fitness** and community facilities and spaces

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.

Suggested amendments:

Objective 8 - **Prioritising** 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 attractive and convenient ~~effective~~ choices for walking and cycling alongside enhanced public transport services.
- **Provide Car Clubs as an alternative to private car ownership**

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.

Suggested amendments:

- Making access to tourist destinations by public transport and active travel the most attractive option

Finally

Where is support for innovative self-build? The profit margins of large developers are super high as they monopolise the market and self-build plots are few and far between.

UK housebuilder Taylor Wimpey gave the latest sign of improvement in the country's housing sector on Thursday, with an optimistic update on its profits.

The FTSE 100 group said it expects annual operating profits of close to £470mn, the high end of its guidance, although this would still be down almost 50 per cent from record levels in 2022.



Brunel University London

<https://www.brunel.ac.uk> › news › articles › Builders-a... ⋮

Builders are making thumping profits by over-charging for ...

7 Mar 2023 — Welcome to the **UK**, where affordable **housing** can often feel like an oxymoron. The average national **house** price is £294,000, but someone earning ...



This is Money

<https://www.thisismoney.co.uk> › article-10362863 › B... ⋮

Britain's biggest housebuilders make £7bn of profit in ...

2 Jan 2022 — ... **profits** in two years as coronavirus pandemic boosts **property** demand ... Bumper **profits** are also expected among the mid-cap **builders**, with ...

Should a percentage of plot on a new development site be sold off to self-builders? Streets are build and plots are sold off on the continent to enable people to build their own homes and achieve significant savings.

According to the National Custom and Self-Build Association, you can typically save 20-40% on self-build compared to investing in a new home. On top of the saving, you can be certain you know the building inside-out and that it has been constructed to a high standard.

If “Affordable Houses” can be built in rural locations, why not self-build?