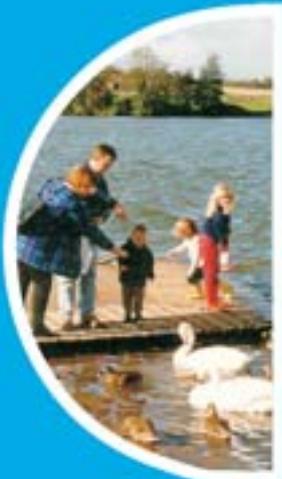
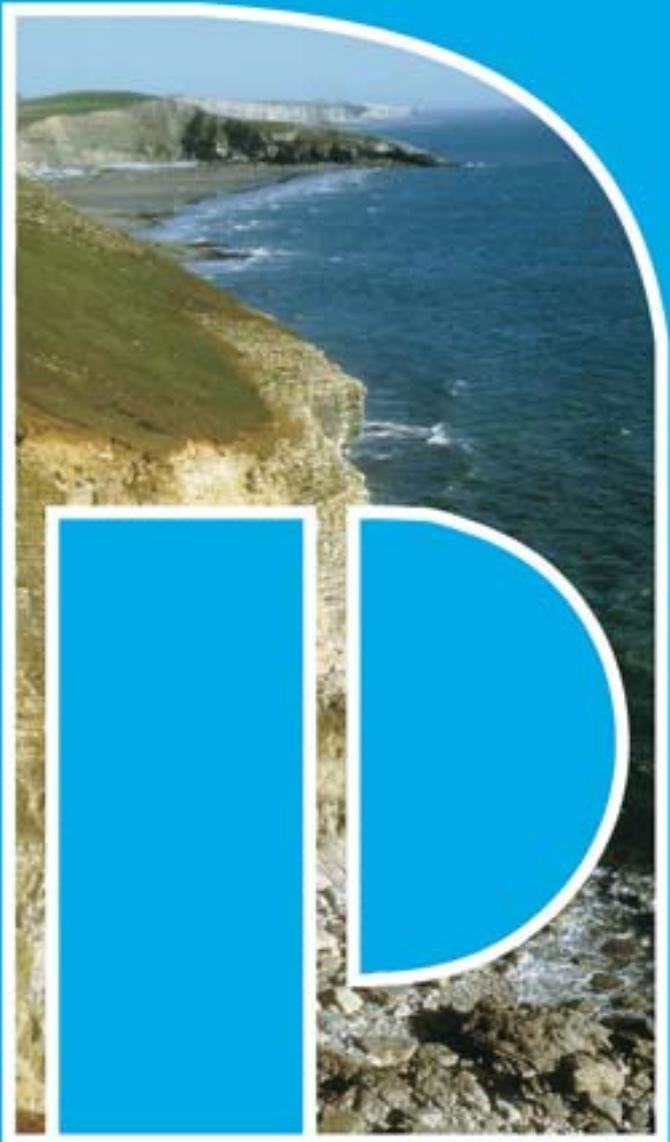
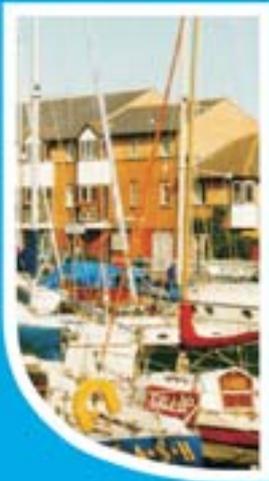


The Vale of Glamorgan

Adopted Unitary Development Plan 1996 - 2011



The Vale of Glamorgan



***Adopted
Unitary
Development
Plan***

1996 - 2011

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PART I

FOREWORD

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FOREWORD



It is my pleasure to present the Adopted Vale of Glamorgan Unitary Development Plan which will run until 2011. The Plan provides a sustainable land use framework to guide the growth and ensure the environmental protection of the Vale of Glamorgan well into the future. It is one of the first Unitary Development Plans to be adopted in Wales and it marks an achievement of which the Council is justifiably proud.

Throughout the process careful consideration has been given to the representations made at the various stages of consultation and the Plan has been revised where appropriate. Following the publication of the Consultative Draft Plan in 1997, the Council was the first Unitary Authority in Wales to place its Draft Plan on deposit in April 1998. The Council subsequently prepared Proposed Changes and Further Proposed Changes to the Plan, prior to the commencement of the Public Local Inquiry in June 1999, at which all the remaining issues were examined.

In November 2000, the Council received the Inspector's Report of Findings into Objections made to the emerging UDP. The Inspector recommended a number of changes to the Plan, which the Council considered in its Statement of Decisions. Proposed Modifications were placed on deposit in February 2003 and a significant number of representations were received. Accordingly, there was a need to prepare Further Proposed Modifications, and these were subject to a consultation during October and November 2004. It was noteworthy that only a small number of representations were received in respect of this document and in February 2005, the Council resolved to adopt the Unitary Development Plan (Council Minute 616 refers 9/02/05.)

On 1st March 2005 the Council served notice on the Welsh Assembly Government informing them of the Council's intention to adopt the Plan. We were pleased to note that the Welsh Assembly Government made no "direction" in respect of the Plan and it was formally adopted as the Unitary Development Plan for the Vale of Glamorgan on the 18th April 2005.

Councillor A J Williams MBE
Cabinet Member for Planning and Transportation
Deputy Leader



1. INTRODUCTION

1.1 THE DEVELOPMENT PLAN CONTEXT



- 1.1.1 Section 54A of the Town and Country Planning Act 1990 (as amended) requires that:

“Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.”

- 1.1.2 As a result of the provisions in the Local Government (Wales) Act 1994 each Local Planning Authority in Wales is now required to prepare a Unitary Development Plan (UDP) for its administrative area. The National Assembly for Wales has produced 'Unitary Development Plans Wales' (2001), Unitary Development Plans - A Guide to Procedures' (2001) and Planning Policy Wales (2002) which will be taken into account in the formulation of the UDPs policies and proposals.

1.2 THE FORMAT OF THE VALE OF GLAMORGAN UNITARY DEVELOPMENT PLAN

- 1.2.1 This UDP provides the strategic and detailed policy framework within which provision will be made for development and conservation needs. It guides development for 15 years and comprises two parts.

PART I - consists of the Council's strategic policies for the development and other use of land in its area and provides a context and framework for more detailed policies and proposals in Part II. Part I indicates the overall provision to be made for housing, employment and other major land uses in the area as a whole,



identifying the broad locations for development, and areas where policies for restraint are necessary.

PART II - consists of justifications of these strategic policies and contains more detailed policies, proposals and guidance. A Proposals Map illustrates the Plan's policies and proposals on an Ordnance Survey base.

- 1.2.2 The written statement is divided into 9 chapters. These cover the main topic areas of the Environment, Housing, Economic Development and Tourism, Transportation, Retail, Sport and Recreation, Minerals, Waste Management and Community and Utility Services.
- 1.2.3 This Plan concentrates on the issues that the Council consider necessary to address in order to protect and enhance the environment of the Vale of Glamorgan whilst providing detailed guidance for future development proposals. More detailed issues, however, will be considered through the publication of Supplementary Planning Guidance which should be read in conjunction with this UDP.

1.3 STAGES IN THE PREPARATION OF THE VALE OF GLAMORGAN UDP

- 1.3.1 The preparation of this UDP followed a number of stages before it was finally adopted by the Council. The first stage was the preparation of the Consultative Draft which set out the Council's intended Strategy, Objectives, Policies and Proposals. Consultation with statutory consultees and other interested bodies (as required by Planning Guidance (Wales) Unitary Development Plans 1996) took place from July to September 1997. The representations made during this period together with changes to be made to the Plan prior to it being placed on Deposit, were reported to the Council's Economic Development, Planning Transportation and Highways Committee on the 22nd October, 1997 (Council minutes 1041,1042 and 1043 refer 20/10/97).
- 1.3.2 The Deposit Draft Plan was placed on deposit for a six-week period during April - May 1998 at which time Statutory Consultees, members of the public and anyone with an interest in the Plan could make representations. The representations made during this time together with changes to be made to the Plan prior to the Inquiry were reported to the Council's Economic Development, Planning, Transportation and Highways Committee on 2nd December, 1998.
- 1.3.3 In January 1999 the Council issued a Proposed Changes document which sought to ameliorate representations made to the deposit draft Plan. The Proposed Changes document was placed on deposit between January - February 1999. The representations made to these Proposed Changes and any further changes were reported to the Council's Development Control Committee on 22nd April 1999. Whilst a Further Proposed Changes document was produced because of time constraints, the document was not made available for public consultation. The remaining, unresolved representations were considered at the Public Local Inquiry held between June 1999 and January 2000. The Inspector's Report of findings into objections made to the emerging Plan was received by the Council in November 2000.



The report was presented to Planning Committee on 7th February 2001. As a result of the recommendations contained in the Inspector's Report the Council formulated a Statement of Decisions and a Modifications Report. Both of these documents were placed on Deposit in February 2003.

- 1.3.4** In view of the number of representations received, Further Proposed Modifications were prepared and consulted upon during October and November 2004. Only a small number of representations were received in respect of this document and in February 2005, the Council resolved to adopt the Unitary Development Plan (Council Minute 616 refers 9/2/05).
- 1.3.5** The Council served notice on the Welsh Assembly Government on 1st March 2005, informing them of the Council's intention to adopt the Plan. In the subsequent 6 weeks, no direction was made to the Plan and it was formally adopted as the Unitary Development Plan for the Vale of Glamorgan on the 18 April 2005.
- 1.3.6** The Welsh Assembly Government has produced a useful booklet to help people who want to understand the procedures, which are followed in the preparation of development plans. The booklet is entitled 'Unitary Development Plans: A guide to Procedures' and is available free of charge from the Welsh Assembly Government.
- 1.3.7** Previously, a series of plans covered the Vale in both adopted/approved or draft form which have now been superseded by the adopted UDP. These are listed on the table on the following page.

1.4 ENVIRONMENTAL APPRAISAL

- 1.4.1** The Government lays particular emphasis on environmental concerns and stresses the need to take a range of issues into account in development plan preparation. Among the key issues are the conservation of energy and the attention given to the interests of future generations in relation to global warming and the reduction of carbon dioxide emissions and other pollutants. Most development plan policies and proposals will have environmental implications which are required to be appraised as part of the plan preparation process.
- 1.4.2** Environmental appraisal has a number of purposes: -
- To enable the plan to demonstrate that environmental matters are taken fully into account;
 - To assist the plan in being effective in achieving its environmental objectives;
 - To assist in achieving sustainable development as required by planning guidance;
 - To assess the implications for the environment of the strategy and of any policy options, or interacting group of policy options;



- To enable the implications for different aspects of the environment to be taken into account;
- To allow environmental matters to be considered alongside economic and social factors, and so assist in making a choice between alternative policies and proposals in a way which will secure the best overall outcome.

1.4.3 In order to ensure that the environmental appraisal of the emerging UDP was conducted in a systematic, iterative and objective manner, the Council commissioned independent Planning Consultants, Baker Associates. The Consultants were required to co-ordinate and manage the process of appraising the Plan. An Officers Working Group under the chairmanship of John Baker of Baker Associates was established, which acted as a forum for debating issues which had arisen as a result of the appraisal of individual topic areas. The environmental appraisal was conducted during February and March 1997.

1.4.4 The fundamental objective of the appraisal was to answer the following question:

“Does the Plan take all of the aspects of the environment that are susceptible to influence by planning decisions sufficiently into account in every part of the Plan, and does it demonstrate clearly how this is done?”

1.4.5 The appraisal methodology sought to provide an answer to the question through a rigorous and systematic examination of the UDP. The essence of the methodology was derived from the stages recommended in the Environmental Appraisal: Good Practice Guide (DOE 1993) and tailored to reflect the particular characteristics of the Vale of Glamorgan. The stages were as follows:

i) Characterising the environment of the Vale of Glamorgan

Through detailed discussions with the Working Group, the Consultants were able to identify those elements of environmental stock which were of global, natural and local significance. The following elements of environmental stock were identified:

- *The Global Environment:* Air, Water, Energy, Biodiversity
- *The Natural Environment:* Minerals, Soil, Landscape and Countryside
- *The Local Environment:* Open space, Heritage and Culture, Quality of Life

The appraisal process assessed the policies and proposals contained within the emerging UDP in light of their possible impact on the above elements of environmental stock.

ii) Scoping the Unitary Development Plan

The purpose of this exercise was to ensure that the policies and guidance contained within Part I and II of the emerging UDP reflected the environmental objectives of central government. In scoping the Plan the Consultants identified current environmental objectives or 'desirable trends' in relation to each element of environmental stock. Consideration was then given to examining how the Plan could influence the environment and which existing policies supported these objectives. The results of the scoping exercise are contained within Table 1, Appendix 1.



DEVELOPMENT PLAN	STATUS
Structure Plans	
South Glamorgan Structure Plan Proposals for Alteration No. 1 1989	Approved <i>(For the area previously administered by the former Vale of Glamorgan Borough Council.)</i>
Replacement South Glamorgan Structure Plan Deposit Draft (as amended) 1995	Together with the Examination in Public Panel Report this plan is regarded as a material consideration in the determination of planning applications.
Mid Glamorgan Structure Plan (Incorporating Proposed Alterations No. 1) 1989	Approved <i>(For the area previously administered by the former Ogwr Borough Council.)</i>
Replacement Mid Glamorgan Structure Plan 1995	Together with the Mid Glamorgan EIP Panel Report this plan is regarded as a material consideration in the determination of a planning application.
Local Plans	
Barry Local Plan 1983	Adopted
Barry/Penarth Coastal Area Local Plan 1983	Adopted
East Vale Local Plan 1987	Adopted
Cowbridge Local Plan 1986	Adopted
Ogwr Local Plan 1995	Adopted <i>(For the area previously administered by the former Ogwr Borough Council.)</i>
South Glamorgan Minerals Local Plan Deposit Draft 1995	Regarded as a material consideration in the determination of planning applications in the area previously administered by the Vale of Glamorgan Borough Council.
Mid Glamorgan Minerals Local Plan Deposit Draft 1995	Together with the Inspector's report this plan is regarded as a material consideration in the determination of planning applications in the area formerly administered by Ogwr Borough Council.



iii) Appraising the contents of the Unitary Development Plan

The process of appraising the Plan's contents was threefold and required consideration of the following areas:

- The compatibility of the Plan's policies and proposals with its spatial strategy;
- The effectiveness of the Plan's policies in influencing the environment and achieving environmental objectives; and
- An assessment of the environmental credentials of each of the Plan's chapters, according to their level of engagement with the environment.

The results of the appraisal in respect of the first two areas are explained at length within the Environmental Appraisal Report. Consideration of the findings in respect of the third area provides a 'flavour' of the manner in which the UDP addresses environmental issues at all levels. The findings of this exercise are contained within Table 2, Appendix 1.

- 1.4.6** The findings of the appraisal and the emerging Consultative Draft UDP have been considered in detail by the Council and have resulted in a number of amendments to the Plan. The Council recognises that the principles established by the appraisal should be taken into account at each stage of the plan making process.
- 1.4.7** The Environmental Appraisal Report and Environmental Appraisal Response Report, which comments in detail upon the findings of the appraisal, are available as separate documents to the UDP.

1.5 MONITORING OF THE PLAN'S STRATEGY AND POLICIES

- 1.5.1** Unitary Development Plans Wales (2001) requires authorities to monitor and evaluate Plans. Central to the Strategic Principles of the UDP is the concept of encouraging 'sustainable development' and evaluation of the success of the Plan will require a Monitoring Framework covering three aspects of sustainability - economic, social and environmental improvement.
- 1.5.2** Environmental and Sustainability Indices have been developed as part of the Environmental Appraisal process and are illustrated at Appendix 1 of the Plan. These indices will provide a useful starting point for measuring how well the Plan Policies are achieving the objectives for each topic area.
- 1.5.3** The components of the monitoring framework will draw on the wide range of surveys and statistics available at national and regional level as well as the wide range of statistics and surveys conducted on a regular basis by the Council and other local organisations and agencies. The Council already undertakes regular surveys of such topics as:
- the amount of housing land available;



- the take up of employment and industrial land;
- transport and travel flows, e.g. road traffic of all types, patronage of local rail and bus services, travel modes to shopping;
- planning application and appeal decisions;
- retail floorspace, vitality and viability of shopping centres;
- mineral production.

1.5.4 There is a wide range of national and regional statistics which will be useful when monitoring the Plan; e.g. census of population, census of employment, unemployment data, transport data, housing statistics, environmental statistics etc.

1.5.5 A topic paper will be issued after the Plan's adoption, outlining the Monitoring Framework that will be used to evaluate the Plan Strategy and Policies. Selective reviews of the Plan will be undertaken when policies are not found to be achieving the objectives required or when there are substantial shifts in government or Council policies.

1.6 THE COUNCIL'S VISION AND KEY PRINCIPLES

1.6.1 In recent years local authorities have adopted a more sustainable approach to their affairs enabling them to adapt easily to meet local or changing circumstances. The Vale of Glamorgan Council is no exception and has evolved into a responsive organisation, setting up mechanisms by which it can improve its service provision. Policy direction and spending proposals are subject to continuous review and are liable to change depending on the circumstances and priorities that prevail at the time.

1.6.2 The Council's own Vision as set out in the Vale of Glamorgan Service Delivery Plan 1996/97, is simply:

“To make the Vale of Glamorgan the best Unitary Authority in Wales by providing the highest quality of services.”

1.6.3 There are certain key values to which the Council is corporately committed and which provide the motivation and philosophy behind all of the Council's activities. These values broadly state the standards of excellence, which the Council sets out to achieve in its delivery of services and provide a statement of the Council's vision of its primary future purpose. They are:

- Quality and equality
- Working together
- Fairness
- Accountability and Accessibility



- A Positive, Responsive Caring Attitude
- Openness and Honesty

1.6.4 In respect of the Planning function the Council's overall aim is:

“To provide a planning framework for the development of The Vale of Glamorgan that reflects the need to conserve the best of the natural environment and yet to allow beneficial land use development in a sustainable way.”

1.7 THE GUIDING UNITARY DEVELOPMENT PLAN PRINCIPLES

1.7.1 The Unitary Development Plan will provide a clear land use planning framework for The Vale of Glamorgan that reflects the need to conserve the best of distinctive rural, urban and coastal character whilst permitting beneficial development. The Plan will achieve this objective by embracing and promoting the concept of sustainability and sustainable development and implementing proposals which seek to maintain and enhance the quality of human life-social, economic and environmental, whilst maintaining the delicate balance of the Vale of Glamorgan ecosystem and conserving finite resources.

1.7.2 The guiding principles of the Plan are as follows:

Social

- To reduce disadvantage, poverty and social stress and improve the quality of life for all communities;
- To ensure that all changes contribute to a better quality of life;
- To ensure equality of access;
- To provide better access to work, shopping, cultural and leisure opportunities;
- To improve the urban fabric.

Economy

- To improve and diversify the economy, safeguarding existing jobs and creating a range of new job opportunities, whilst protecting the natural environment;
- To recognise and capitalise on the importance of the waterfront strip and M4 motorway corridor in attracting new inward investment;
- To serve and maintain a healthy and viable agricultural industry throughout the rural areas of the Vale.

Environment

- To favour the precautionary principle (i.e. where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost effective measures to prevent environmental degradation);



- To continue the protection and enhancement of the built and natural environment;
- To support the principle of sustainability especially by devising an energy efficient land use/transportation strategy;
- To promote urban regeneration and the re-use of Brownfield land thereby minimising the use of Greenfield sites;
- To manage natural resources wisely avoiding irreversible damage wherever possible in order to maintain and enhance their value for future generations;
- To ensure the design of proposed development is of a high quality;
- To minimise waste and pollutants;
- To encourage recycling and the re-use of resources.

1.8 THE STRATEGY

1.8.1 The Vale of Glamorgan came into being as a unitary authority on 1st April 1996. The Council is one of the 22 new Welsh authorities created as a result of the Local Government (Wales) Act 1994. The authority is located in the southern most part of Wales and together with the other 10 newly formed unitary authorities forms the South East Wales Region.

1.8.2 National Assembly guidance contained in Unitary Development Plans Wales outlines the manner in which the National Assembly wishes to see unitary authorities operate at a regional/subregional level. Paragraph 1.3 of the document states:

“Consultation and collaboration is needed between authorities, and with other organisations as appropriate, to consider issues of a strategic nature which affect more than one authority. This work can best be taken forward by appropriate groups of authorities and all authorities in Wales should become part of such a group(s). This process and the strategic planning conclusions which the groups produce will form part of the context for, and an input to UDPs, especially Part I strategies and policies.”

1.8.3 Accordingly, the South East Wales Unitary Development Plans Liaison Group (SEWUDPLG) was established. The group has published two volumes of Strategic Planning Guidance addressing a range of important issues in the sub region. However, this guidance does not attempt to make any assessment of future housing demand or how this should be distributed. In this regard weight must be given to national planning guidance, which at the time of the Plan's conception was contained in Planning Guidance Wales: Planning Policy (Welsh Office, 1996).

1.8.4 Planning Guidance (Wales) identifies the coastal area of the Eastern Vale as one of only three 'Major Growth Areas' in Wales, highlighting the importance of the Vale of Glamorgan in enhancing economic and social well-being in South Wales. The 1st revision to this planning guidance in 1999 continues the assumption that



economic development will focus on the heavily populated coastal strips of South and North Wales (paragraphs 10.1.3 and 10.1.4 refer). The Vale is thus inextricably linked to the economic pressures surrounding the M4 corridor and the regeneration of the Valleys/Cardiff Bay and the strategy is intended to take account of the realistic pressures for development being exerted on the Vale from beyond.

- 1.8.5** The regional role of the Vale is further reinforced by its inclusion as part of a wider travel to work area that sees many residents travelling to Bridgend and Cardiff for employment. It is an aim of the Plan however to stem the daily out migration of commuters in order to reduce travel distances. Employment allocations are made accordingly in order to allow existing industries to develop locally and attract further inward investment. It is unrealistic however to assume that all out commuters from the Vale will switch to new jobs within the plan area and as the employment allocations are taken up a degree of inward migration and additional commuting into the Vale is anticipated.
- 1.8.6** Housing is a part of the infrastructure of economic growth and as such the employment aims of the Plan will inevitably apply additional pressure to the already strong demand to live in the area. In setting a context for a housing target, the strategy seeks to recognise the wider strategic role of the Vale in providing employment and housing opportunities in the region, whilst reconciling the pressure this places on the existing environment and the need to conserve the special character of the area.
- 1.8.7** The UDP Strategy seeks, through land use policy, to realise the objectives expressed in the Plan's Guiding Principles by maximising the opportunities for residential, employment, retail and leisure development within the urban areas of the Waterfront Strip. Fundamental to this objective is the need to ensure that land within the urban areas of the Waterfront Strip - Rhose, Barry, Penarth, Sully and Dinas Powys- is used in an efficient manner, whilst ensuring that these areas remain attractive places to live and work. In light of the Guiding Principles the Strategy for the Vale of Glamorgan is as follows:
- Concentration of development opportunities in the urban areas of the Waterfront Strip from Penarth to Rhose (including Cardiff International Airport), with particular emphasis on the regeneration of Barry Docks.
 - Development and improvement of infrastructure and transportation facilities, particularly public transport facilities, to focus on and support this regeneration.
 - Positive management and protection of the urban fringe and prevention of urban sprawl through a range of countryside protection and enhancement policies, particularly in the south eastern part of the Vale in the areas between Cardiff, Penarth, Llandough, Dinas Powys, Sully, Barry and Wenvoe.
 - Enhancement of the Vale of Glamorgan's attractive natural environment by maintaining the character of the countryside and by protecting those areas of fine landscape and important wildlife habitat.
 - Conservation and enhancement of the Heritage Coast.



- Recognition of the importance of the M4 corridor and Cardiff Bay as factors in attracting investment and securing jobs.
- Reinforcement of the vitality, viability and attractiveness of district and local shopping centres.

1.8.8 Each of the Part II chapters have more specific objectives that have been developed from the guiding principles and the strategy outlined above.



PART 1 STRATEGIC POLICIES

THE ENVIRONMENT

POLICY 1

THE VALE OF GLAMORGAN'S DISTINCTIVE RURAL, URBAN AND COASTAL CHARACTER WILL BE PROTECTED AND ENHANCED. PARTICULAR EMPHASIS WILL BE GIVEN TO CONSERVING AREAS OF IMPORTANCE FOR LANDSCAPE, ECOLOGY AND WILDLIFE, THE BEST AND MOST VERSATILE AGRICULTURAL LAND AND IMPORTANT FEATURES OF THE BUILT HERITAGE. PROPOSALS WHICH ENHANCE THESE AREAS WILL BE FAVOURED.

POLICY 2

PROPOSALS WHICH ENCOURAGE SUSTAINABLE PRACTICES WILL BE FAVOURED INCLUDING:

- (i) PROPOSALS WHICH CONTRIBUTE TO ENERGY CONSERVATION OR EFFICIENCY, WASTE REDUCTION OR RECYCLING; POLLUTION CONTROL; BIODIVERSITY AND THE CONSERVATION OF NATURAL RESOURCES;
- (ii) PROPOSALS WHICH ARE LOCATED TO MINIMISE THE NEED TO TRAVEL, ESPECIALLY BY CAR AND HELP TO REDUCE VEHICLE MOVEMENTS OR WHICH ENCOURAGE CYCLING, WALKING AND THE USE OF PUBLIC TRANSPORT;
- (iii) THE RECLAMATION OF DERELICT OR DEGRADED LAND FOR APPROPRIATE BENEFICIAL USE; AND
- (iv) PROPOSALS WHICH IMPROVE THE QUALITY OF THE ENVIRONMENT THROUGH THE UTILISATION OF HIGH STANDARDS OF DESIGN.

**HOUSING****POLICY 3**

LAND WILL BE MADE AVAILABLE FOR AN ADDITIONAL 6079 DWELLINGS BETWEEN 1998 - 2011. THIS PROVISION WILL BE MET BY:

- (i) THE PROVISION OF INFRASTRUCTURE AND SERVICES FOR THE DEVELOPMENT OF SITES WITH PLANNING PERMISSION FOR HOUSING;**
- (ii) THE REDEVELOPMENT OF SUITABLE SITES IN THE URBAN AREAS OF BARRY, PENARTH AND RHOOSE;**
- (iii) THE REPLACEMENT OF UNFIT AND SUBSTANDARD HOUSING;**
- (iv) THE DEVELOPMENT OF A RANGE OF SITES IN THE SOUTH EASTERN PART OF THE VALE OF GLAMORGAN WITHIN AND ADJOINING BARRY, PENARTH AND RHOOSE, TO BE IDENTIFIED IN PART II;**
- (v) THE DEVELOPMENT OF MINOR SITES IDENTIFIED IN PART II;**
- (vi) THE MAINTENANCE, REHABILITATION AND IMPROVEMENT OF EXISTING HOUSING STOCK, THE CONVERSION OF SUITABLE EXISTING DWELLINGS AND THE CHANGE OF USE OF SUITABLE STRUCTURES TO PROVIDE ADDITIONAL MODERN HOUSEHOLD UNITS; AND**
- (vii) AFFORDABLE HOUSING FAVOURED AT APPROPRIATE LOCATIONS AND IN ADDITION, THE PROVISION OF AFFORDABLE HOUSING ON APPROPRIATE SMALL SITES OUTSIDE OF THE GENERAL HOUSING ALLOCATION.**



ECONOMIC DEVELOPMENT & TOURISM

POLICY 4

AN ADDITIONAL 160 HECTARES OF LAND WILL BE MADE AVAILABLE FOR EMPLOYMENT USES FROM 1996 - 2011. THIS LAND WILL:

- (i) MATCH THE EXISTING AND FORECAST DEMAND FROM INWARD INVESTORS; AND**
- (ii) ASSIST THE APPROPRIATE EXPANSION OF LOCAL BUSINESSES AND FACILITATE NEW START-UPS.**

POLICY 5

A RANGE AND CHOICE OF SITES FOR BUSINESS AND INDUSTRIAL PURPOSES IS IDENTIFIED IN PART II AND WILL BE PROTECTED FROM ALTERNATIVE USES. THESE SITES WILL:

- (i) BE WELL LOCATED IN RELATION TO URBAN REGENERATION PROJECTS;**
- (ii) BE WELL LOCATED IN RELATION TO AREAS OF HIGH UNEMPLOYMENT, SOCIAL STRESS AND DEPRIVATION;**
- (iii) BE WELL LOCATED IN ORDER TO REDUCE THE NEED FOR PRIVATE TRANSPORT AND INCREASE THE USE OF PUBLIC TRANSPORT;**
- (iv) BE WELL LOCATED IN ORDER TO CONSERVE THE CHARACTER OF THE VALE OF GLAMORGAN ENVIRONMENT;**
- (v) CONTRIBUTE TO THE LAND BANK FOR PROJECTS OF REGIONAL IMPORTANCE ESPECIALLY LARGER INWARD INVESTMENT PROJECTS; AND**
- (vi) RECOGNISE THE OPPORTUNITIES IN THE VALE OF GLAMORGAN TO CREATE HIGH QUALITY DEVELOPMENTS IN ORDER TO ATTRACT HIGH QUALITY EMPLOYMENT OPPORTUNITIES.**

POLICY 6

TOURISM DEVELOPMENTS WILL BE FAVOURED WHERE THEY:

- (i) ASSIST THE DEVELOPMENT OF THE LOCAL ECONOMY; AND/OR**
- (ii) SAFEGUARD OR ENHANCE THE QUALITY OF THE ENVIRONMENT.**



TRANSPORTATION

POLICY 7

IMPROVEMENTS TO THE TRANSPORTATION NETWORK WILL CONSIST OF:

- (i) STRATEGIC TRANSPORT SCHEMES WITHIN AND ADJOINING THE EXISTING URBAN AREAS OF THE WATERFRONT STRIP OF PENARTH, DINAS POWYS, BARRY AND RHOOSE;**
- (ii) LOCAL SCHEMES NECESSARY FOR ENVIRONMENTAL AND SAFETY REASONS; AND**
- (iii) SCHEMES TO ENCOURAGE TRAVEL BY CYCLISTS AND PEDESTRIANS.**

POLICY 8

DEVELOPMENTS WILL BE FAVOURED IN LOCATIONS WHICH:

- (i) ARE HIGHLY ACCESSIBLE BY MEANS OF TRAVEL OTHER THAN THE PRIVATE CAR; AND**
- (ii) MINIMISE TRAFFIC LEVELS AND ASSOCIATED UNACCEPTABLE ENVIRONMENTAL EFFECTS.**

RETAILING

POLICY 9

THE VITALITY, ATTRACTIVENESS AND VIABILITY OF EXISTING TOWN, DISTRICT AND VILLAGE SHOPPING FACILITIES WILL BE PROTECTED AND ENHANCED.

POLICY 10

EXISTING TOWN AND DISTRICT CENTRES, INCLUDING THE WATERFRONT, BARRY, WILL BE THE FOCUS OF NEW SHOPPING DEVELOPMENTS. OUT OF CENTRE SHOPPING DEVELOPMENT WILL BE PERMITTED IF:

- (i) THERE ARE NO SUITABLE TOWN, DISTRICT OR EDGE OF CENTRE SITES;**
- (ii) THE PROPOSED DEVELOPMENT DOES NOT HAVE AN UNACCEPTABLE IMPACT ON EXISTING SHOPPING CENTRES OR PROPOSED RETAIL AREAS IDENTIFIED IN PART II; AND**
- (iii) THE PROPOSED DEVELOPMENT IS ACCESSIBLE BY MEANS OF TRAVEL OTHER THAN THE PRIVATE CAR.**



SPORT & RECREATION

POLICY 11

TO REMEDY EXISTING DEFICIENCIES IN SPORT AND RECREATIONAL FACILITIES THE COUNCIL WILL:

- (i) FAVOUR THE PROVISION OF A RANGE OF SUCH FACILITIES TO MEET EXISTING AND ANTICIPATED NEED THROUGHOUT THE VALE OF GLAMORGAN BY SECURING IN ACCESSIBLE AND APPROPRIATE LOCATIONS NEW AND IMPROVED SPORT AND RECREATIONAL OPPORTUNITIES;**
- (ii) PROTECT EXISTING AREAS OF OPEN SPACE AND PLAYING FIELDS FROM INAPPROPRIATE DEVELOPMENT; AND**
- (iii) FAVOUR THE IMPROVEMENT OF OPPORTUNITIES FOR ACCESS TO AND ENJOYMENT OF THE COUNTRYSIDE WHERE THEY DO NOT UNACCEPTABLY AFFECT IMPORTANT AREAS OF NATURE CONSERVATION AND LANDSCAPE AND THE INTERESTS OF RESIDENTS AND / OR THOSE WHO DERIVE THEIR LIVELIHOOD FROM THE LAND.**

MINERALS

POLICY 12

A SUFFICIENT STOCK OF STONE, FOR BOTH AGGREGATE AND CEMENT PRODUCTION, WILL BE PROTECTED TO MAINTAIN THE VALE OF GLAMORGAN'S TRADITIONAL SHARE OF REGIONAL SUPPLIES. IN ADDITION, THE RECYCLING OF SECONDARY AGGREGATES AND INDUSTRIAL WASTES WILL BE FAVOURED AND ENCOURAGED TO THE MAXIMUM PRACTICABLE EXTENT AS SUBSTITUTES FOR NATURALLY OCCURRING MINERALS.



WASTE MANAGEMENT

POLICY 13

DEVELOPMENT PROPOSALS WHICH ENCOURAGE SUSTAINABLE PRINCIPLES FOR WASTE DISPOSAL BASED ON A HIERARCHICAL APPROACH OF:

- (i) WASTE MINIMISATION / AVOIDANCE;**
- (ii) RE-USE OF WASTE;**
- (iii) WASTE RE-CYCLING OR RECOVERY (INCLUDING WASTE CONVERSION TO ENERGY); AND**
- (iii) WASTE DISPOSAL LAND FILL WITH MINIMAL ENVIRONMENTAL IMPACT ;**

WILL BE FAVOURED.

COMMUNITY AND UTILITY SERVICES

POLICY 14

DEVELOPMENTS ASSOCIATED WITH COMMUNITY AND UTILITY SERVICES WILL BE PERMITTED IF THERE IS NO UNACCEPTABLE IMPACT ON THE INTERESTS OF AGRICULTURE, CONSERVATION, LISTED BUILDINGS, ARCHAEOLOGICAL FEATURES, AREAS OF ECOLOGICAL, WILDLIFE AND LANDSCAPE IMPORTANCE AND RESIDENTIAL AMENITY.



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JUSTIFICATION FOR PART 1 POLICIES

2.1 Policy 1 & 2 THE ENVIRONMENT



Glamorgan Heritage Coast

- 2.1.1** The overall objective of the Part 1 environment policies is to establish a strategic environmental framework which reflects the aim to improve the quality of both urban and rural living in the Vale and to ensure that finite resources are protected for both present and future generations.
- 2.1.2** The Vale of Glamorgan is an area of rich and diverse countryside, beautiful coastline and attractive and historic settlements. The desirability of both urban and rural areas of the Vale of Glamorgan has resulted in increased pressure for a range of developments including residential, employment, leisure uses and associated infrastructure. The Plan recognises the need to balance the requirements of development with the aims of conservation, and is strongly committed to conserving and enhancing the natural and built environment of the Vale in order to ensure it remains an attractive, healthy and enriching environment in which to live and work.
- 2.1.3** The natural environment of the Vale of Glamorgan is a rich mix of undulating farm land, valley basins, woodland and unspoilt coastline. A testimony to the richness and diversity of the natural environment of the Vale of Glamorgan is the presence of a number of protective designations. The Vale has twenty two Sites of Special Scientific Interest totalling some 850 hectares, two Local Nature Reserves and seven Wildlife Trust Reserves incorporating twelve miles of the Glamorgan Heritage Coast stretching from Ogmores-By-Sea to West Aberthaw. This stretch of coastline includes the Dunraven Bay candidate Special Area of Conservation (SAC). The Severn Estuary at Penarth is a Site of Special Scientific Interest (SSSI), Wetland of International Importance (RAMSAR site), Special Protection Area (SPA) and a possible Special Area of Conservation (pSAC).
- 2.1.4** The built environment of the Vale of Glamorgan exhibits a great variety of townscape and architectural character, from the Victorian housing of Penarth and industrial heritage of Barry, to the older agricultural market towns of Cowbridge, Llantwit Major and the surrounding rural settlements. The historical significance of many of the buildings and settlements in the Vale is illustrated by the designation of 38 Conservation Areas, over 400 Listed Buildings and over 90 Ancient Monuments. In addition, the Vale has two Landscapes of Outstanding Historic Interest and 18 Parks and Gardens listed within the Register of Landscapes, Parks and Gardens of Historic Interest in Wales.



- 2.1.5** The aim of strategic Policy 2 is to attempt to ensure that all proposed development within the Vale of Glamorgan respects the need to work towards sustainable development. The principle of sustainable development was defined by Brundtland in the Report of the World Commission on the Environment and Development 1987 as:

“development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

The role of a Unitary Development Plan in guiding development at local level can have a significant impact upon reducing damaging practices and ensuring the conservation of valuable resources. The importance of this role is acknowledged by the Welsh Assembly Government in Planning Policy Wales 2002, which states:

“In particular the planning system, through both UDPs and the development control process, must provide for homes, infrastructure, investment and jobs in a way which is consistent with sustainability principles.”

- 2.1.6** The UDP has an important role in defining strategic and detailed policies which can contribute to achieving global environmental objectives such as reducing acid rain, minimising global warming, halting the depletion of the ozone layer and reducing the consumption of non renewable resources. To this end the Plan will strive to promote sustainable practices through policies which seek to encourage recycling and reduce waste material; reduce pollution and ensure the efficient use of valuable resources; conserve important nature areas; reduce the need for personal transportation and encourage alternative modes of travel and ensure the reuse of both brownfield sites and derelict and degraded buildings.
- 2.1.7** The Council are committed to producing Supplementary Planning Guidance on Sustainable Development, to help guide developers and encourage sustainable practices throughout the Vale. Similarly, a Topic Paper on Sustainability Indicators is also to be produced, setting out a framework by which developments, and the effectiveness of the Plan as a whole, and their contribution towards a sustainable future can be judged.

2.2 Policy 3 HOUSING

The Unitary Development Plan Dwelling Projections

- 2.2.1** The plan's strategy recognises the important strategic role of the Vale of Glamorgan in enhancing the economic and social well being of a wider region. The housing target reflects the need for additional houses arising from demographic change over the plan period, whilst acknowledging the continuing strong demand to live in the area and the aims to achieve economic growth. Nevertheless, a housing target has been set that is considered



New housing at the Waterfront in Barry



to reconcile the pressure for housing growth with the environmental aims of the plan.

- 2.2.2** Pressure for housing growth is exerted by natural changes in the population (net gains in births over deaths; propensity to live longer), inward migration (moving for new jobs), and from movements amongst existing households (home movers; new household formations). There are no absolute methods for predicting the actual housing requirement over the fifteen-year life of the Plan, as housing demand is greatly influenced by changing economic forces and market conditions. A best estimate of the likely demand is derived from a consideration of past population and housing growth together with the development strategy for the area. A Housing Topic Paper provides the technical justification to this issue and is available separately free of charge. This considers the long-standing trend for inward migration into the Vale and models different future population and housing scenarios using the well-respected Chelmer model.
- 2.2.3** Population projections provide a useful model to test different future scenarios and can be used to assess future housing requirements. Projections have been prepared from a base year population derived from the 1991 Census and the 1996 Registrar General Mid Year Estimates. To these are applied birthrates, death rates and migration rate assumptions to forecast the level of population expected by 2011. The estimated future population is then factored by forecast average household size, dwelling sharing rates and vacancy rates which together with assumptions for house building and demolitions allow for the total dwelling requirement to be derived.
- 2.2.4** A model using the short-term trend between 1991-1994 for net population losses from out-migration from the Vale was rejected because of the effects that the recession of the early nineties would have had on such movements, and the incompatibility this has with the presently strong economic climate. Instead, a longer-term trend for net population gains between 1981-1996 from in-migration was used as the critical factor in modelling a possible future population and housing scenario. This covers a broader time span of economic activity and reflects the resulting strong pressure to live in the area on housing growth. Increasing the levels of in-migration further was considered to place undue pressure on the environment of the Vale and to be incompatible with the overriding aims of the Plan.
- 2.2.5** In real terms, to continue the trend for inward migration over the past two decades is to reduce the proportion that actual in-migrants comprise of the total population i.e. if an allowance is made for the same number of in-migrants to the Vale every year, that number becomes a smaller proportion of the gradually expanding population. Such an approach is consistent with one of the plan's key strategic aims for the Vale to become more self-sustaining.
- 2.2.6** The population and housing projection identifies an additional need for 8,612 dwellings over the twenty-year period 1991-2011, approximately 6,500 between 1996-2011. This is represented in Policy 3 (and Figure 2.1 below) as requiring 6,079 new dwellings over the thirteen-year period 1998-2011 after subtracting the first seven years of new dwelling completions and the need for a 10% contingency allowance to provide for flexibility in the range and choice of sites provided.



Figure 2.1. Calculation of Housing Target

New dwelling requirement 1991-2011 (20 years)	8,612
- Completions 1991-1998 (7 years)*	3,086
Residual dwelling requirement 1998-2011 (13 years)	5,526
+ 10% contingency allowance	553
Final Housing Target 1998-2011	6,079
<i>*Source: Joint Residential Land Availability Study 1st April 1998 (WDA, 1999)</i>	

- 2.2.7** Many of the residential allocations made under Policy HOUS 1 already have the benefit of planning consent and additional allocations are therefore required to ensure a sufficient supply of housing land throughout the plan period. New sites are accordingly allocated under Policy HOUS 1 and these are distributed throughout the Vale to provide for a range and choice of development opportunities. All of the major development sites are well related to and adjoin the existing urban areas of Barry, Penarth and Rhoose. As such a wide range of existing or developing employment, shopping, leisure and education facilities are within easy reach and with limited public investment they can be served by the public and private transport network. The sites will be planned in a comprehensive fashion to ensure high quality environment and a full range of appropriate local facilities.
- 2.2.8** The Council does not intend to allocate any further new major housing areas in the Rural Vale up to the year 2011. New development in the countryside that is unrelated to existing urban areas will only be permitted where it can be justified in the interests of agriculture, forestry, appropriate recreational activities, mineral extraction or the conversion of existing rural buildings where appropriate. However, criterion (v) of Policy 3 does provide for minor sites identified in Policy HOUS 1 in other locations in the Vale of Glamorgan and criterion (vii) ensures that all sections of the population will have suitable and affordable housing provided for them.

2.3 Policies 4, 5 & 6 **ECONOMIC DEVELOPMENT & TOURISM**

- 2.3.1** The Economic Development policies provide for a choice of employment sites to meet the needs of a range of potential employment uses. Serviced sites are identified in urban areas close enough to residential areas to minimise travel times to meet sustainability objectives, and to minimise the impact on local amenity. Others are located in the Rural Vale but concentrated in strategic locations so as not to lead to sporadic development in the countryside. In identifying sites, emphasis has been given to the need for the re-use of brownfield sites. It is essential that a good supply of land is maintained in order to enhance the local economy, and for this reason the stock and range of employment land will be reviewed periodically.



- 2.3.2** The rural areas of the Vale are important in providing a strong agricultural base together with a quality environment that is a key part of the area's attraction. Economic development must be complemented by measures to protect and enhance the environment. A growing number of businesses demand higher quality sites, separate in many cases from other types of industry. Land must therefore be reserved for such businesses as appropriate. Similarly, expanding or new employment uses must not cause harm to the local environment, as this would be counter productive and discourage further investment.
- 2.3.3** The Council recognises the importance of promoting the well being of South East Wales, and sees the future prosperity of the Vale as a vital component in the prosperity of the region as a whole. The Council will therefore continue to participate in partnerships with other local authorities and organisations involved in economic development to enhance opportunities for job creation and the provision of infrastructure and training. In response to this need the Council will protect sites which are of strategic importance to both the Vale of Glamorgan and South East Wales through their proximity to existing or proposed strategic transport networks and their attractiveness to inward investors.
- 2.3.4** The important role of small businesses in the community must not be underestimated and the Plan seeks to support the creation of small industrial units on identified sites.
- 2.3.5** The Council estimates a requirement for an additional 160ha of land to be made available to meet demand for employment uses for the period 1996 - 2011 meeting the needs of indigenous companies and inward investors. The Council will seek to concentrate new development in existing employment locations whilst adhering to strict design guidelines to complement the character of the Vale of Glamorgan. The regeneration of brownfield sites will also provide an opportunity to meet demand for employment uses. An employment topic paper has been produced which examines in detail the existing employment situation in the Vale and outlines how the requirement for the additional 160ha was derived.
- 2.3.6** In employment terms the Vale of Glamorgan has a varied profile containing a number of well known manufacturing and service industries. Historically, however, it has not been self-sufficient in employment provision. The growth in white collar and service sector employment in the late 1980's in South Wales masked an underlying imbalance in the local economy brought about by the decline in manufacturing industry. The imbalance has aggravated the problem of long term unemployment, especially amongst the young.
- Bosch factory at Miskin*
- 2.3.7** Unemployment in the Vale of Glamorgan in October 1997 was estimated to account for 4.7% of the total workforce compared to 5.7% for Wales as a whole (Office for National Statistics, December 1997.) Whilst the unemployment rate is declining, pockets of much higher unemployment exist within the Vale where long term unemployment is a particular problem.



Bosch factory at Miskin



- 2.3.8** Policy 6 recognises the economic, environmental and social benefits that a well managed sustainable tourism industry can bring to the Vale of Glamorgan. Within this context the Council is committed to developing tourism and the enhancement of existing tourism areas and facilities, whilst protecting and enhancing the environment and safeguarding the interests of local communities.

2.4 Policies 7 & 8 **TRANSPORTATION**

- 2.4.1** The Part 1 policies aim to provide an improved transport network incorporating both private and public and motorised/non-motorised transport, and also to influence the location of development so that opportunities are available to use modes other than the private car.

Recent Transport Trends

- 2.4.2** At present the Vale of Glamorgan experiences transport problems and trends similar to many other areas of the U.K.

2.4.3 Decline in public transport patronage

Nationally and locally the growth in private transport use continues and at the same time public transport patronage is declining. Nationally the distance travelled by bus and coach (billion passenger kilometres) fell by over 40% between 1961 and 1995 (Office for National Statistics 1997), although in recent years the rate of decline has slowed. In the Vale of Glamorgan rail patronage has fallen on the Barry Line by 35% between 1980 and 1995, and on the Penarth Line by around 40% over the same period.

2.4.4 Growth in car use

Road traffic levels in Britain have been rising sharply and projections to 2025 predict a further 55% growth to 660 billion vehicle kilometres per annum according to lower forecasts, and to 800 billion vehicles kilometres according to upper forecasts (Office for National Statistics 1997). In the Vale of Glamorgan traffic growth has been noticeable in recent years on all types of roads. For example between 1985 and 1995 traffic flows on the A48 rose by around 41%, and on the B4265 at Wick traffic flows rose by around 63% between 1985 and 1995. Nationally car, van and taxi modes accounted for 86% of all distances travelled in Great Britain during 1995 (Office for National Statistics 1997). In general the car is also used for short journeys which could be replaced by walking or cycling.



Traffic on the Barry to Culverhouse road

Modal split

- 2.4.5** In 1993 a survey showed that in a typical day for journeys originating in the Vale of Glamorgan, 188,748 were by car drivers and passengers, whereas only 16,029 journeys were made by bus and only 3,026 journeys by rail (SGCC Home Interview Survey 1993).



Journey to work

- 2.4.6** The 1991 Census also showed that in the Vale of Glamorgan 69.3% of persons travelling to work used a car, with only 5% using the bus and 4.5% using the train.

Car ownership

- 2.4.7** Car Ownership levels in the Vale of Glamorgan also shows a steady growth. In 1971 39.3% of households had no access to a car. However by 1991 this figure had fallen to 26.6% of households. Second car ownership in the Vale of Glamorgan has more than doubled, from 12.7% of households having two or more cars in 1971 to 27.7% of households in 1991 (1991 Census).

Growth in journey length

- 2.4.8** The problems of high car ownership, increasing car use, growing traffic levels, and declining public transport patronage are further compounded by growth in trip lengths. Overall trip distances by car are also increasing as mobility increases and the catchment of regional centres such as Cardiff expands.
- 2.4.9** Continuing growth in private car use cannot be sustained indefinitely and throughout the Plan period it will be essential to continue to develop the role of public transport and to ensure public transport, cycling and walking facilities are a consideration in land-use planning.

Environmental Concerns

- 2.4.10** The environmental impact of high levels of use of motorised private transport is an important concern. In 1994 in Britain road transport accounted for around 90% of all Carbon Monoxide emissions, and about 60% of "black smoke", and nearly 50% of nitrogen oxide emissions in the U.K. (Office for National Statistics 1997). Pollution is normally a problem associated with larger urban areas, which is often compounded by congestion. In the Eastern Vale congestion occurs on certain roads during the peak hours. In the Rural Vale the effects of traffic pollution/congestion are not often directly experienced, but the contribution to national levels of pollution through car use remains a matter of concern.
- 2.4.11** The land-use implications of facilitating movement in the Vale of Glamorgan are an important environmental consideration. New transport infrastructure can have an impact on landscape and wildlife etc., although new highway construction can achieve positive environmental, safety and economic benefits. In addition it will be important to consider the indirect impacts of new transport development such as improvements in access leading to pressure for development in areas where development had not previously been planned.

Economic and Social Issues

- 2.4.12** Access to jobs and services for Vale residents are vital, as is the potential for transport measures to increase the accessibility and therefore attractiveness of employment land and development sites. In the past the need to actively develop the "market accessibility" of the Barry area has been highlighted, in terms of



improving infrastructure to facilitate access to employment sites. The strategic transport improvements referred to in Policy 7 will improve accessibility to the Barry area and at the same time ensure that these improvements will take place to serve existing built up areas and new development in the Coastal Strip. Both private and public transport measures will be important. Public transport improvements are important to provide a means of transport for those who do not have access to a private car, especially for employment, and access to goods and services.

- 2.4.13** Both strategic transport policies are aimed at ensuring that the above economic and social roles for transport can be met. Improvements to the strategic transport infrastructure will serve the existing built-up areas of the Waterfront Strip where new development will also be concentrated in line with the UDP strategy. The location of development will be influenced by the level of accessibility by means of transport other than the private car, which in practice means locations mostly in existing urban areas. These policies combined with the other policies in this plan will encourage development within the existing urban areas of the Waterfront Strip, thereby acting to reduce journey lengths, reduce the need to travel by private car, promote opportunities to travel by public transport, cycling, and walking.

Strategic Transport Policies

- 2.4.14** Policy 7 illustrates the range of proposed improvements to the existing transportation network. These improvements cover three areas: the development of strategic highway and public transport schemes; appropriate local highway schemes; and schemes to promote cycling and walking.

- 2.4.15** The strategic highway and public transport improvements will be focused within and adjoining the urban areas of the Waterfront Strip to meet the existing demand for travel in this area and to facilitate demand for travel from new developments which the Plan seeks to concentrate in this area of the Vale.

- 2.4.16** Local highway improvements will only be considered if they are necessary to alleviate existing environmental problems or if the scheme is vital for safety.

- 2.4.17** The development of facilities to encourage travel by cyclists and pedestrians is also included in this policy. These modes form an important element in any transport strategy, either as a form of transport in their own right or as part of a longer journey. Cycling development is seen as particularly important both for commuting and leisure purposes throughout the Vale of Glamorgan.



Cycle path facilities in Penarth

- 2.4.18** Policy 8 represents a mechanism for realising the important relationship between land use planning and transportation.

- 2.4.19** This policy is designed to provide opportunities to concentrate major generators of demand for travel in existing built-up areas, where:

- access to public transport facilities; cycling and walking measures can be easily be introduced/improved;
- where the close proximity of housing, employment opportunities, retail facilities and other services encourages a reduced trip length and encourages travel by means other than the private car;



- and where existing local and district facilities are located.

2.4.20 Brownfield sites especially, can provide a useful opportunity to provide locations for development which match many of these criteria.

2.4.21 These criteria highlight the need to locate developments where their transport needs can be accommodated. The policy provides scope to allow the assessment of the likelihood of public transport/ cycling/ pedestrian facilities being provided at a site and therefore also provides for a developer to become involved in the delivery of such facilities to provide an appropriate level of service to the development. The table shown in Appendix 5 (PPG 13: A guide to better practice. HMSO 1995) provides examples of how these principles could be applied nationally. The second criteria in this policy favours developments which create minimal increases in traffic levels and reduce the impact of any unacceptable environmental effects, mostly emissions and nuisance from noise and vibration.

2.5 Policy 9 & 10 **RETAILING**

2.5.1 It is one of the Government's objectives to sustain and enhance the vitality, attractiveness and viability of existing town and district shopping centres. Policy 9 seeks to promote this principle within the Vale of Glamorgan and extends it to recognise the vital economic and social role local shops play in rural areas.

2.5.2 Vitality is generally reflected in how busy a place is at different times, attractiveness in the facilities and character which draw in trade, whilst viability refers to the ability of the town or district centre to attract investment to maintain the fabric and allow for improvement and adaptation to changing needs.

2.5.3 Vitality, attractiveness and viability of centres will be measured in the Vale throughout the plan period by using the following measures:

- turnover in relation to floorspace
- commercial yield on non-domestic property
- shopping floorspace rents
- retailer representation and change
- diversity of uses
- accessibility
- pedestrian flow
- vacancies
- environmental quality
- perception of safety/occurrence of crime

2.5.4 The Government in Planning Policy Wales (2002) states that existing town and district centres will be the preferred location for new retail development. The town and district centres in the Vale of Glamorgan are as follows:

- Barry Town Centre
- Penarth District Centre
- Llantwit Major District Centre
- Cowbridge District Centre
- High Street / Broad Street, Barry
- Upper Holton Road, Barry



- 2.5.5** If there are no suitable town centre sites, new retail development should be located at edge of centre sites.
- 2.5.6** A suitable town/district centre site is one acceptable for the form of town centre development proposed in respect of its site, location, access and relationship to adjoining uses.
- 2.5.7** A suitable edge of centre site will be in a location that are within easy walking distance of the centre i.e. 200 - 300 metres from existing town centre shops. Netto in Thompson Street, Barry is a good example of an edge of centre site providing parking facilities that serve the town centre as well as the store.
- 2.5.8** An out-of-centre site is within a location that is clearly separate from the town centre but is not necessarily outside the urban area. The Waitrose store at Palmerston, Barry is a good example of an out of centre store.
- 2.5.9** An out of town site is an out of centre development on a greenfield site or on land clearly not within the current urban boundary e.g. Culverhouse Cross retail park.



- 2.5.10** Several proposed retail areas are identified in Part II, Policy SHOP 3, and a retail hierarchy for the Vale of Glamorgan is also shown in Part II. This gives a definitive list of existing retail centres in the Council's area. It is important that any future proposals for new retail development do not undermine the development of these sites for retail purposes.
- 2.5.11** In line with Government advice all new retail developments should be accessible by a mixture of private and public transport modes and minimise the need for travel. This is usually the case for town and district centre sites, but is rarely so for out of town proposals/developments.

2.6 Policy 11 SPORT & RECREATION

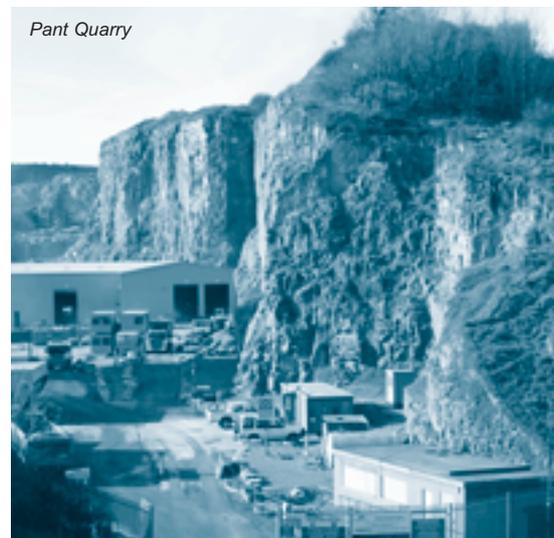
- 2.6.1** The Council accepts and supports the social and economic importance of sport and recreation to the quality of life of the residents of the Vale of Glamorgan. This acceptance dictates that a primary land use aim of the Plan must be the protection and improvement of existing recreational provision, whilst providing new facilities



and opportunities in areas of identified deficiency. The provision of new facilities is heavily dependent on the financial resources available to the Council through its budget, which is currently heavily restrained. The Council will, however, strive to ensure that recreational facilities are provided within and as a consequence of new developments by, where appropriate, entering into legal agreements with developers to secure provision by the private sector. In conjunction with this commuted sums will be sought from the developer on the basis of a twenty-year multiplier to reduce the future maintenance costs to the Council. Other areas of funding will also be utilised to the full including Sportlot, and central government grants.

2.7 Policy 12 MINERALS

2.7.1 The Council accepts that the Vale of Glamorgan is an important regional provider of minerals, and that demand for minerals, whilst variable, will continue into the indefinite future. Whilst making a commitment in the Plan to provide for a continuation of the Vale's regional contribution, it is recognised that limestone and other naturally occurring minerals can be replenished only over geological timescales. It is therefore vital to use these resources wisely and efficiently, whilst ensuring that future sources of minerals are not rendered unworkable by the injudicious siting of other developments on or near them. Also, in recognising that workable reserves of natural minerals will not last indefinitely, the Council supports the principles of sustainability by encouraging the use of alternatives to naturally occurring minerals wherever this is technically possible and where it does not have unacceptable effects on the local environment.



2.8 Policy 13 WASTE MANAGEMENT

2.8.1 Current and future EU and UK policy and legislation is crucial to formulating a long-term strategy and developing systems and facilities for waste management. The Council accepts and supports the policy emphasis of the Waste Management Hierarchy and seeks to ensure that the philosophy is applied in practice. Policies for Waste Management have been prepared in accordance with National and European guidance, within the framework of the overall Plan and seek to accommodate waste management uses that meet the needs of the community in a way that provides a balance between environmental and social needs.



2.9 Policy 14 COMMUNITY AND UTILITY SERVICES

- 2.9.1** The strategic objective of this policy is to ensure that an adequate supply and range of community and utility services exist to meet the needs of the residents of the Vale of Glamorgan but without adversely affecting the natural, built or historic environment. Utility services are of strategic significance on two main levels. Firstly, they provide the basic services for the functioning of the community in terms of energy generation, water supply, sewage disposal and telecommunications. Secondly, because they are normally large land users, both in terms of supply and distribution, they may have to be sited in areas where development would not normally be permitted. In addition to the provision of strategic utility services there are a range of community services which are essential to the well being of any community. These comprise social services, education, health and library facilities.



- 2.9.2** The Council will attempt to ensure close liaison and early consultation with the major utility companies in order that service provision throughout the Vale is of the highest standard. The Council is aware, however, that the provision of some services can have an adverse effect upon the environment of the Vale of Glamorgan. The Council will seek to balance the requirements of community and utility services and environmental objectives to ensure that the environmental effects of such developments are minimised e.g. by requiring the laying of underground cables in areas designated for their landscape and / or townscape importance.



3. ENVIRONMENT

3.1 INTRODUCTION



- 3.1.1** Unitary Development Plans have a key role to play in achieving an appropriate balance between conservation and development. It is considered that Environmental Policies should feature at the forefront of the UDP and that Environmental considerations should play a key part in decision making. Protection and enhancement of the natural and built environment of the Vale of Glamorgan is therefore accorded a high priority.
- 3.1.2** In the rural areas the overall aim of the Plan will be to maintain a diverse, thriving, attractive and environmentally healthy countryside. In the urban areas the aim will be to create and sustain more “liveable” attractive environments which will help to maintain thriving communities.
- 3.1.3** Recent development in the Vale of Glamorgan has been located very close to the main built up areas leaving the countryside relatively unaffected. However, the rural environment has been subject to significant changes in recent decades. Increasing pressure is being placed on the countryside due to changes in the rural farming economy and increasing demand for recreation and development. In an area as attractive as the Vale of Glamorgan, there is great need to protect the rural environment not only to sustain its agricultural base, but to preserve its rich heritage for future generations, as well as for local residents and others to enjoy today. A testimony to the richness and diversity of the natural environment of the Vale of Glamorgan is the presence of a number of protective designations. The Vale has twenty two Sites of Special Scientific Interest totalling some 850 hectares,



two Local Nature Reserves and seven Wildlife Trust Reserves incorporating twelve miles of the Glamorgan Heritage Coast stretching from Ogmere-By-Sea to West Aberthaw. This stretch of coastline includes the Dunraven Bay candidate Special Area of Conservation (SAC). The Severn Estuary at Penarth is a Site of Special Scientific Interest (SSSI), Wetland of International Importance (RAMSAR site), Special Protection Area (SPA) and a possible Special Area of Conservation (pSAC).

- 3.1.4** Equally important is the man made environment. More than ever there is a need to look after and enhance the existing built environment, which exhibits a great variety of townscape and architectural character: from the Victorian housing of Penarth and industrial heritage of Barry, to the older agricultural market towns of Cowbridge, Llantwit Major and the surrounding rural settlements. The historical significance of many of the buildings and settlements in the Vale is illustrated by the designation of 38 Conservation Areas, over 400 Listed Buildings and over 90 Ancient Monuments. Two areas within the Vale are included within the Register of Landscapes of Outstanding Historic Interest in Wales, and 18 sites are included within the Register of Parks and Gardens of Historic Interest in Wales. A list of Landscapes Parks and Gardens of Historic Interest is contained in Appendix 2. As well as the statutory protection afforded Listed Buildings and Ancient Monuments, the Plan will establish a policy framework intended to protect the local environment, particularly residential areas from inappropriate development which would threaten their existing character and amenities.



- 3.1.5** In addition to preserving and enhancing both the natural and built heritage of the Vale of Glamorgan, the Plan can play a part in reducing environmentally damaging practices and thus helping to ensure that the local and global environment is conserved for future generations. It is therefore essential that the Plan provides a clear policy context within which to help preserve and enhance the quality of the Vale's natural and built environment now and in the future.



3.2 NATIONAL PLANNING GUIDANCE

- 3.2.1** The legislative framework for environmental policy is enshrined in a number of National Acts and Regulations and European Directives. In addition, policy guidance is contained within a number of supplementary documents, most notably Planning Policy Wales 2002. These guidance notes define the parameters for the plan policies and proposals.

Natural Environment



- 3.2.2** Planning Policy Wales 2002 requires Local Planning Authorities to consider the environment in the widest sense in plan preparation and to assess the likely environmental impact of plan policies and proposals on the natural environment. Paragraph 5.1.1 of the Guidance states:

“The natural heritage of Wales includes its geology, land forms and biodiversity and its natural beauty and amenity. It embraces the relationship between landform and landscape, habitat and wildlife, and their capacity to sustain economic activity and to provide enjoyment and inspiration. The natural heritage is not confined to statutorily designated sites but extends across all of Wales - to urban areas, the countryside and coast. Attractive and ecologically rich environments are important, both for their own sake and for the health and the social and economic well being of individuals and communities. Biodiversity and landscape are important in the economic life of many communities and the quality of the environment is often a factor in business location decisions.”

- 3.2.3** The Guidance further states in Paragraph 5.1.3:

“A key role of the planning system is to ensure that society's land requirements are met in ways which do not impose unnecessary constraints on development whilst



ensuring that all reasonable steps are taken to safeguard or enhance the environment. However, conservation and development can often be fully integrated. With careful planning and design, not only can the potential for conflict be minimised, but new opportunities for sustainable development can also be created. For example, new development on previously developed land provides opportunities to restore and enhance the natural heritage through land rehabilitation, landscape management and the creation of new or improved habitats.”

- 3.2.4** Further detailed guidance is given in Planning Policy Wales Technical Advice Note (Wales) 5: Nature Conservation and Planning (1996); and Planning Policy Wales Technical Advice Note (Wales) 6: Agricultural and Rural Development (2000).

Built Environment

- 3.2.5** Planning Policy Wales 2002 requires consideration of a wide range of factors in respect of the built environment. These factors include consideration of issues such as Design, Access and Disability, Historic Environment, Listed Buildings, Conservation Areas and Archaeology.

- 3.2.6** Of particular relevance to the Vale of Glamorgan is consideration of the historic built environment. Planning Policy Wales 2002 clearly outlines the role of the UDP in respect of the historic environment. Paragraphs 6.1.1 and 6.1.2 state:

“It is important that the historic environment encompassing archaeology and ancient monuments, listed buildings, conservation areas and historic parks, gardens and landscapes - is protected. The Assembly Government’s objectives in this field are to:

- Preserve and enhance the historic environment, recognising its contribution to economic vitality and culture, civic pride and the quality of life, and its importance as a resource for future generations; and specifically to*
- Protect archaeological remains, which are a finite and non-renewable resource, part of the historical and cultural identity of Wales, and valuable both for their own sake and for their role in education, leisure and the economy, particularly tourism;*
- Ensure that the character of historic buildings is safeguarded from alterations, extensions or demolition that would compromise a build’s special architectural and historic interest; and to*
- Ensure that conservation areas are protected and enhanced, while at the same time remaining alive and prosperous, avoiding unnecessarily detailed controls over businesses and householders.”*

- 3.2.7** Paragraph 6.1.2 continues:

“Local planning authorities have an important role in securing the conservation of the historic environment while ensuring that it accommodates and remains responsive to present day needs. This is a key aspect of local authorities’ wider



sustainable development responsibilities which should be taken into account in both the formulation of planning policies and the exercise of development control functions.”

- 3.2.8** Further detailed guidance is contained within Planning Policy Wales Technical Advice Note (Wales) 12: Design (2002); Welsh Office Circulars 60/96 'Planning and the Historic Environment: Archaeology'; and 61/96 'Planning and the Historic Environment: Historic Buildings and Conservation Areas'.

Sustainable Development

- 3.2.9** The Report of the World Commission on the Environment and Development issued in 1987 first drew to world attention the need to achieve sustainable development and protect finite resources. The Local Agenda for the 21st Century is commonly referred to as LA21. Through the production of the 1990 White Paper “This Common Inheritance” and “A better quality of life: A strategy for sustainable development for the United Kingdom” published in 1999, Central Government have indicated the intention to work towards ensuring that development and growth are sustainable.

- 3.2.10** The nature of this advice is reflected in Planning Policy Wales 2002 by stressing the important role the planning system can play in achieving the goal of sustainable development. Paragraph 2.1.4 states:

“Both the Assembly's Sustainable Development Scheme and the UK vision of sustainable development, stress that working towards sustainable development means pursuing four 'Objectives' at the same time, namely:

- *social progress which recognises the needs of everyone;*
- *effective protection of the environment;*
- *prudent use of natural resources; and*
- *the maintenance of high and stable levels of economic growth and employment.”*

- 3.2.11** Whilst it is not the intention of the Unitary Development Plan to repeat Government advice in detail, such advice is reflected in the formulation of the policies and proposals contained within the Plan.

3.3 OBJECTIVES

- 3.3.1** In order to provide a context for policies and proposals relating to the environment, the following objectives are defined:

- To protect and enhance the countryside and coast, fostering biodiversity throughout the Vale and recognising areas of importance for landscape and nature conservation;
- To maintain the identity of settlements and to prevent urban coalescence;



- To enhance the character of the built environment and in particular to protect the best features of the urban fabric;
- To protect important heritage features; and
- To promote the recovery of derelict and degraded land and to control the adverse effects of development.



3.4 POLICIES AND PROPOSALS

The Countryside

POLICY ENV 1 - DEVELOPMENT IN THE COUNTRYSIDE

WITHIN THE DELINEATED COUNTRYSIDE PERMISSION WILL ONLY BE GRANTED FOR:

- (i) DEVELOPMENT WHICH IS ESSENTIAL FOR AGRICULTURE, HORTICULTURE, FORESTRY OR OTHER DEVELOPMENT INCLUDING MINERAL EXTRACTION, WASTE MANAGEMENT, UTILITIES OR INFRASTRUCTURE FOR WHICH A RURAL LOCATION IS ESSENTIAL;**
- (ii) APPROPRIATE RECREATIONAL USE;**
- (iii) THE RE-USE OR ADAPTATION OF EXISTING BUILDINGS PARTICULARLY TO ASSIST THE DIVERSIFICATION OF THE RURAL ECONOMY; OR**
- (iv) DEVELOPMENT WHICH IS APPROVED UNDER OTHER POLICIES OF THE PLAN.**

- 3.4.1** Due to the diverse nature of the Vale of Glamorgan areas of countryside range from remote open landscapes to the more enclosed urban fringe settings of towns and villages. The Vale of Glamorgan is an area under constant pressure for development unrelated to traditional activities. Such development can unacceptably affect agriculture and diminish the quality of the rural landscape. This



policy seeks to protect the countryside from inappropriate development. For the purposes of this policy countryside is defined as that area of land lying outside settlement boundaries of the main towns and villages, identified in Policy HOUS 2, which has not been developed for employment use or allocated in the Plan for development purposes. Employment Use is defined as those uses which fall within classes B1 Business, B2 General Industrial and B8 Storage and Distribution of the Town and Country Planning (Use Classes) Order 1987 (as amended).

3.4.2 Planning Policy Wales 2002 paragraph 5.1.1 states:

“The natural heritage of Wales includes its geology, land forms and biodiversity and its natural beauty and amenity. It embraces the relationship between landform and landscape, habitat and wildlife, and their capacity to sustain economic activity and to provide enjoyment and inspiration. The natural heritage is not confined to statutorily designated sites but extends across all of Wales - to urban areas, the countryside and coast. Attractive and ecologically rich environments are important, both for their own sake and for the health and the social and economic well being of individuals and communities. Biodiversity and landscape are important in the economic life of many communities and the quality of the environment is often a factor in business location decisions.”

3.4.3 In conjunction with the Welsh Development Agency and the Countryside Council for Wales, the Council have undertaken a comprehensive landscape assessment of the Vale of Glamorgan, using the new LANDMAP methodology. This study includes an assessment of all of the components listed above and has provided a basis for landscape policy, management and design guidance. Planning Policy Wales 2002 also states that in order to safeguard the character and appearance of the countryside, to reduce the need to travel by car and to economise on the provision of services, new houses in the countryside away from existing settlements recognised in UDPs or from other areas allocated for development, must be strictly controlled. Many parts of the countryside have isolated groups of dwellings. Sensitive filling in of small gaps, or minor extensions to such groups, may be acceptable, but much depends upon the character of the surroundings, the pattern of development in the area and the accessibility to main towns and villages.

3.4.4 Policy ENV 1 recognises that there may be a number of appropriate uses which may be permitted in the countryside, subject to no unacceptable effects. Examples may include infrastructure schemes proposed by the Statutory Undertakers, affordable housing (Policy HOUS 13) intended to meet rural housing needs, the development of waste management facilities (Policy WAST 1), the reuse and redevelopment of redundant hospitals (Policy COMM 2) and the provision of community facilities e.g. village halls, churches, burial land, the development of telecommunication systems (Policy COMM 6) and renewable energy schemes (Policy COMM 7).

3.4.5 Appropriate recreational facilities may be permitted in the countryside where they are of an informal nature and compatible with the rural landscape, nature conservation and visual amenities of the open countryside. Uses such as walking, angling, climbing and picnicking will be acceptable, as these are generally



compatible with the rural character of the open countryside. Strict control will, however, be exercised over facilities such as car parks and toilet blocks where they are considered appropriate, and these should be sensitively integrated into the countryside. Proposals for golf courses and other sport and leisure facilities, in the open countryside will be assessed in accordance with policies in the Sport and Recreation chapter of the Plan. (See Policies REC 7, 8 and 9).

- 3.4.6** The Plan recognises the important role small scale farm diversification can play in promoting a healthy rural economy in the Vale. Small scale diversification can encourage further economic diversity by helping to stimulate new and varied forms of wealth creation and employment. Examples of small scale diversification include teleworking, holiday accommodation, farm shops and craft workshops. In addition to farm diversification there are opportunities for small-scale rural enterprise in existing rural settlements, sites identified for employment use in rural areas and through the use of existing rural buildings.

POLICY ENV2 - AGRICULTURAL LAND

THE BEST AND MOST VERSITILE AGRICULTURAL LAND (GRADES 1, 2 AND 3A) WILL BE PROTECTED FROM IRREVERSIBLE DEVELOPMENT, SAVE WHERE OVERRIDING NEED CAN BE DEMONSTRATED. NON AGRICULTURAL LAND OR LAND OF A LOWER QUALITY SHOULD BE USED WHEN DEVELOPMENT IS PROPOSED, UNLESS SUCH LAND HAS A STATUTORY LANDSCAPE, NATURE CONSERVATION, HISTORIC OR ARCHAEOLOGICAL DESIGNATION WHICH OUTWEIGHS AGRICULTURAL CONSIDERATIONS.

- 3.4.7** A thriving agricultural industry requires that its most productive land is protected from irreversible development. Government Policy is to protect the best and most versatile land i.e. Grades 1, 2 and 3a, as a "national resource for the future". Where appropriate, non-agricultural land should be considered initially for development. The reclamation and development of derelict land has the advantage of removing possible eyesores and bringing such land back into beneficial use. Where development is proposed on land of Grade 1, 2 and 3a and where there is a choice between sites of different classification, development should generally be directed towards land of the lowest classification.
- 3.4.8** Notwithstanding the above, there may be occasions when land of low agricultural quality may be of importance for other reasons, for example, high landscape value or as an important wildlife habitat. Developments, such as those permitted by Policy ENV 1, may conflict with other plan policies intended to protect the natural environment. As a consequence proposals which require the development of agricultural land will need to be assessed fully in the light of all appropriate plan policies and other material considerations.





POLICY ENV 3 - GREEN WEDGES

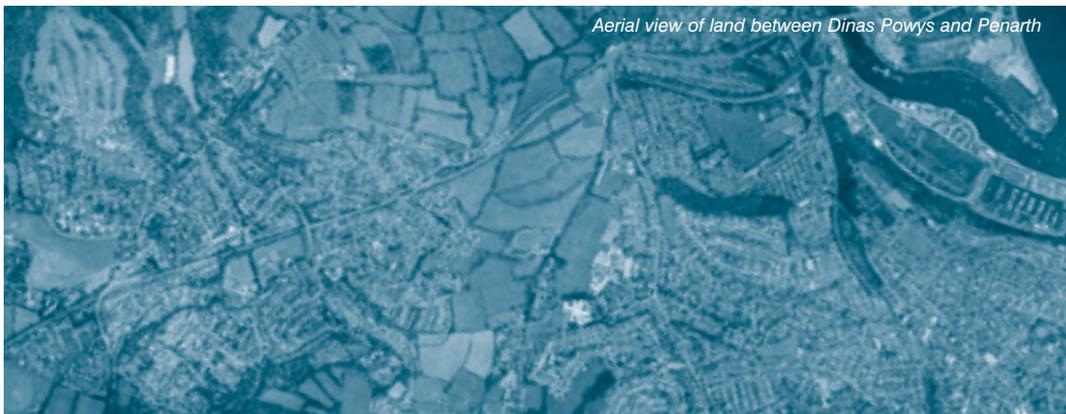
GREEN WEDGES HAVE BEEN IDENTIFIED IN ORDER TO PREVENT URBAN COALESCENCE BETWEEN AND WITHIN SETTLEMENTS AT THE FOLLOWING LOCATIONS:

- (i) DINAS POWYS AND PENARTH AND TO THE SOUTH AND WEST OF LLANDOUGH;**
- (ii) NORTH WEST OF SULLY;**
- (iii) NORTH AND EAST OF WENVOE;**
- (iv) SOUTH OF BRIDGEND; AND**
- (v) BARRY, RHOOSE AND ST ATHAN.**

WITHIN THESE AREAS DEVELOPMENT WHICH PREJUDICES THE OPEN NATURE OF THE LAND WILL NOT BE PERMITTED.

3.4.9 Land on the urban fringe, which for the purposes of this policy is defined as the area of countryside immediately adjoining urban areas, is vulnerable to speculative development. The spread of development into the countryside, which can result in urban sprawl, incremental loss of open land and lead ultimately to the coalescence of settlements, can have a detrimental effect upon agriculture, the landscape and amenity value of the land and can unacceptably erode community identity. Although there are other policies within the Plan aimed at restricting development in the countryside, it is considered necessary to afford additional protection to areas of important and vulnerable open land by restricting development on the urban fringe and between settlements.

3.4.10 Policy ENV 3 seeks to ensure that areas of important and vulnerable open land, located between Dinas Powys and Penarth, to the south and west of Llandough, to the north and east of Wenvoe, to the north west of Sully, south of Bridgend and between Barry, Rhoose and St Athan, are protected from all forms of development except those specified in Policy ENV 1. The limited nature of the operations permissible under Policy ENV 1 will ensure that whilst some essential development may take place in the countryside, the predominantly open and undeveloped





character of the Green Wedge remains unchanged. The Green Wedge identified to the east of Wenvoe will abut the line of the proposed Airport Access Road, which at the time of writing is to be confirmed and may only be shown as an indicative line.

- 3.4.11** A policy for managing urban form has been consistently supported by the Secretary of State for Wales in approving South Glamorgan Structure Plans in 1980 and 1989 and by the Inspector's Report on the East Vale Local Plan Inquiry in 1986. More recently the Report of the Panel of the Examination in Public of the South Glamorgan Replacement Structure Plan in 1996 proposed that:

“Local plans and related planning policies should seek to prevent the coalescence of Cardiff, Penarth, Dinas Powys and Barry... preserve the setting of the main urban areas... and conserve those areas of countryside forming a vital amenity and recreational resource for people in the urban areas.”

- 3.4.12** Whilst the Plan presently seeks to protect vulnerable land by implementing a policy of designating areas of land as green wedges, this does not preclude the designation of a Green Belt within the Vale of Glamorgan during the Plan period. Important factors of a Green Belt are its strict control of development and its permanence. Thus, because of its wide ranging impact, the development of a Green Belt policy must be formulated in association with other Local Planning Authorities in South East Wales. Prior to the designation of any Green Belt, it will be necessary for a sub-regional study to be conducted, to identify development needs and ways of managing change over the next 30 years. Work on this has already begun to provide the context for a debate about urban form and the merits of a Green Belt designation. It is not anticipated that a Green Belt designation will form any part of this Plan. Proposals for designation may, however, be considered as part of the 1st Review of the Plan, subject to sub regional agreement. Any designation of a Green Belt in the South East Wales region will be made in accordance with guidance contained in Planning Policy Wales 2002.

POLICY ENV 4 - SPECIAL LANDSCAPE AREAS

NEW DEVELOPMENT WITHIN OR CLOSELY RELATED TO THE FOLLOWING SPECIAL LANDSCAPE AREAS WILL BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT IT WOULD NOT ADVERSELY EFFECT THE LANDSCAPE CHARACTER, LANDSCAPE FEATURES OR VISUAL AMENITIES OF THE SPECIAL LANDSCAPE AREA:

- (i) ELY VALLEY AND RIDGE SLOPES**
- (ii) LOWER THAW VALLEY**
- (iii) UPPER THAW VALLEY**
- (iv) NANT LLANCARFAN**
- (v) CWRT YR ALA BASIN**
- (vi) DUFFRYN BASIN AND RIDGE SLOPES**
- (vii) CASTLE UPON ALUN**



3.4.13 The design of development approved within the countryside can have a great effect upon the quality of the rural landscape. Development in the above areas will be strictly controlled in order to protect their special landscape character. Following the development of the LANDMAP methodology for landscape assessment by the Welsh Landscape Partnership Group and the Countryside Council for Wales, the Vale of Glamorgan Council has undertaken a comprehensive landscape study entitled "Landscapes Working for the Vale of Glamorgan". This study forms the basis for the designation of the seven Special Landscape Areas. Full details of how these areas have been defined can be found in the Topic Paper on Special Landscape Areas. Any development proposed within or on land closely related to a defined Special Landscape Area will need to have regard to the characteristics and features of the surrounding landscape. Applicants will need to demonstrate that their proposal has been designed to minimise the impact of the development upon the landscape. The Council will consider issues such as use of landform, orientation of buildings, use and enhancement of existing hard and soft landscape features such as trees, hedgerows, woodlands or walls, and use of materials when assessing the impact of a development. A separate SPG providing guidance on design both inside and outside of Special Landscape Areas will also be issued by the Council.

The Coast

3.4.14 The Vale of Glamorgan is an area heavily influenced by the sea and coastal activities. The coastal zone of the Vale of Glamorgan is for the purposes of this Plan defined as land adjacent to the coast between the Ogmore and Ely rivers comprising the Heritage Coast and the East Vale Coast. The zone includes areas of both undeveloped areas of coastline such as the Glamorgan Heritage Coast, Porthkerry and Lavernock and developed areas such as Barry and Penarth.

ENV 5 - THE GLAMORGAN HERITAGE COAST

THE SPECIAL ENVIRONMENTAL QUALITIES OF THE GLAMORGAN HERITAGE COAST WILL BE CONSERVED AND ENHANCED. WITH THE EXCEPTION OF LIMITED INFORMAL RECREATION FACILITIES AT CWM COLHUW, OGMORE-BY-SEA AND DUNRAVEN, THE REMAINDER OF THE AREA WILL BE TREATED AS A REMOTE ZONE WITH PRIORITY BEING GIVEN TO AGRICULTURE, LANDSCAPE AND NATURE CONSERVATION.

3.4.15 The designation of the Glamorgan Heritage Coast recognises its national importance as an area of attractive undeveloped coastline. The objective of the designation is to ensure that the undeveloped character of the coastline is conserved and to enable the provision of appropriate recreational facilities.

3.4.16 Strong pressure for new development, especially residential development, exists throughout the rural areas of the Vale of Glamorgan. However, the undeveloped, unspoilt nature of the coastline is fundamental to the character of the Glamorgan Heritage Coast. If the sense of isolation and natural scenery is to be retained it is considered important to strictly control new development. Similarly, development outside but close to, or prominent from within the Heritage Coast boundary can



have an impact on the landscape quality of the coast and should therefore be carefully considered.

3.4.17 Farming is the major activity on the good agricultural land within the Heritage Coast. It is therefore important to recognise and support the maintenance of a viable agricultural industry including appropriate farm based diversification proposals. Consequently, agricultural land within the Glamorgan Heritage Coast will be protected from any influences that inhibit good farm management.



3.4.18 The above policy does not specifically preclude informal recreational development in appropriate locations within the Heritage Coast. If there is irreconcilable conflict between recreation and conservation objectives, conservation and enhancement of the natural beauty should take precedence.

3.4.19 The Management Plan for the Glamorgan Heritage Coast project identified much of the coastal area as a "Remote Zone" where conservation and environmental protection is paramount. Considerable effort has been expended on its protection and enhancement, and public access is catered for at popular visitor locations and via the network of coastal footpaths. Cwm Colhuw, Dunraven and Ogmores-by-Sea attract many visitors each year and these areas will continue to act as a local focus for informal recreation activity, thereby relieving pressure on the other, more sensitive areas of the Heritage Coast.

POLICY ENV 6 - EAST VALE COAST

OUTSIDE THE GLAMORGAN HERITAGE COAST DEVELOPMENT WITHIN THE UNDEVELOPED COASTAL ZONE WILL BE PERMITTED IF:

(i) A COASTAL LOCATION IS NECESSARY FOR THE DEVELOPMENT AND

(ii) THE PROPOSAL WOULD NOT CAUSE UNACCEPTABLE ENVIRONMENTAL EFFECTS BY WAY OF:

- VISUAL OR NOISE INTRUSION;
- IMPACT ON AREAS OF LANDSCAPE IMPORTANCE;
- AIR, LAND OR WATER POLLUTION;
- EXACERBATION OF FLOODING OR EROSION RISK;
- HAZARDOUS OPERATIONS; OR
- IMPACT ON ECOLOGY OR FEATURES OF GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE.

IN AREAS OF EXISTING OR ALLOCATED DEVELOPMENT WITHIN THE COASTAL ZONE, ANY NEW PROPOSAL SHOULD BE DESIGNED WITH RESPECT TO ITS LOCAL CONTEXT AND SENSITIVE TO ITS COASTAL SETTING.



- 3.4.20** Planning Policy Wales 2002 states that “*UDPs should normally only propose coastal locations for development which needs to be on the coast. In particular, the undeveloped coast will rarely be the most appropriate location for development. The developed coast, by contrast, may provide opportunities for restructuring and regenerating existing urban areas. Where new development requires a coastal location, the developed coast will normally provide the best option, provided that due regard is paid to the risks of erosion, flooding or land instability*” (paragraph 5.7.2 refers). Here, proposals for new development should be of a type and character compatible with its location and sensitive to its coastal setting, particularly where its visual or environmental impact would be significant.
- 3.4.21** A comprehensive study was carried out to define the Coastal Zone for the eastern Vale from Aberthaw to the Taff Barrage combining character and “feel” of the area with topographical, ecological and visual information. An initial area within approximately 1km from High Water Mark was studied, with landform, land use, development and nature conservation features of the area identified with the aim of determining a Coastal Zone boundary. Where reasonable this has been chosen to follow definable boundaries that are apparent on the ground. For the purposes of this Policy, the Undeveloped Coastal Zone is defined as areas within the Coastal Zone boundary lying outside the settlement boundaries of the main towns and villages, identified in Policy HOUS 2, which have not been developed for employment use or allocated in the Plan for development purposes. Employment Use is defined as those uses which fall within classes B1 Business, B2 General Industrial and B8 Storage and Distribution of the Town and Country Planning (Use Classes) Order 1987 (as amended).
- 3.4.22** Much of the eastern part of the Vale of Glamorgan coastline is developed. The settlements of Barry, Penarth and Sully and the electricity generating installation at Aberthaw feature prominently along the coastline. The Council recognises that the operational requirements of some developments clearly necessitates a coastal location. Though outside the defined settlement boundary for Barry, the port estate is clearly a developed area and its continued use and development as a commercial/industrial estate and for the expansion of operational port facilities by Associated British Ports, is endorsed. The continued use of the Aberthaw Power Station site for electricity generation is recognised, particularly in view of the existing connection to the National Grid system and access to water for cooling purposes. The presence of these developments along the East Vale Coast give increased importance to those areas of undeveloped coastline. The Council will, through Policy ENV 6, safeguard the East Vale Coast from inappropriate development.



Entrance to Barry Docks

- 3.4.23** The Plan will seek to ensure that development which requires a coastal location is located in areas that are presently developed, in order to ensure that the natural character and landscape of the undeveloped coastline is protected. Within the undeveloped coastline, development proposal for which a coastal location is not necessary will be strongly resisted. In particular, the Severn Estuary Special Area



of Conservation (which includes the coast between Penarth and Lavernock Point) will be protected in accordance with Policy ENV 13.

Coast between Penarth and Lavernock



POLICY ENV 7 - WATER RESOURCES

RIVER, OTHER INLAND WATERS AND UNDERGROUND WATER RESOURCES WILL BE SAFEGUARDED. DEVELOPMENTS WHICH IMPROVE THE WATER ENVIRONMENT OR HELP TO PREVENT FLOODING WILL BE FAVOURED. DEVELOPMENT WILL BE PERMITTED WHERE IT WOULD NOT:

(i) HAVE AN UNACCEPTABLE EFFECT ON THE QUALITY OR QUANTITY OF WATER RESOURCES OR ON FISHERIES, NATURE OR HERITAGE CONSERVATION, RECREATION OR OTHER AMENITY INTERESTS RELATED TO SUCH WATERS;

OR

(ii) BE POTENTIALLY AT RISK FROM FLOODING, OR INCREASE THE RISK OF FLOODING LOCALLY OR ELSEWHERE TO AN UNACCEPTABLE LEVEL.

- 3.4.24** Through its development control function the Council will maintain a close working relationship with the Environment Agency, in order to ensure that new developments do not adversely effect the water environment or water supply.
- 3.4.25** The water environment is important in providing water for domestic, agricultural and industrial purposes; serving as a channel for the dispersal of water; as an important wildlife habitat; and as a major source of recreation.
- 3.4.26** New developments can have a significant effect upon the quality of underground, surface and coastal water, for example in the discharge of heat, effluent and run off from buildings and hard surfaces. They can also affect the volume of water, either by abstraction or discharge, for example quarrying operations, which in turn can effect nature conservation, the concentration of chemicals and organic pollution and cause the capacity of the water course to be exceeded and result in flooding. Thus areas liable to flooding should not be developed unless acceptable protection measures can be implemented. Similarly development which would exacerbate flood risk elsewhere should not be permitted.

**Development In The Countryside****POLICY ENV 8 - SMALL SCALE RURAL CONVERSIONS**

PROPOSALS WHICH INVOLVE SMALL SCALE CONVERSIONS OF RURAL BUILDINGS TO NEW USES WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) WHERE THE BUILDING IS OF ARCHITECTURAL OR HISTORIC VALUE, THE PROPOSED CONVERSION RETAINS THOSE ARCHITECTURAL OR HISTORIC FEATURES PRESENT IN THE BUILDING;**
- (ii) IN THE CASE OF A CONVERSION TO BUSINESS USE THE BUILDING IN TERMS OF FORM, BULK AND GENERAL DESIGN IS IN KEEPING WITH ITS SURROUNDINGS;**
- (iii) THE BUILDING IS STRUCTURALLY SOUND AND THE CONVERSION CAN BE ACHIEVED WITHOUT SUBSTANTIAL RECONSTRUCTION OF THE EXTERNAL WALLS, OR EXTENSION TO THE BUILDING. HOWEVER, EACH PROPOSAL WILL BE ASSESSED AS A MATTER OF FACT AND DEGREE, DEPENDING ON THE PARTICULAR CIRCUMSTANCES OF THE CASE;**
- (iv) CONVERSION WORK CAN BE UNDERTAKEN WITHOUT UNACCEPTABLY ALTERING THE APPEARANCE AND RURAL CHARACTER OF THE BUILDING;**
- (v) WHERE RESIDENTIAL USE IS CONSIDERED ACCEPTABLE, AMENITY SPACE CAN BE PROVIDED WITHIN THE CURTILAGE OF THE SITE WITHOUT UNDUE INCURSION INTO THE RURAL LANDSCAPE;**
- (vi) VEHICULAR ACCESS IS AVAILABLE OR CAN BE PROVIDED FROM THE PUBLIC HIGHWAY WITHOUT ANY UNACCEPTABLE EFFECT UPON THE APPEARANCE OF THE COUNTRYSIDE;**
- (vii) SATISFACTORY PARKING PROVISION CAN BE MADE WITHIN THE CURTILAGE OF THE SITE;**
- (viii) IN THE CASE OF CONVERSION FOR SMALL SCALE COMMERCIAL, INDUSTRIAL, RECREATIONAL OR TOURISM USE THE PROPOSAL SHOULD NOT CREATE UNACCEPTABLE TRAFFIC OR OTHER ENVIRONMENTAL PROBLEMS;**
- (ix) IN THE CASE OF CONVERSIONS FOR SMALL SCALE COMMERCIAL OR INDUSTRIAL USES, ANY RETAIL SALE OF PRODUCTS SHOULD BE ANCILLARY TO THE MAIN USE;**
- (x) THE PROPOSAL IS NOT INCOMPATIBLE WITH ACTIVITIES CARRIED OUT ON ADJOINING LAND. APPLICANTS MAY BE REQUESTED TO ENTER INTO A LEGAL AGREEMENT TO CONTROL THE ACTIVITIES OF OTHER LAND IN THEIR OWNERSHIP;**



POLICY ENV 8 - SMALL SCALE RURAL CONVERSIONS cont.

- (xi) **UTILITY AND INFRASTRUCTURE SERVICES CAN BE PROVIDED WITHOUT UNACCEPTABLE VISUAL INTRUSION AND WITHOUT DETRIMENT TO THE ENVIRONMENT;**
- (xii) **THE PROPOSED NEW USE WOULD PRESERVE OR ENHANCE THE SETTING OR CHARACTER OF ANY CONSERVATION AREA;**
- (xiii) **THE PROPOSAL WOULD PRESERVE OR ENHANCE THE ARCHITECTURAL OR HISTORIC QUALITY OF A LISTED BUILDING OR ITS SETTING.**

3.4.27 Much of the Vale of Glamorgan's appeal comes from its attractive countryside and traditional buildings. Many of the rural buildings are of considerable interest because of the craftsmanship and pride invested in their construction and are also of historic interest as reminders of our agricultural heritage.

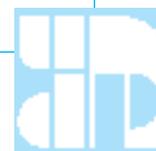
3.4.28 It is preferable that rural buildings be retained for their original use or are put to a new agricultural use. Where buildings become redundant from agricultural practice they can quickly deteriorate and fall into ruin without regular use or maintenance. The absence of traditional agricultural and rural buildings can impoverish the rural scene and where appropriate new uses should be found for these buildings to ensure their future and retain and contribute to the rural character of the Vale.

3.4.29 New housing in the countryside is subject to strict control both nationally and locally. Policy HOUS 3 only allows residential development in the countryside in the interests of agriculture or forestry. Government Guidance suggests that it may be appropriate to apply similar principles to the conversion of existing rural buildings to dwellings as for new housing.

3.4.30 There are a number of hamlets and isolated pockets of dwellings in the Vale where new dwellings would not be allowed. However, it is accepted that the conversion of existing rural buildings in these hamlets may be acceptable. Isolated conversions in particular are unsustainable. They can place an unacceptable burden on local services, are often at a distance from local public transport services thereby increasing the need to travel by car to work, school or for shopping and they can cause an unacceptable visual intrusion into the rural landscape. Residential conversions can also have a detrimental effect on the fabric and character of historic farm buildings.

3.4.31 Whilst new uses can frequently be the key to the preservation of historic buildings, it is important to ensure that the new development is sympathetic to the rural character. For example the creation of a residential curtilage around a newly converted





building can have a harmful effect on the character of the countryside, especially in areas of high quality landscape.

3.4.32 It will generally be more acceptable to convert rural buildings to uses such as appropriate commercial, industrial and recreational enterprises, which will have a beneficial effect upon the rural economy. However such uses must be sympathetic with the rural location of buildings and must not create unacceptable traffic or other environmental problems. Planning applications submitted without the details required in policy ENV 8 are unlikely to be acceptable and may be refused on the grounds that insufficient information has been submitted to properly assess the proposal.



3.4.33 Policy ENV 8 is more fully explained in Supplementary Planning Guidance published by the Council "The Conversion of Rural Buildings"

POLICY ENV 9 - DEVELOPMENT INVOLVING HORSES

HORSE RELATED DEVELOPMENTS, INCLUDING STABLES, FIELD SHELTERS, RIDING SCHOOLS, STUD FARMS AND LIVERY STABLES WILL BE PERMITTED IF THEY WOULD NOT:

- (i) RESULT IN THE LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1, 2 AND 3A) OR PREJUDICE VIABLE AGRICULTURAL UNITS;**
- (ii) UNACCEPTABLY AFFECT THE CHARACTER AND APPEARANCE OF THE LOCALITY;**
- (iii) CAUSE POTENTIAL DANGER OR NUISANCE TO NEIGHBOURS, PEDESTRIANS, VEHICLES OR HORSE RIDERS; OR**
- (iv) RESULT IN THE OVERUSE OF LOCAL BRIDLEWAYS OR OPEN SPACE.**

3.4.34 The use of land for horse grazing and horse related development has become increasingly popular in recent years and such developments have become common features around the edge of urban areas as well as in the countryside. Such demands are likely to continue. Some uses do not require planning permission such as simple grazing, keeping horses as "pets" within the curtilage of a dwelling house, or for buildings housing horses kept solely for agriculture purposes. Normally horse related development for leisure or commercial purposes will require planning permission. Though related activities can help provide new opportunities for employment and land use, the number of people keeping horses can increase the pressure on existing bridleways and open spaces, often to the disadvantage of pedestrians. Regard will be had to advice contained in the Countryside Commission document "Horses in the Countryside". The Council will seek to ensure that horse related facilities should look appropriate for the purpose and not take on the appearance of a surrogate dwelling house. Standards of



design, construction and maintenance of buildings and land appropriate to the character of rural areas will be required. This will ensure that equestrian activities do not have an adverse effect on the countryside, as well as ensuring that horses are well cared for.

POLICY ENV 10 - CONSERVATION OF THE COUNTRYSIDE

MEASURES TO MAINTAIN AND IMPROVE THE COUNTRYSIDE, ITS FEATURES AND RESOURCES WILL BE FAVOURED, PARTICULARLY IN THE GLAMORGAN HERITAGE COAST, AREAS OF HIGH QUALITY LANDSCAPE, AND AREAS SUBJECT TO DEVELOPMENT PRESSURE AND/OR CONFLICT SUCH AS THE URBAN FRINGE.

- 3.4.35** Planning Policy Wales 2002 paragraph 5.5.1 states that *“The natural heritage of Wales includes its geology, land forms and biodiversity and its natural beauty and amenity. It embraces the relationship between landform and landscape, habitat and wildlife, and their capacity to sustain economic activity and to provide enjoyment and inspiration. The natural heritage is not confined to statutorily designated sites but extends across all of Wales - to urban areas, the countryside and coast. Attractive and ecologically rich environments are important, both for their own sake and for the health and the social and economic well being of individuals and communities. Biodiversity and landscape are important in the economic life of many communities and the quality of the environment is often a factor in business location decisions.”* The Vale of Glamorgan is an area of particularly rich and diverse countryside, much of which is afforded protection by this Plan and statutory designations.
- 3.4.36** Proposals for development in the countryside will be assessed in accordance with the requirements of Policy ENV 1 of the Plan. It is the purpose of Policy ENV 10 to enable the countryside of the Vale of Glamorgan to be conserved and managed in both formal and informal ways to minimise the potentially harmful effects of developments and to reconcile conflicts between users - especially around the urban fringe areas. The landscape assessment “Landscapes Working for the Vale of Glamorgan”, undertaken by the Council in partnership with the WDA and CCW will help to progress this intention. The Study contains a wealth of data and information relating to the rural landscape of the Vale, and provides management and design guidance, and has also been used as the basis for Supplementary Planning Guidance for the UDP.
- 3.4.37** Mineral extraction, modern agricultural practices, afforestation, recreation and tourist activity can result in degradation of the environment unless partnered by sensitive land management practices. In order to minimise the degrading effects of development, where appropriate the Council will impose planning conditions on developments or seek to enter into management agreements with developers.
- 3.4.38** In order to improve nature conservation in the Vale, measures to increase the number and variety of habitats and improve existing ones, thereby fostering species survival and diversity, will be favoured. This will include, where possible the creation of new or improved habitats for wildlife in both new and existing



developments and the use of management plans and agreements to ensure the maintenance and improvement of sites.

Landscape Features

POLICY ENV 11 - PROTECTION OF LANDSCAPE FEATURES

DEVELOPMENT WILL BE PERMITTED IF IT DOES NOT UNACCEPTABLY AFFECT FEATURES OF IMPORTANCE TO LANDSCAPE OR NATURE CONSERVATION INCLUDING: TREES, WOODLAND, HEDGEROWS, RIVER CORRIDORS, PONDS, STONE WALLS AND SPECIES RICH GRASSLANDS.

- 3.4.39** The character of the Vale of Glamorgan is heavily reliant upon the retention of features within it. Most notably trees, woodlands, hedgerows, river corridors, ponds, stone walls, species rich grasslands, traditional orchards, parkland trees and wetlands all contribute to its unique character, as well as providing resources for recreation and wildlife habitats, corridors or networks. The fragile nature of these features means that once lost they are rarely replaced, and the loss of just one or two individual features can have a considerable effect on the appearance and wildlife value of a locality. In support of this policy the Environment Agency has adopted a policy of resisting the culverting of watercourses unless to facilitate access crossings only. Culverting of a watercourse will be subject to land drainage consent issued by the Agency.
- 3.4.40** Hedgerows have come under particular threat in recent years with changes in farming practices resulting in larger fields and the destruction of many miles of hedgerow. New regulations for the protection of hedgerows were introduced in June 1997. These regulations make it illegal to remove most countryside hedgerows without permission, and set out certain criteria for classifying hedgerows as "important." They do not apply to domestic hedgerows, and are currently under review.

POLICY ENV 12 - WOODLAND MANAGEMENT

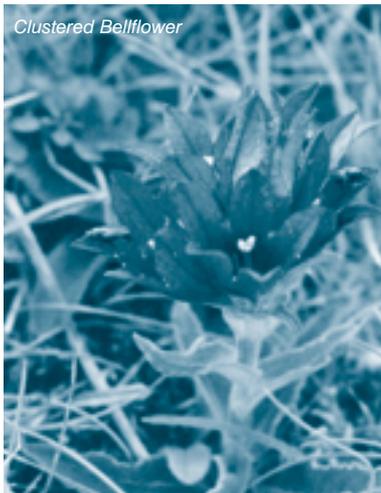
THE IMPROVEMENT, MANAGEMENT AND EXTENSION OF WOODLAND, TREE COVER AND HEDGEROWS, PARTICULARLY OF BROADLEAF NATIVE SPECIES, WILL BE FAVOURED, ESPECIALLY WHERE IT:

- (i) MAKES A SIGNIFICANT IMPROVEMENT TO THE LANDSCAPE SUCH AS ON DERELICT LAND, THE URBAN FRINGE, OR IN THE VICINITY OF MAJOR ROAD/RAIL CORRIDORS AND QUARRIES; OR**
- (ii) IT HELPS TO DIVERSIFY AND EXTEND WILDLIFE HABITATS; OR**
- (iii) IT ADDS TO RECREATIONAL AND EDUCATIONAL OPPORTUNITIES.**



3.4.41 The quality of many small woodlands within the Vale of Glamorgan is poor and positive management measures are required to ensure their continued presence in the landscape. The management and improvement of woodlands is encouraged and supported through the advisory service provided by Coed Cymru and the Forestry Authority's Woodland Grant Scheme and Woodland Improvement Grants.

3.4.42 Particular importance will be attached to the management of ancient, semi-natural woodland. Natural regeneration and new planting to increase tree cover and wildlife habitats will be favoured, and preference will be given to the planting of native broad-leafed species.



Nature Conservation

POLICY ENV 13

INTERNATIONAL AREAS OF NATURE CONSERVATION IMPORTANCE

INTERNATIONAL SITES WHICH ARE DESIGNATED OR POTENTIAL RAMSAR SITES, SPECIAL PROTECTION AREAS OR SPECIAL AREAS OF CONSERVATION WILL BE PROTECTED. DEVELOPMENT OR LAND USE CHANGES LIKELY TO HAVE AN ADVERSE EFFECT ON SUCH SITES WILL NOT BE PERMITTED UNLESS THERE IS NO ALTERNATIVE AND THERE ARE IMPERATIVE REASONS OF OVERRIDING PUBLIC INTEREST. WHERE SUCH SITES HOST A PRIORITY HABITAT OR SPECIES (AS LISTED IN THE E.C. HABITATS DIRECTIVE) DEVELOPMENTS WILL NOT BE PERMITTED UNLESS REQUIRED FOR REASONS OF HUMAN HEALTH OR SAFETY. IF IN EXCEPTIONAL CIRCUMSTANCES DEVELOPMENT IS PERMITTED, APPROPRIATE CONDITIONS OR AGREED PLANNING OBLIGATIONS WILL BE USED TO SECURE ADEQUATE COMPENSATION OR MITIGATION MEASURES.

POLICY ENV 14

NATIONAL SITES OF NATURE CONSERVATION IMPORTANCE

DEVELOPMENT LIKELY TO HAVE AN ADVERSE EFFECT, EITHER DIRECTLY OR INDIRECTLY ON THE CONSERVATION VALUE OF A NATIONAL NATURE RESERVE OR A SITE OF SPECIAL SCIENTIFIC INTEREST WILL NOT BE PERMITTED UNLESS THERE IS NO ALTERNATIVE AND IT CAN BE DEMONSTRATED THAT THE BENEFITS ARISING FROM THE DEVELOPMENT CLEARLY OUTWEIGH THE SPECIAL INTEREST OF THE SITE. IF DEVELOPMENT IS PERMITTED, APPROPRIATE CONDITIONS OR AGREED PLANNING OBLIGATIONS WILL BE USED TO SECURE ADEQUATE COMPENSATION OR MITIGATION MEASURES.



POLICY ENV 15 - LOCAL SITES OF NATURE CONSERVATION SIGNIFICANCE

DEVELOPMENT AND LAND USE CHANGE LIKELY TO HAVE AN UNACCEPTABLE EFFECT ON A LOCAL NATURE RESERVE, A REGIONALLY IMPORTANT GEOLOGICAL / GEOMORPHOLOGICAL SITE, OR A SITE SHOWN TO BE OF IMPORTANCE FOR NATURE CONSERVATION WILL NOT BE PERMITTED UNLESS THE REASONS FOR THE PROPOSAL CLEARLY OUTWEIGH THE LOCAL IMPORTANCE OF THE SITE. IF DEVELOPMENT IS PERMITTED, APPROPRIATE CONDITIONS OR AGREED PLANNING OBLIGATIONS WILL BE USED TO ENSURE THE IMPACT ON NATURE CONSERVATION IS MINIMISED.

POLICY ENV 16 - PROTECTED SPECIES

PERMISSION WILL ONLY BE GIVEN FOR DEVELOPMENT THAT WOULD CAUSE HARM TO OR THREATEN THE CONTINUED VIABILITY OF A PROTECTED SPECIES IF IT CAN BE CLEARLY DEMONSTRATED THAT:

- (i) THERE ARE EXCEPTIONAL CIRCUMSTANCES THAT JUSTIFY THE PROPOSALS;**
- (ii) THERE IS NO SATISFACTORY ALTERNATIVE; AND**
- (iii) EFFECTIVE MITIGATION MEASURES ARE PROVIDED BY THE DEVELOPER.**

3.4.43 The Vale of Glamorgan is characterised by a rich mixture of undulating farmland, river valleys, unspoilt coastline and woodlands. A testimony to this diversity of the natural environment is the number of protective designations.

3.4.44 Policies ENV 13 and ENV 14 seek to protect statutorily designated sites of national or international importance. They include part of the Ramsar site, Special Protection Area (SPA), possible Special Area of Conservation (pSAC) and Site of Special Scientific Interest (SSSI) of the Severn Estuary Dunraven Bay candidate Special Area of Conservation and twenty-two other SSSIs within the Vale of Glamorgan. Together these total some 900 ha and include woodland, grassland, heathland, riverbanks and coastal sites, the majority of which are in coastal locations. Geological and geomorphological sites are included within the term nature conservation, and there are several sites of importance within the Vale of Glamorgan, most notably along the coast where land forms are revealed. The Severn Estuary is particularly significant as a wetland of international importance. A list of the twenty two SSSIs within the Vale of Glamorgan is attached as Appendix 2.



Glamorgan Heritage Coast at Southerndown



- 3.4.45** All proposals affecting international or nationally important sites will be subject to rigorous examination both individually and in combination with other proposals or projects. Proposals, which have beneficial effects for nature conservation, will be favoured. If in exceptional circumstances development is permitted, appropriate conditions or agreed planning obligations will be used to secure appropriate compensation or mitigation measures.
- 3.4.46** The local authority is required to consult the Countryside Council for Wales regarding any development affecting SSSIs. CCW is responsible for designating SSSIs and for specifying “notifiable operations” within them. Wider consultation areas around SSSIs can also be defined by CCW but there are none currently operative in the Vale of Glamorgan.
- 3.4.47** If in exceptional circumstances development is permitted, the local authority will ensure, through appropriate conditions or agreed planning obligations, that the integrity of the site is safeguarded.
- 3.4.48** ENV 15 protects sites of more local significance. There are two Local Nature Reserves in the Vale of Glamorgan, and seven nature reserves that are managed by the Wildlife Trust of South and West Wales. A list of all designated sites is given in Appendix 2. In addition to these defined sites, Policy ENV 15 also seeks to protect other sites of interest to nature conservation that may come to light.
- 3.4.49** The presence of a species protected by legislation, such as the Conservation (Natural Habitats, & c.) Regulations 1994, Wildlife and Countryside Act 1981 or The Protection of Badgers Act 1992, is a material consideration in the determination of planning applications. When evaluating any development proposal which, if carried out, would be likely to result in harm to a protected species or its habitat, the Council will be guided by advice received from the Countryside Council for Wales. Applicants will also be advised of the need to conform with any statutory species protection affecting the site concerned.
- 
- 3.4.50** A Landscape Study for the Vale of Glamorgan carried out in partnership with the WDA and the CCW, includes the investigation of ecological features throughout the Vale, and may suggest that other sites should be recognised. This is a first stage towards the preparation of a local Biodiversity Action Plan for the Vale and will complement the preparatory work being undertaken for the Glamorgan area with partnership organisations. Supplementary Planning Guidance has been prepared following this Landscape Study in order to provide detail and support for relevant policies in the UDP and to inform the evolving Countryside Strategy.
- 3.4.51** Where development or change is proposed which will affect a site of local significance, this will normally be resisted. Should development be permitted in these areas, developers will be required to ensure that adequate mitigation or compensation measures are undertaken.



Built Environment

TOWNSCAPES

3.4.52 The Vale of Glamorgan possesses varied and important townscapes, which provide the basis on which conservation policy is formulated and around which a programme of environmental enhancements can be implemented.

Barry

3.4.53 Barry is a maritime industrial town, which saw its major growth around the turn of the century when the Docks were built. Its old core still focuses on the Dock area and town centre commercial core. 20th Century development has largely taken place on the periphery of the town.

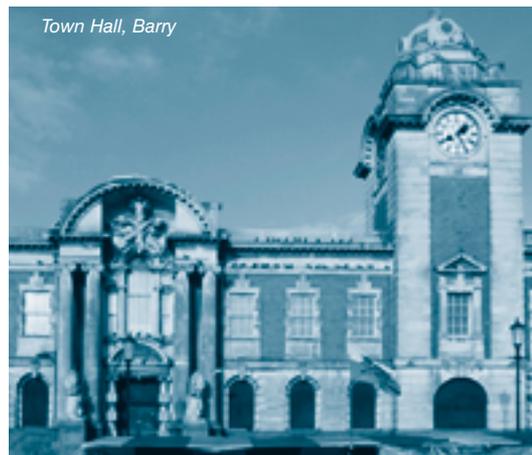
3.4.54 The older areas of Barry are characterised by a range of attractive residential terraces, distinctly Victorian and Edwardian in character and incorporating significant changes in building levels due to the hillside setting of much of the town. Many of these terraces provide dramatic views of the Dockland area, Barry Island and the Bristol Channel. Unfortunately, infill development in the older areas of the town has not always complemented the scale and style of the original built up areas.

3.4.55 The public and commercial elements of the built environment in Barry do not make as large a contribution to the townscape as is normally the case in British towns. Barry's most impressive Victorian building, the Docks Board Office is isolated from the rest of the town by the railway line, which separates the town from the Dock.

3.4.56 Holton Road, King Square and High Street still retain a significant number of their original Victorian/Edwardian facades, and the imposing Town Hall façade is intended to be retained in a major commercial redevelopment scheme.



Holton Road, Barry



Town Hall, Barry

Penarth

3.4.57 Penarth differs from Barry in that the development of the Dock and the associated terraced housing was not the dominant factor in the creation of the present day townscape. More important was the suburbanisation of Penarth by the 19th Century middle classes who valued the attractive coastal setting of the town and recognised the commercial advantages of its proximity to Cardiff. The northern



section of Penarth is not unlike the traditional core of Barry in that it is characterised by Victorian terraces situated between the Dock and the commercial centre. Many of the properties front directly on the street giving the area an essentially urban character.

- 3.4.58** The areas south and west of the town centre feature wide tree lined roads of large detached or semi detached housing representative of Penarth's Victorian prosperity. During this period, Penarth also enjoyed a degree of popularity as a holiday resort, evidence of which remains in the form of the Pier, Esplanade, Alexandra Park, Cliff Walk and the Italian Gardens.



The Esplanade, Penarth



Alexandra Park, Penarth



Italian Gardens, Penarth

- 3.4.59** 20th Century development has seen the reinforcement of Penarth's suburban townscape through the substantial private and local authority housing development mainly in south and west Penarth.

Cowbridge

- 3.4.60** Cowbridge, unlike Barry and Penarth, was established as a substantial settlement prior to the industrial revolution. Indeed the origins of the settlement date back as early as the 1st Century, which makes Cowbridge one of the earliest settlements in the Vale of Glamorgan.
- 3.4.61** During the 17th and 18th centuries Cowbridge became the principal market town for the area. The prosperity during this period led to the construction of a number of fine buildings in the Eastgate/High Street/Westgate area. Many of these buildings still remain and make a significant contribution to the character of the historic commercial core of the town.
- 3.4.62** The historic core of Cowbridge is characterised by a traditional mix of residential, commercial and retail uses in the centre. Whilst the traditional pattern of mixed land uses have undergone considerable change during this Century, with many services now occupying ground floor units and the under occupation of upper floors, the essential historic character of Cowbridge still remains.
- 3.4.63** The development of Cowbridge directly relates to the burgage plot pattern of the medieval settlement. The settlement is therefore linear in character dominated by the High Street with the focal point being the Town Hall. The medieval Town Walls are still evident in places and encircle the core of the town. The walls enfold the important group of buildings facing Church Street: the Church, Cowbridge Old Grammar School and the South Gate; an ancient monument. This differentiates



Cowbridge from Llantwit Major as the scale and form of High Street gives a distinctly urban character to Cowbridge despite it being only a third of the population of Llantwit Major. The Cowbridge Walled Town Study commissioned by the Council in 1995 identifies the town centre's special qualities and sets out proposals for their enhancement. The findings of the study will inform the preparation of the Cowbridge and Llanblethian Conservation Area Appraisal.

- 3.4.64** As is often the case in small towns and villages the problem of traffic congestion is substantial although the majority of through traffic has been diverted with the construction of the bypass.

Llantwit Major

- 3.4.65** Evidence suggests that a settlement has existed in the Llantwit Major vicinity since the Iron Age and this ancient heritage has had a significant influence on the present day townscape.
- 3.4.66** Llantwit Major is notable for its medieval street pattern, for its unspoilt countryside setting (particularly to the south and west) for the fields within the town along the Ogney Brook, and for the numerous buildings of architectural and historic interest. Unlike Cowbridge, the historic core of Llantwit Major has the feel of a rural village.

Villages

- 3.4.67** There are a number of villages in the Rural Vale of early medieval origins, many of which formed the basis of original agricultural communities. Although the character of some of these villages has been effected by insensitive infilling they nevertheless form the largest components of the Vale of Glamorgan's Conservation Areas.

Church and Village Square at Llanmaes



Conservation

- 3.4.68** All Local Planning Authorities are obliged to determine areas worthy of preservation due to their special architectural or historic interest and which are then designated as Conservation Areas.
- 3.4.69** The wealth of architectural heritage in the Vale of Glamorgan is demonstrated by the high number of Conservation Areas. In total, there are currently 38 designated



areas within the Vale ranging from the largest, Penarth - which encompasses an extensive built up area - to St.Georges-Super-Ely containing only a handful of buildings.



Map of the Vale showing all of the Conservation Areas

3.4.70 The purpose of designating Conservation Areas is to afford protection to the combination of features which give an area its special character and attraction. These features may include urban and village patterns, individual and groups of buildings, attractive open spaces, historical artefacts, landscapes and trees. Section 69 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 states that every Local Authority shall from time to time determine which parts of their area are areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. Welsh Office Circular 61/96 sets out some broad criteria for the assessment of areas worthy of designation. These can justify and inform the review and assessment of existing Conservation Areas and justify the designation of new ones. The following criteria will be applied in the assessment of whether an area is of special interest:

- The identification of distinctive and well-preserved buildings of historic and/or architectural merit.
- The identification of secondary buildings which contribute to the distinctive quality and identity of the townscape. These buildings may, by virtue of their materials, design or relationship with other buildings, form an important background to buildings of historic and/or architectural merit.
- The identification of the distinctive urban / rural quality which embodies the special character of the area.
- A combination of landscape setting and features; scale and relationship of buildings and the spaces around them; architectural detailing and materials; street furniture; use of enclosure; use of colour, rhythm and texture; legibility and hierarchy of public and private spaces.



- The identification of landmark buildings and / or landscape features which contribute to townscape identity by providing focal points for views and vistas in and out of the area.
- The identification of landscape features which form part an integral part of either the setting or interior of the area. These can include important trees, hedgerows, village greens, parkland, gardens or a network of private and public open spaces.

3.4.71 There are a range of special controls, which afford Conservation Areas additional protection over and above normal planning control:

- *A building within a Conservation Area may not be demolished without first obtaining Conservation Area Consent. Churches in ecclesiastic use are exempt.*
- *Minor forms of development which are normally “permitted” without planning permission may be subject to a Local Authority direction requiring Conservation Area Consent to be obtained prior to works being undertaken.*
- *Trees within Conservation Areas may not be felled, lopped, topped or uprooted without giving six weeks prior notice to the Local Planning Authority.*

3.4.72 A further four areas will be investigated to establish how far the criteria set out above merit their designation as Conservation Areas. These are:

- St Andrews Major
- St Donats
- Penllyn
- High Street, Barry

POLICY ENV 17 - PROTECTION OF BUILT AND HISTORIC ENVIRONMENT

THE ENVIRONMENTAL QUALITIES OF THE BUILT AND HISTORIC ENVIRONMENT WILL BE PROTECTED. DEVELOPMENT WHICH HAS A DETRIMENTAL EFFECT ON THE SPECIAL CHARACTER APPEARANCE OR SETTING OF:

- (i) A BUILDING OR GROUP OF BUILDINGS, STRUCTURE OR SITE OF ARCHITECTURAL OR HISTORIC INTEREST, INCLUDING LISTED BUILDINGS AND CONSERVATION AREAS;**
- (ii) SCHEDULED ANCIENT MONUMENTS AND SITES OF ARCHAEOLOGICAL AND / OR HISTORIC INTEREST;**
- (iii) DESIGNED LANDSCAPES, PARKS OR GARDENS OF HISTORIC, CULTURAL OR AESTHETIC IMPORTANCE**

WILL NOT BE PERMITTED..



- 3.4.73** Planning Policy Wales 2002 defines the historic environment as encompassing archaeology and ancient monuments, listed buildings, conservation areas and historic parks, gardens and landscapes all of which should be protected and enhanced. The Vale of Glamorgan has a wealth of significant architectural and townscape features, well demonstrated by the many designations previously described. CCW and Cadw, in partnership with the International Council on Monuments and Sites (ICOMOS), have produced the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales. Two areas within the Vale of Glamorgan have been identified as Landscapes of Outstanding Historic Interest, whilst 18 sites are included within the Register of Historic Parks and Gardens in Wales. No statutory controls have followed from the inclusion of sites within the Register, but guidance is contained within the Welsh Office Circulars 61/96 - Planning and the Historic Environment: Historic Buildings and Conservation Areas and 1/98 - Planning and the Historic Environment: Directions by the Secretary of State for Wales.
- 3.4.74** Policy ENV 17 seeks to ensure that this unique built and historic environment of the Vale of Glamorgan is protected and enhanced. Development which is unsympathetic or out of character with the locality or features of acknowledged importance will not be permitted. Facilities to enhance and increase the public enjoyment of these historic environments will be encouraged provided that the facilities do not conflict with their conservation.

Archaeological Sites

- 3.4.75** The ancient history of human settlements in the Vale of Glamorgan gives the area considerable archaeological interest. The increasing number of Bronze Age, Romano-British and Medieval finds add to the knowledge of these periods and the historical significance of the area. It is important that the potential insight into local history, which the study of areas of archaeological interest can provide, is not unnecessarily lost by modern interference.
- 3.4.76** Planning Policy Wales 2002 requires that Plans contain policies for the protection, enhancement and preservation of sites of archaeological interest and of their setting. It is envisaged that these policies will perform an important function in establishing a framework within which development proposals which affect archaeological remains can be assessed thus aiding developers in the preparation of planning applications and Local Authorities in the decision making process.

POLICY ENV 18 - ARCHAEOLOGICAL FIELD EVALUATION

WHERE DEVELOPMENT IS LIKELY TO AFFECT A KNOWN OR SUSPECTED SITE OF ARCHAEOLOGICAL SIGNIFICANCE, AN ARCHAEOLOGICAL EVALUATION SHOULD BE CARRIED OUT AT THE EARLIEST OPPORTUNITY AND MAY BE REQUIRED BEFORE THE PROPOSAL IS DETERMINED. DETAILED PLANS WOULD NEED TO REFLECT THE CONCLUSIONS OF THE EVALUATION.



POLICY ENV 19 - PRESERVATION OF ARCHAEOLOGICAL REMAINS

WHERE DEVELOPMENT IS PERMITTED WHICH AFFECTS A SITE OF ARCHAEOLOGICAL IMPORTANCE ARCHAEOLOGICAL MITIGATION MEASURES WILL BE REQUIRED TO ENSURE PRESERVATION ON SITE OR ADEQUATE RECORDING PRIOR TO DISTURBANCE.



Boverton Place near Lantwit Major

Tinkinswood Burial Chamber, St. Nicholas



3.4.77 Significant archaeological features can have a considerable bearing on the feasibility of development proposals and should be thoroughly investigated prior to any formal planning application. The curatorial division of the Glamorgan - Gwent Archaeological Trust holds the Vale of Glamorgan Sites and Monuments Records. A list of all planning applications will be referred to the Trust for comment.

Where archaeological remains are known or believed to be present, prospective developers may be required to arrange an archaeological desk survey and / or field evaluation to the satisfaction of the Council, prior to the determination of any application. A field evaluation consists of intrusive and / or non intrusive archaeological field work to supplement and improve the archaeological information regarding the site to a level of confidence at which planning recommendations can be made. Where a proposed development affects an important archaeological site, or its setting, the presumption will be in favour of the physical preservation of the remains, regardless of whether or not the site is a Scheduled Ancient Monument. Where development is permitted, remains should be preserved and sensitively incorporated into the development scheme. Where remains are to be lost a detailed programme of investigations and recording will be required to be undertaken prior to the commencement of construction.



POLICY ENV 20 - DEVELOPMENT IN CONSERVATION AREAS

PROPOSALS FOR NEW DEVELOPMENT OR ALTERATIONS TO BUILDINGS OR FEATURES WITHIN CONSERVATION AREAS WILL BE PERMITTED WHERE THEY PRESERVE OR ENHANCE THE CHARACTER OF THE CONSERVATION AREA. SUCH PROPOSALS WILL NEED TO REFLECT:

- (i) THE SCALE, DESIGN, LAYOUT, CHARACTER, MATERIALS AND SETTING OF THOSE BUILDINGS WHICH ESTABLISH THE CHARACTER OF THE AREA;**
- (ii) THE PATTERNS OF USE WHICH ESTABLISH THE CHARACTER OF THE AREA;**
- (iii) IMPORTANT OPEN SPACE WITHIN AND ADJOINING CONSERVATION AREAS;**
- (iv) IMPORTANT TREES AND HEDGEROWS; AND**
- (v) PONDS AND STREAMS.**

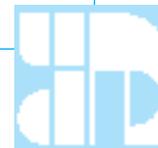
3.4.78 It is the intention of this policy to provide a framework to preserve and enhance the character of the existing Conservation Areas. A list of Conservation Areas in the Vale of Glamorgan is attached as Appendix 3.

3.4.79 Applications for planning permission within Conservation Areas should be supported by full detailed drawings and where appropriate fully detailed landscaping proposals. Architectural detail within Conservation Areas is very important. It can often mean the difference between a visually acceptable addition to the street scene and an inappropriate form of development, which significantly detracts from the character of the area.

3.4.80 The setting of new development within Conservation Areas is often as important as the detail of the building itself. Boundary walls, open space and natural vegetation all contribute to the special character of the area. Treatment of these features will be a material consideration in the determination of applications.

3.4.81 Open areas may be essential to the character and appearance of Conservation Areas and may be a principal reason for their designation. The landscape adjoining Conservation Areas and spaces between buildings form the context for Conservation Areas and complement the quality of the built environment. The loss of these areas may be severely detrimental to many of the Conservation Areas. The Council will undertake Conservation Area Appraisals to identify those aspects and features of importance to the character of a Conservation Area. These will be published as Supplementary Planning Guidance, including guidance relating to Barry Garden Suburb, Penarth, Cowbridge with Llanblethian, and Conservation Areas in the Rural Vale.

3.4.82 Early discussions with the Council will establish what details are required for any given application and also any policy objections to the proposal.

**POLICY ENV 21 - DEMOLITION IN CONSERVATION AREAS**

THE DEMOLITION OF BUILDINGS IN CONSERVATION AREAS WILL BE STRICTLY CONTROLLED, INCLUDING BOUNDARY WALLS, FENCES, RAILINGS AND GATES WHERE THEY MAKE AN IMPORTANT VISUAL CONTRIBUTION TO THE QUALITY OF THE STREET SCENE. IN PARTICULAR:

- (i) LISTED BUILDING CONSENT FOR THE DEMOLITION OF A LISTED BUILDING OR BUILDING/STRUCTURE WITHIN ITS CURTILAGE WILL ONLY BE GIVEN IN EXCEPTIONAL CIRCUMSTANCES;**
- (ii) THE DEMOLITION OF AN UNLISTED BUILDING OR STRUCTURE WITHIN A CONSERVATION AREA WILL BE PERMITTED WHERE FULL PLANNING PERMISSION HAS BEEN GRANTED FOR THE PROPOSED NEW USE OR DEVELOPMENT; AND**
- (iii) PROPOSALS FOR THE DEMOLITION OF A BUILDING IN A CONSERVATION AREA SHOULD BE ACCOMPANIED BY PROPOSALS FOR THE APPROPRIATE RE-USE OF LOCAL INDIGENOUS MATERIALS WHICH REFLECT THE CHARACTER OF THE CONSERVATION AREA.**

- 3.4.83** Government guidance suggests that the Secretary of State would not expect consent to be granted for the total or substantial demolition of any Listed Building without convincing evidence that real efforts have been made either to sustain existing uses, find viable new uses or that the redevelopment would produce substantial planning benefits for the community which would decisively outweigh the loss resulting from demolition.
- 3.4.84** Buildings are listed for their historic and architectural interest and demolition of such buildings will rarely be permitted. However, Policy ENV 21 does recognise in the reasoned justification that there may be rare occasions when it would be appropriate to grant Listed Building Consent for the demolition of buildings or structures within the curtilage of Listed Buildings. Where this is the case conditions should secure adequate time and access for the survey and recording of sites prior to the development commencing.
- 3.4.85** If demolition is carried out without redevelopment following immediately, a detrimental effect on the character of the conservation area by virtue of unsightly and derelict gap sites can often result. In order to prevent this occurring, the Council will only grant Conservation Area consent for demolition of an unlisted building where full planning permission has been granted for redevelopment of the site.



POLICY ENV 22- ADVERTISEMENTS IN CONSERVATION AREAS

ADVERTISEMENTS WITHIN CONSERVATION AREAS SHOULD RESPECT THE FORM OF THE BUILDING ON WHICH THEY ARE DISPLAYED IN STYLE AND SCALE AND SHOULD NOT BE AN INCONGRUOUS ELEMENT IN THE STREETSCENE. TRADITIONAL MATERIALS AND SIMPLE TYPEFACES ARE FAVOURED. INTERNALLY ILLUMINATED FASCIA SIGNS AND BOX SIGNS WILL ONLY BE PERMITTED WHERE THEY WOULD NOT UNACCEPTABLY AFFECT THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA.

- 3.4.86** Fascia signs should utilise high quality materials and designs that relate to the historical and architectural context of the particular shop and Conservation Area. Traditional fascia styles and methods of construction will be favoured, with wood being the most appropriate material. Hand painted signs are associated with traditional shopfronts and are preferable in Conservation Areas, although individual letters in metal or matt plastic finish applied to fascias and walls may be a suitable alternative.
- 3.4.87** Internally illuminated fascia signs and box signs are alien to Conservation Areas and will generally have a detrimental affect on their character and appearance. The Council will publish detailed design guidance concerning the treatment of advertisements within Conservation Areas.

POLICY ENV 23 - SHOPFRONT DESIGN IN CONSERVATION AREAS

RETENTION OF THE ESTABLISHED CHARACTER AND APPEARANCE OF SHOP-FRONTS IN CONSERVATION AREAS WILL BE FAVOURED. PROPOSALS FOR NEW SHOP-FRONTS, ALTERATIONS AND SECURITY SHUTTERS WILL ONLY BE PERMITTED WHERE THEY REFLECT THE DESIGN, CHARACTER, SCALE AND PROPORTION OF BUILDINGS AND RELATE SYMPATHETICALLY TO THE CHARACTER OF NEIGHBOURING PROPERTIES.



Cowbridge High Street



Shop fascia keeping to the character of Cowbridge



- 3.4.88** Well-designed shopfronts, sympathetic to the appearance of Conservation Areas will strengthen and improve the character and quality of these shopping areas and make commercial sense. New shop-fronts and alterations should also complement the traditional character of the street scene in terms of scale, design and materials. Security shutters can radically alter the appearance of a shop-front and create dead, anonymous frontages after normal working hours.
- 3.4.89** The Council will publish detailed Supplementary Planning Guidance with regard to the treatment of shopfronts within Conservation Areas.

POLICY ENV 24 - CONSERVATION AND ENHANCEMENT OF OPEN SPACE

THE CONSERVATION AND ENHANCEMENT OF OPEN SPACES WHICH ARE IMPORTANT FOR AMENITY, RECREATION AND/OR NATURE CONSERVATION WITHIN THE BUILT ENVIRONMENT WILL BE FAVOURED, TOGETHER WITH THE CREATION OF A NETWORK OF GREEN SPACES AND APPROPRIATE TREE PLANTING AND LANDSCAPING SCHEMES.

- 3.4.90** Areas of open space, which may be used for formal/informal recreation, nature conservation or landscaping purposes can make an important contribution to the amenity of urban areas. In conservation areas in particular, the existence and form of open spaces can play a significant part in shaping the quality and character of the townscape.

POLICY ENV 25 - REGENERATION OF URBAN AREAS

MEASURES TO IMPROVE THE ENVIRONMENTAL QUALITY OF THE URBAN FABRIC WILL BE FAVOURED WITH PRIORITY BEING GIVEN TO OLDER URBAN AREAS AND HOUSING ESTATES. PARTICULAR ATTENTION WILL BE GIVEN TO THE REGENERATION OF DERELICT OR DEGRADED LAND ESPECIALLY WITHIN THE FORMER DOCKLAND OF BARRY AND PENARTH.

- 3.4.91** The Plan will encourage measures which seek to improve the urban fabric of older urban areas and housing estates, in order to ensure that urban areas remain healthy, viable and pleasing environments in which to live and work.
- 3.4.92** The Plan encourages the regeneration of derelict and degraded land within the fabric of urban areas. The re-use of brownfield sites provides opportunities for the provision of residential developments and commercial and retail uses compatible with the location, whilst ensuring that the need for development of greenfield sites is reduced. Former uses of the site may constitute an important industrial archaeological resource and this should be considered early in any redevelopment proposals. See also paragraph 10.6.10 of the waste management chapter.
- 3.4.93** In redeveloping brown field sites, that is to say land previously used for urban or industrial development, developers should be aware of the effect the previous use of the land has had upon the site. Any proposals for regeneration that include the redevelopment of brown field sites must be accompanied by a detailed site



investigation report. The investigation report must contain an assessment of the nature and extent of any contamination within a site, carry out an assessment of the potential risks in developing a contaminated site and outline the mitigation measures which may be taken to reduce such risks.

- 3.4.94** Special attention has been paid to the regeneration of the former dockland at Penarth and Barry for residential, retail, leisure and business use. Schemes for the regeneration of both docklands have commenced and it is envisaged will be completed during the plan period.



The old Dock Office and the regenerated Custom House in Penarth Dock

POLICY ENV 26 - CONTAMINATED LAND AND UNSTABLE LAND

PROPOSALS FOR THE REDEVELOPMENT OF CONTAMINATED LAND AND UNSTABLE LAND WILL BE PERMITTED WHERE THE CONTAMINATION AND/OR INSTABILITY WILL BE REMOVED OR REDUCED TO A LEVEL WHERE THERE IS NO UNACCEPTABLE RISK TO THE HEALTH AND SAFETY OF THOSE LIVING OR WORKING ON THE SITE OR NEARBY, TO FLORA AND FAUNA ON THE SITE OR NEARBY, AND TO THE QUALITY OF AIR AND WATER ON THESE SITES OR NEARBY.

- 3.4.95** Planning Policy Wales 2002 states that the planning system should guide development to lessen the risk from natural or man-made hazards, including risk from land instability and land contamination (Section 2.7 refers). Rather than seeking to prevent development of such land, although in some cases this may be the eventual outcome, it seeks to ensure that development is suitable and that the physical constraints on the land are taken into account at all stages of the planning process.
- 3.4.96** The re-use and reclamation of derelict and waste land often requires developers / agencies to address the problems of contamination and instability. In formulating proposals for the redevelopment of contaminated and / or unstable land developers will need to demonstrate that a site is stable or that any actual or potential instability or contamination can reasonably be overcome. Where the mitigation measures proposed for a site include the removal of the worst contaminated material and containment of the rest by capping the site with suitable materials, it is important to ensure that the construction of foundations, services and other underground work does not uncover the contaminated materials left on site, or that the underground works themselves do not create pathways for polluted materials to follow. Consequently, applications for planning permission will need to be accompanied by detailed site investigation reports, which outline the nature and extent of the



contamination/instability and indicate appropriate remedial measures. Planning permission may not be granted unless the Council is satisfied that instability and contamination may be overcome safely and without undue impact upon the environment.

POLICY ENV 27 - DESIGN OF NEW DEVELOPMENTS

PROPOSALS FOR NEW DEVELOPMENT MUST HAVE FULL REGARD TO THE CONTEXT OF THE LOCAL NATURAL AND BUILT ENVIRONMENT AND ITS SPECIAL FEATURES. NEW DEVELOPMENT WILL BE PERMITTED WHERE IT:

- (i) COMPLEMENTS OR ENHANCES THE LOCAL CHARACTER OF BUILDINGS AND OPEN SPACES;**
- (ii) MEETS THE COUNCIL'S APPROVED STANDARDS OF AMENITY AND OPEN SPACE, ACCESS, CAR PARKING AND SERVICING;**
- (iii) ENSURES ADEQUACY OR AVAILABILITY OF UTILITY SERVICES AND ADEQUATE PROVISION FOR WASTE MANAGEMENT;**
- (iv) MINIMISES ANY DETRIMENTAL IMPACT ON ADJACENT AREAS;**
- (v) ENSURES EXISTING SOFT AND HARD LANDSCAPING FEATURES ARE PROTECTED AND COMPLEMENTED BY NEW PLANTING, SURFACE OR BOUNDARY FEATURES;**
- (vi) ENSURES CLEAR DISTINCTION BETWEEN PUBLIC AND PRIVATE SPACES;**
- (vii) PROVIDES A HIGH LEVEL OF ACCESSIBILITY, PARTICULARLY FOR PUBLIC TRANSPORT, CYCLISTS, PEDESTRIANS AND PEOPLE WITH IMPAIRED MOBILITY;**
- (viii) HAS REGARD TO ENERGY EFFICIENCY IN DESIGN, LAYOUT, MATERIALS AND TECHNOLOGY; AND**
- (ix) HAS REGARD TO MEASURES TO REDUCE THE RISK AND FEAR OF CRIME.**

3.4.97 This policy establishes a framework to achieve appropriate sensitive new development that promotes creative and imaginative design within the Vale of Glamorgan. In view of the wide variety of architectural styles and contrasting identities of the Vale's towns, villages and open countryside, it would be inappropriate to introduce rigid, over prescriptive design controls for new development within the Plan. However, to further promote the above good design principles and provide better advice to architects and their clients the Council will prepare guidance and design briefs for specific topics or sites. Similarly advice on plant species in landscaping schemes can help meet the criteria set out above. In many circumstances the use of native provenance tree and shrub species in landscaping schemes can provide benefits for bio-diversity as well. Volume Two of



“Landscapes Working for the Vale of Glamorgan” study provides some guidance on this point. Supplementary Planning Guidance has been produced in respect of amenity standards.

POLICY ENV 28 - ACCESS FOR DISABLED PEOPLE

ALL NEW DEVELOPMENT (AND WHERE PREDICTABLE, THE CHANGE OF USE OR ALTERATIONS TO BUILDINGS) OPEN TO THE PUBLIC AND BUILDINGS USED FOR EMPLOYMENT AND EDUCATION PURPOSES WILL BE REQUIRED TO PROVIDE SUITABLE ACCESS FOR CUSTOMERS, VISITORS OR EMPLOYEES WITH MOBILITY DIFFICULTIES.

- 3.4.98** In an ideal world all people should be able to move freely around towns, cities and villages and feel welcome. However, in practice the design of buildings and spaces around those buildings can create insurmountable obstacles to people with limited mobility. In addition, unsympathetic design can make people with special mobility needs feel most unwelcome.
- 3.4.99** It is important to encourage those persons who design and manage the environment to give equal importance to access and the provision of facilities for people with limited mobility as they do to the appearance and functioning of buildings and spaces. By doing this the environment can be improved for everyone including people with disabilities, parents with small children and others with limited mobility. Many of the benefits can be achieved with no additional or minimal extra cost, simply by careful thought and imagination. Where additional money is required, most people would agree that the investment is worthwhile financially and socially.
- 3.4.100** The statutory framework with regard to the provision of access and facilities for persons with disabilities is embodied in Section 76 of the Town and Country Planning Act 1990 which requires Local Planning Authorities when granting planning permission to draw the attention of the applicant to Sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970. The Act requires developers of specified types of building to provide suitable means of access, parking and toilet facilities to meet the needs of people with disabilities, where practicable and reasonable. The types of building to which the Act applies are buildings open to the public (for example shops, restaurants, hotels, places of entertainment, leisure and community buildings), places of employment, education buildings and most types of buildings other than residential ones.
- 3.4.101** The “Codes of Practice for Access for the Disabled to Buildings”, British Standard Institution code of practice BS 5810: 1979 sets out the minimum standards with which access provision should comply. However, the BSI are currently reviewing these standards in the light of developments in access design in the last 15 years. Developers will therefore be encouraged to design to higher standards than presently stated in BS 5810.
- 3.4.102** In the case of new building development the requirements of Part M of the Building Regulations 1992 will apply. There will be very few instances where it is neither



practicable nor reasonable to design to at least the standards of Part M and complementary local standards for development to which Part M is not applicable. The picture is less clear cut in relation to alterations to existing buildings, so if deficiencies are identified in a submitted scheme the onus will be placed on the applicant to demonstrate effectively that access provision is neither practicable or reasonable. In all buildings there is scope for providing induction loops, clear signage and carefully placed sockets, handles, equipment and control panels to benefit users with disabilities.

3.4.103 There is often perceived to be a conflict between conservation and improving access for people with disabilities, especially in Listed Buildings. Whenever alterations are proposed the opportunity to improve access and facilities for disabled people should be taken. This can often be done while respecting, preserving and enhancing the character of the building. There are many examples of sensitive and imaginative schemes.

3.4.104 In order to assist developers the Council will produce Supplementary Planning Guidance relating to Access.

POLICY ENV 29 - PROTECTION OF ENVIRONMENTAL QUALITY

DEVELOPMENT WILL NOT BE PERMITTED IF IT WOULD BE LIABLE TO HAVE AN UNACCEPTABLE EFFECT ON EITHER PEOPLE'S HEALTH AND SAFETY OR THE ENVIRONMENT:

- (i) BY RELEASING POLLUTANTS INTO WATER, SOIL OR AIR, EITHER ON OR OFF SITE; OR**
- (ii) FROM SMOKE, FUMES, GASES, DUST, SMELL, NOISE, VIBRATION, LIGHT OR OTHER POLLUTING EMISSIONS.**

3.4.105 The aim of this policy is to prevent adverse effects of pollution both in terms of the impact on local environmental quality and their contribution to global damage. The UK government is committed to reducing existing pollution levels and therefore future developments should not exacerbate the current situation. Accordingly, any polluting or hazard risk will be judged in the context of both UK and EC legislation / standards. Advice will be sought from the relevant regulatory authorities, including the Environment Agency, the Health and Safety Executive, and Local Authority Environmental Health Officers. Whilst light pollution is not covered by legislation, the Council will have regard to the recommendations of the Institute of Lighting Engineers and the joint Department of the Environment/Countryside Commission publication "Lighting in the Countryside: Towards Good Practice" (1997) when dealing with applications that could conceivably have unneighbourly consequences. If the pollution can be controlled to the satisfaction of the regulatory authorities, permission may be granted subject to conditions. In such cases, operations will need to be monitored appropriately to ensure continued compliance. In accordance with the precautionary principle, if it is considered that satisfactory standards cannot be achieved or sufficient doubt exists, then permission will not be granted. In order to allow the regulatory authorities to assess the full implications



of any development, where applicable, applicants will need to submit an Environmental Impact Assessment in line with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

3.5 IMPLEMENTATION

- 3.5.1** Many of the policies contained within the chapter will be implemented through the Council's Development Control powers. However, in attempting to create and maintain a sustainable and pleasant rural and urban environment, much effort will need to be expended by the Council and other bodies outside the traditional planning powers. The Council will, therefore, seek the widest possible range of co-operation and grant aid from public and private institutions, voluntary bodies and private individuals in order to achieve its objectives for the environment.



4. HOUSING

4.1 INTRODUCTION



- 4.1.1** The Vale of Glamorgan offers a high quality environment providing a choice between urban and rural areas in which to live. In addition to the attractions of the main towns of Barry and Penarth, the charm and character of many of the areas towns and villages, coupled with their proximity to Cardiff contributes to the popularity of the Vale of Glamorgan as a place to live.
- 4.1.2** The Housing policies and proposals put forward below aim to ensure the availability of an adequate range and choice of housing sites throughout the Vale. This includes the provision of all housing types and requirements, including dwellings available to persons not easily able to compete in the existing, predominately private, market. The Policies for housing in the Vale of Glamorgan have been formulated not only having regard to present and future requirements but also taking account of the scale of development which has taken place over the past twenty to thirty years and the consequent need to protect the environment of the Vale from inappropriate future development.

Large Towns

- 4.1.3** Historically the Council has attempted to protect and conserve as much as possible of the area's environment and countryside by guiding new housing development to appropriate locations where their environmental impact will be minimised. The Council is committed to make land available for an additional 6079 new dwellings



during the Plan period. The majority of this dwelling requirement will be accommodated within and adjoining the existing urban areas of the waterfront strip.

- 4.1.4** The Council's strategy of reclamation and redevelopment of existing vacant or derelict land in urban areas is focused upon the proposed comprehensive redevelopment of sites at Barry Waterfront, Penarth Haven and Rhoose Point. These sites will provide for new house building throughout the Plan period. Some housing allocations will however need to be made elsewhere to accommodate demand and to provide for a range and choice of housing sites.

Rural Vale

- 4.1.5** In recent years Cowbridge and Llantwit Major have accommodated a great deal of new housing development. In view of the existing residential commitments within these towns it is not the intention of the Council to allocate any further land for residential use as it is considered that this would adversely affect their setting and character and would be contrary to the aims and objectives of Planning Policy Wales (2002). Appropriate limited development will however, be permitted within and adjoining the settlement boundaries of Cowbridge and Llantwit Major and other named towns and villages in accordance with Policies HOUS 2 and HOUS 8.

New Settlements

- 4.1.6** The Council is strongly opposed to the concept of new settlements and is of the opinion that such settlements would not relieve the pressure for development around existing towns and villages. New villages in the countryside would require new community and utility services and place new demands on roads, drainage and schools. Consequently, the Council does not intend to depart from its stance towards new settlements during the Plan period (Policy HOUS 4).

Affordable Housing

- 4.1.7** This chapter also addresses the issue of affordable housing. In accordance with Planning Policy Wales (2002) Technical Advice Note Number 2 'Affordable Housing' (1996), the Council will seek to provide a range of housing types and tenure to cater for all residents of the area. In addition, the Council will seek to achieve the best possible living environment for the residents of the Vale (Policies HOUS 12 and 13).

Housing for Senior Management

- 4.1.8** In respect of housing for senior management, the Council has consistently taken the view that there are sufficient sites already available in the Vale of Glamorgan for this type of housing and that there is no requirement for any special provision. Provision for Housing for Senior Management is not an issue raised by current Government Guidance.

Gypsy Sites

- 4.1.9** In line with Government advice embodied in Circular 2/94 and Planning Policy Wales 2002, this chapter also considers the need for gypsy sites within the Vale of Glamorgan (Policy HOUS 14).



Amenity Standards

4.1.10 Supplementary Planning Guidance in respect of Amenity Standards has been produced. Policies HOUS 2,7,8,9,10 and 13 make reference to these standards.

Residential Land Availability

4.1.11 Part 1 Policy 3 requires that land is made available for 6,079 additional dwellings over the thirteen-year period 1998-2011. The Plan allocates land to meet the residual of this target after those dwelling units that already had the benefit of planning permission at 2001 have been subtracted. The Vale of Glamorgan Joint Land Availability Study is carried out annually by the Welsh Development Agency in co-operation with the Council, representatives of the house building industry and statutory undertakers, and presents an agreed statement of the supply and take up of housing land in the Vale. The 1st April 2001 study provides base data for strategic housing considerations. Site specific data from the study is shown at Appendix 4 and illustrates that:

- 1. The total number of units available on site over 10 units with the benefit of planning consent at 1st April 2001 = 2,946 units.*
- 2. Small sites of under 10 units are capable of contributing an estimated additional 101 dwellings per annum over the following five year period to 2006.*

4.1.12 In addition to the 2,946 units available on existing large sites an allowance is required for the contribution to the housing target from small sites, conversions, changes of use, and windfalls. Windfall sites are sites that at the time of calculating the available residential land do not have the benefit of planning permission or are not identified through this Plan.





4.1.13 It is considered that the contribution of small sites to meeting the housing target is likely to be less towards the end of the Plan period due to the diminishing opportunities for this type of development. An allowance of 76 units per annum is therefore made which represents an average rate of the contribution made by small sites etc., spread evenly over the Plan period. Over the 10 years remaining of the Plan period this will contribute some 760 additional units. The Council will carefully monitor the contribution of these sites to the land supply over the Plan period and will review this figure if necessary.

4.1.14 Figure 4.1 illustrates the residual need for additional plots after these allowances have been taken into account, and for which new sites are identified under Policy HOUS 1.

Figure 4.1 Source of Housing Supply at 1st April 2001:

Housing Target 1998 - 2011 (13 years)	<u>6,079</u>
- Completions 1998-2001 (3 years)*	1,363
- Sites over 10 units with planning consent*	2,946
- Allowance for contribution from small sites, conversions, changes of use, and windfalls (10 years @ 76 units per annum)	760
= Residual Housing Requirement	<u>1,010</u>

**Source: Joint Housing Land Availability Study 1st April 2001 (WDA, 2002)*

4.1.15 Table 1 illustrates the contribution that the major housing allocations will make to the housing target (see also figure 4.1). Many of the sites shown already had the benefit of planning permission at 2001 and are therefore not counted towards meeting the residual housing need identified. Further information in respect of all sites shown however can be found at section 4.4.

**Table 1.**

Meeting the Residual Housing Requirement with new sites (of 10 or more units) allocated under Policy HOUS 1			
Ref Available	Site	Additional Units Available 2001-2011	Units after 2011
HOUS 1 (1)	Barry Waterfront ¹	400	200
HOUS 1 (2)	Harbour Road, Barry	<i>Site complete at 2001</i>	
HOUS 1 (3)	Pencoedtre, Barry ²	<i>Subject to Development Brief</i>	
HOUS 1 (4)	Land to R/O Daniel Street, Barry	<i>Site included in 2001 JLAS Study</i>	
HOUS 1 (5)	Cwm Barri, Barry	<i>Site included in 2001 JLAS Study</i>	
HOUS 1 (6)	Winston Square, Barry	<i>Site included in 2001 JLAS Study</i>	
HOUS 1 (7)	Penarth Haven	<i>Site included in 2001 JLAS Study</i>	
HOUS 1 (8)	Cogan Hall Farm, Penarth	<i>Site included in 2001 JLAS Study</i>	
HOUS 1 (9)	Cogan Pill Road, Llandough	18	
HOUS 1 (10)	Redwood Close, Boverton	12	
HOUS 1 (11)	The Coal Yard, Llantwit Major	<i>Site included in 2001 JLAS Study</i>	
HOUS 1 (12)	Cowbridge Road and the Saw Mill, Ystradowen	<i>Site complete at 2001</i>	
HOUS 1 (13)	Rhose Point	<i>Site included in 2001 JLAS Study</i>	
HOUS 1 (14)	Mayflower Site, Rhose	<i>Site complete at 2001</i>	
HOUS 1 (15)	Marine Drive, Ogmere-by-Sea	<i>Site included in 2001 JLAS Study</i>	
HOUS 1 (16)	Adj. St Michael's Church, Colwinston	<i>Site included in 2001 JLAS Study</i>	
HOUS 1 (17)	The Limes, Cowbridge	6	
HOUS 1 (18)	River Walk, Cowbridge	6	
HOUS 1 (19)	White Farm, Barry	130	
HOUS 1 (20)	Llandough Fields	65	
HOUS 1 (21)	Palmersvale Business Centre, Barry	20	
HOUS 1 (22)	Land North of Railway, Rhose	400	200
Total plots available under policy HOUS 1 to meet the residual need 2001-2011		1,057	400



¹ An additional allowance of 400 units (over and above the 1000 units already included in the 2001 study) is made due to increased building densities. An allowance for a further 200 units is made for the mixed use South Quay site. The 200 units outside of the Plan period equate to 100 at the Waterfront and 100 at South Quay

² The contribution of this site to housing supply is dependent on the outcome of a development brief and any units would be available during the latter part of the Plan period.

4.1.16 The total land available for residential units over the Plan period is therefore shown in the table above.

4.1.17 Given the proposed allocations and existing commitments, together with the projected contribution for windfall sites, there will be a healthy supply of available land for housing above the forecast requirement. This surplus will allow for flexibility and the possibility of some sites not being fully developed during the Plan period.

4.2 NATIONAL PLANNING GUIDANCE

4.2.1 National Planning Guidance for housing matters is embodied in:

- Planning Policy Wales (2002)
- Planning Policy Wales, Technical Advice Note (Wales) 1 “Joint Housing Land Availability Studies” (1997)
- Planning Policy Wales, Technical Advice Note (Wales) 2 “Planning and Affordable Housing” (1996)

4.2.2 Planning Policy Wales 2002, Chapter 9 requires that the Plan should provide for a full range and choice of housing thereby giving options to people in respect of the type of house they live in.

4.2.3 In particular the Plan should ensure that previously developed land is used in preference to greenfield sites as well as taking account of the potential in the area for rehabilitation, conversion, clearance and redevelopment of sites. All new housing development should be well designed, and relate / integrate well with existing settlements and where possible it should assist with community regeneration initiatives. Ribbon and fragmented development should be avoided and development should be easily accessible by public transport, cycling and walking. New building in the countryside away from existing settlements or areas allocated for development by the Plan must be strictly controlled. Isolated new dwellings in the countryside will only be permitted where they can be justified in the interests of agriculture or forestry.

4.2.4 The Guidance states that new settlements are unlikely to be appropriate in Wales and should only be proposed where such development would offer significant environmental, social and economic advantages over the further expansion or regeneration of existing settlements (Policy HOUS 4).



- 4.2.5** The Council has undertaken a 'search sequence' as required by Planning Policy Wales (2002) in identifying sites to be allocated to meet the housing target. The search sequence starts with the re-use of previously developed land and buildings within settlements, then settlement extensions and then new development around settlements with good public transport links. In undertaking the search sequence particular consideration has been given to:
- The contribution to the housing supply of sites with planning permission for housing. Council resources do not permit the revocation of current planning consents for housing development.
 - The allocation of previously developed sites or empty or under-used buildings that are suitable for housing within settlements.
 - The allocation of housing sites that are highly accessible by transport means to jobs, shops and services other than by the private car.
 - The capacity of existing or proposed infrastructure to absorb further development and the cost, if necessary of adding further infrastructure.
 - The ability to build communities to support new physical and social infrastructure and the need to provide sufficient demand to sustain appropriate local services and facilities.
 - The physical and environmental constraints on the development of land.
 - The need to assist urban regeneration.
- 4.2.6** Planning Policy Wales, Technical Advice Note (Wales) 1 (TAN1) "Joint Housing Land Availability Studies" outlines the procedure for the compilation of these studies. Local Planning Authorities should ensure that sufficient land is genuinely available, or will become available to provide a continuous 5-year supply of land for housing.
- 4.2.7** The Welsh Development Agency (Land Division) publishes studies of housing land availability in co-operation with the Council, the Home Builders Federation, Housing Associations and other appropriate bodies. The Study in respect of the Vale of Glamorgan has a base date of 1st April. The Study establishes the number of dwellings likely to be completed within a five-year period and indicates the Vale of Glamorgan land supply.
- 4.2.8** Planning Policy Wales, Technical Advice Note (Wales) 2 (TAN 2) "Planning and Affordable Housing" recognises that a community's need for affordable housing is a planning consideration which may be taken into account when formulating development plan policies. The guidance indicates that where there is a need for affordable housing, locally, or throughout the area, a local planning authority may seek to negotiate with developers for the inclusion of an element of affordable housing in a scheme where the site is suitable. A policy can be included in the development plan to this effect and, where appropriate, the willingness of a developer to include an element of affordable housing in accordance with this policy will be a material planning consideration which can be taken in to account when considering an application. Where there are particular difficulties in providing



an adequate supply of affordable housing to meet local needs in rural areas, TAN 2 indicates that special provisions can be made to release small sites within and adjoining villages which development plans would not otherwise allocate for housing. The TAN further indicates that such sites will, however, be released as exceptions to normal policies for the provision of housing and, as such, they will not be identified in the Plan.

4.3 OBJECTIVES

4.3.1 In order to provide a context for policies relating to housing, the following objectives are put forward:

- *To allocate sufficient land for housing in accordance with the guidance contained in Planning Policy Wales (2002) and the Plan's Strategy in order to accommodate the anticipated housing needs of the Vale.*
- *To favour residential developments that are well related to public transport, shopping and leisure facilities, and employment opportunities.*
- *To provide for a range of housing choice including a sufficient proportion of one and two bedroom dwellings for smaller households.*
- *To secure a range of housing to be provided by the private sector, public sector, and registered social landlords in order to cater for the needs of all residents of the Vale including those not easily able to compete in the existing predominantly private market.*
- *To prevent urban sprawl and sporadic housing development in the countryside and to maintain the individual character of individual settlements and the Rural Vale of Glamorgan.*
- *To facilitate the improvement and enhancement of those housing areas lacking in amenities and suffering from a poor physical environment.*
- *To encourage higher densities whenever such development is practical and in scale and keeping with its surroundings.*



4.4 POLICIES AND PROPOSALS

POLICY HOUS 1 - RESIDENTIAL ALLOCATIONS

THE FOLLOWING SITES ARE ALLOCATED FOR RESIDENTIAL DEVELOPMENT DURING THE PLAN PERIOD:

1. BARRY WATERFRONT
2. HARBOUR ROAD, BARRY
3. PENCOEDTRE NORTH EAST BARRY
4. LAND TO THE R/O DANIEL STREET, BARRY
5. CWM BARRI, BARRY
6. WINSTON SQUARE, BARRY
7. PENARTH HAVEN, PENARTH
8. COGAN HALL FARM, PENARTH
9. COGAN PILL ROAD, LLANDOUGH
10. REDWOOD CLOSE, BOVERTON
11. THE COAL YARD, LLANTWIT MAJOR
12. COWBRIDGE ROAD AND THE SAW MILL, YSTRADOWEN
13. RHOOSE POINT
14. MAYFLOWER SITE, RHOOSE
15. MARINE DRIVE, OGMORE BY SEA
16. ADJACENT ST MICHAELS CHURCH, COLWINSTON
17. THE LIMES, COWBRIDGE
18. RIVER WALK, COWBRIDGE
19. WHITE FARM, BARRY
20. LLANDOUGH FIELDS, PENARTH
21. PALMERSVALE BUSINESS CENTRE, BARRY
22. LAND NORTH OF THE RAILWAY LINE, RHOOSE

Site 1: Barry Waterfront

- 4.4.1** The comprehensive redevelopment of this site was originally granted outline planning permission for residential, commercial, business, retail, leisure and open space uses in July 1988, by the Secretary of State for Wales. A renewal of the consent was granted in September 1991 and expired in 1994. In October, 1994, the Council resolved to grant outline planning permission for the development of this site subject to the completion of a Section 106 Agreement. This was signed in May 1997. The current site of approximately 77 hectares is owned by Associated British Ports and the proposed redevelopment is a joint venture scheme between Associated British Ports and the Welsh Development Agency. The site includes approximately 25.9 hectares for residential purposes, and at current build densities



it is anticipated will yield some 1400 units. A range of residential building types and tenure is proposed including 20% of the total number of residential units for affordable housing. There is currently nothing in the Plan which precludes affordable housing being provided by the private sector. The Environment Agency have advised that the site will need to be protected to a minimum level of 8.3 metres above Ordnance Datum. The Waterfront development accommodates a new infrastructure network, designed and developed in close liaison with all public utilities. Electricity, gas, water and telecommunications can be made available to any development plot from mains running within the adoptable highway zone.



- 4.4.2** In addition to the comprehensive Redevelopment Site, 5.2 hectares of land at South Quay is allocated for mixed-use development to include residential. It should be noted that this site is not included in the outline planning permission for the waterfront. The South Quay area of No. 1 Dock currently accommodates a number of Operational Chemical Storage Tanks. Remedial works will be necessary in order to ensure the problems of land contamination at the site are correctly addressed. The Environmental Agency have indicated that prior to any development commencing at the South Quay site a scheme will need to be submitted that demonstrates how the site will be protected to a level of 8.3 metres AOD.
- 4.4.3** The site is likely to yield approximately 200 dwellings. The Council is keen to ensure that current development rates at the waterfront are maintained and sufficient land at this location is available throughout the Plan period. Detailed planning permission for the residential development element of this mixed-use scheme will therefore not be granted until 80% beneficial occupation of the residential units on the original Waterfront regeneration area has been achieved.
- 4.4.4** The Council will through discussions with developers, seek to secure affordable housing, Public Open Space, landscaping, and contributions for education, recreation, public transport and cycleway provision. The development of the site will be guided by a Development Brief, which is to be produced in partnership with the Council. The purpose of the brief will be to ensure that the development of this



site makes an effective and positive contribution to the social, economic and environmental wellbeing of the local community. In addition to a Brief, the Council will require a Traffic Impact Assessment of the site to be undertaken, in order to assess the potential impact of the development on the existing highway network and to identify appropriate transport solutions.

Site 2: Harbour Road, Barry

- 4.4.5** This site is between Harbour Road, Broad Street and the existing railway line in Barry. The proposal involves the redevelopment of a redundant British Rail site, which overlooks Parade Gardens and Barry Old Harbour.
- 4.4.6** In August, 1996, the Council resolved to grant planning permission subject to the completion of a Section 106 Agreement for 52 units.

Site 3: Pencoedre - North East Barry

- 4.4.7** The proposed housing site at North East Barry forms part of a comprehensive mixed use development which is the subject of the Draft Pencoedre-North East Barry Strategy. The overall area comprises a wedge of land of approximately 56 hectares, bounded by the Barry Docks Link Road, Coldbrook Road, Channels Girt, Pencoedre Road, and Port Road. Currently, it is mainly used for pasture and Forestry Commission woodland with some allotment land and a few houses. The allotment land is effectively in pasture and not currently laid out or used as allotments. The Environment Agency have advised that a Greenfield run off restriction may be required for this site. Welsh Water have advised that a watermain crosses the site and protective measures will be required at the developer's expense.
- 4.4.8** The construction of the Barry Docks Link Road has severed the area from the surrounding agricultural land and the remainder of Pencoedre Wood. This has adversely affected the potential of some of the agricultural land holdings, whilst providing a new and firm boundary for the eastern side of Barry. The Docks Link Road and Port Road, which act as boundaries to the site, offer a direct link to the M4 Motorway via the Peripheral Distributor Road, whilst the construction of the Barry Waterfront to Cardiff Link will provide a high-speed road link to south and central Cardiff. The site is also well related to existing public transport routes. The availability of good communications together with a pleasant environment makes the site ideal for a comprehensive development scheme involving the provision of housing, an employment site, and a business park site identified in Policy EMP 1.
- 4.4.9** A maximum of 820 houses could be provided on a phased basis on up to 25 hectares of the site. This will comprise a range of low and medium density dwellings ranging from 25 dwellings per hectare in the more prominent northern part of the site, to around 30-35 dwellings per hectare elsewhere. The Council will require a mix of house types and tenure throughout the site including an element of affordable housing (approximately 60 units). Substantial areas of open space will be provided and a 1.2 hectare site will be reserved for educational purposes. A 3.2 hectare business park, suitable for some 12,077 square metres of high technology and office uses, and light industry (i.e. B1/B8 uses) will also be provided.



- 4.4.10** The residential element, business park and public open space element of the scheme has an outline planning consent. Approximately 4 hectares of public open space will be provided (see Policy REC 11(i), including the provision of two 0.4 hectare equipped play areas. In addition, approximately 1.2 hectares will be provided for educational purposes (see policy COMM 3 (i)).
- 4.4.11** In addition approximately 14 hectares of land is allocated for mixed-use development of residential, employment and woodland. This allocation will require the revision of the Development Brief for the site which envisages all the site will be for Special Employment. The purpose of the brief will be to ensure that the development of this site protects and enhances the good quality ancient woodland and makes an effective and positive contribution to the social, economic and environmental well being of the local community. The revised Brief will determine both the exact location of the residential, employment and woodland elements and revisit issues such as the provision of affordable housing, Public Open Space, play areas and educational facilities and consider new issues such as sustainable design and recycling. In addition to the Brief a Green Transport Plan must be produced for the site as a whole.
- 4.4.12** The sensitive location of the site requires care to be taken in designing the development. The site accommodates a considerable amount of good quality ancient woodland, which needs to be retained as part of any development scheme. The Environment Agency and Countryside Council for Wales have indicated that the woodland on the site is of high wildlife and nature conservation value. A survey of the woodland and appropriate Management Plan will be required prior to the granting of planning permission. In addition Glamorgan Gwent Archaeological Trust have indicated that the site is potentially of importance and therefore an archaeological investigation of the site will be required prior to the commencement of development. Considerable investment is required in transportation and infrastructure and a comprehensive approach to the overall development is essential. Measures would need to be undertaken by any developer to locate and protect a 36-inch diameter high-pressure trunk water main which crosses the site. The main cannot supply the site and therefore extensive off-site main laying will be required leading to high developer's costs. Greenfield drainage restrictions may apply to this site and further consultation with the Environment Agency and the local authority is recommended.

Site 4: Land to the rear of Daniel Street, Barry

- 4.4.13** The site comprises an area of unused/overgrown former allotment land elevated to the rear of Westbury Close, Daniel Street, Cae Glas and Robins Lane. The site is an irregular shaped parcel of land with a frontage to Westbury Close. The Environment Agency have advised that a Greenfield run off restriction may be required for this site.
- 4.4.14** In April 1994, full planning permission was granted for 17 dwellings (including one block of 4 flats). In November 1994, full planning permission was granted for 15 dwellings.
- 4.4.15** The site is likely to be developed by a registered social landlord.



Site 5: Cwm Barri, Barry

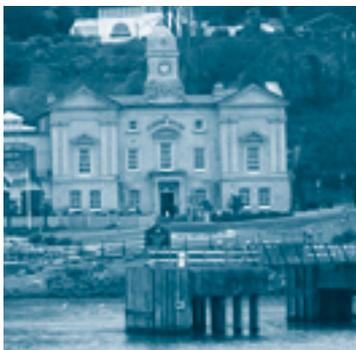
- 4.4.16** The site is off Pontypridd Road, Barry. Outline planning consent was granted on 17th November 1994, for 11.3 hectares of residential development with 15.8 hectares being transferred to the Council to provide an extension to Porthkerry Country Park (REC 11 (vi)). The site is restricted to a maximum of 24 units per hectare.
- 4.4.17** Wimpey (3.3 hectares) and Westbury (2.42 hectares) are currently developing the site for 66 and 74 units respectively. Currently some 5.5 hectares of residential land are available for approximately 130 units. The Environment Agency have advised that a Greenfield run off restriction may be required for this site.

Site 6: Winston Square, Barry

- 4.4.18** The redevelopment of Winston Square, Barry involves the demolition of 20 shops and 20 maisonettes. These will be replaced by new retail units built and operated by a private consortium and Newydd Housing Association will be providing 46 (estimated) new houses for rent.

Site 7: Penarth Haven, Penarth

- 4.4.19** The Penarth Haven comprehensive redevelopment comprises approximately 24 hectares of land consisting of part of the former Penarth Dock and adjoining area. The development, when completed, will incorporate a public house, leisure and community facilities, commercial and marine industry, boat-related uses, open space, pedestrian boulevard and a riverside promenade/pier.



The Custom House



The Oystercatcher, Penarth Marina



Dwellings in Penarth Marina

- 4.4.20** In October 1990, the Council granted outline planning consent for the comprehensive redevelopment of the site.
- 4.4.21** The development of the site is currently ongoing and progress to date includes:
- *construction of the first phase of Plymouth Park;*
 - *development of a supermarket at the western end of the site;*
 - *detailed permission for a public house and family restaurants;*
 - *detailed permission for residential development for sites 5 and 6 (128 units) and site 7 (32 units), granted in December, 1996. 42 units have also been granted on sites 8 and 9 in February 1996.*



- 4.4.22** Approximately 5.9 hectares will be developed for residential purposes for around 463 flats and houses. The Environment Agency have advised that the site lies within 250 metres of a landfill site. In addition all development must be designed to ensure that it does not encroach into the water storage capacity of Cardiff Bay.
- 4.4.23** A development framework for Penarth Haven was published in April 1993 by Cardiff Bay Development Corporation.

Site 8: Cogan Hall Farm, Penarth

- 4.4.24** The total site comprises approximately 37 hectares of land adjoining the western boundary of Lower Penarth and the northern boundary of Cosmeston Lakes Country Park. The Land Authority for Wales owns the majority of this land, which is predominantly farm land of grades 3b/3c. A proposed development strategy is shown on the Proposals Map.
- 4.4.25** Land west of Lower Penarth was the subject of debate at the East Vale Local Plan Inquiry (January/February 1986). The report of the Inquiry into objections to the Local Plan concluded that:

“ there are no special circumstances at present which justify inclusion of this land within the residential boundaries nor within policy H2.”

The report, however, further stated that

“It was conceded by the Council that this could be an area of search in the event of additional land being needed for housing development in the future.”

- 4.4.26** Apart from the land at Penarth Haven, which has been granted planning permission, this area is considered to be the only remaining site in the Penarth area suitable for future residential development of moderate size.
- 4.4.27** It is envisaged that the housing site will occupy approximately 15 hectares of land to the east of Mile End Lane. Some 400 dwellings could be provided on a phased basis. This will comprise a range of housing types, densities and tenures and should include an element of affordable housing. Two areas of informal open space will be provided totaling 3.6 hectares.
- 4.4.28** Ownership of land to the west of the allocated housing site and other appropriate sites will be transferred from the Land Authority for Wales to the Council thereby providing extensions to Cosmeston Lakes Country Park. This will form an effective barrier to any further westward development of Penarth.
- 4.4.29** In his notice of approval for the South Glamorgan Structure Plan (4th June, 1980) the Secretary of State for Wales commented:
- “It is essential to avoid urban sprawl and the fusion of built up areas of Cardiff, Penarth, Barry and Dinas Powys.”*

This view was reaffirmed by the Secretary of State in his notice of approval for the first review of the Structure Plan in 1989. It is considered that the sensitive development of this site and transfer of land as an extension to the Country Park will assist in the long-term protection of the strategic open space between Penarth



and Dinas Powys. In addition, the site is considered to be well related to existing and future public transport options as well as the existing road network.

- 4.4.30** In October 1997, the Council granted outline-planning consent for the comprehensive development of this site. A Section 106 Agreement covers the extension of the Country Park, the provision of informal open space and affordable housing. A brief for the development of the site was required as part of the conditional outline planning approval. A document has now been prepared jointly by the Council and the Land Authority for Wales to meet this requirement. The Council will use the Brief in the determination of all subsequent detailed planning applications.

Site 9: Cogan Pill Road, Llandough

- 4.4.31** This 0.4 hectare site was granted outline planning permission in October 1984 for the construction of 6 "mobility" flats for the elderly and 12 "Category 1" flats for the elderly. This consent has now expired. The site is close to the site of a Roman Villa and large early medieval cemetery. There is a likelihood of archaeological features being present and an evaluation will be required. In addition, the Environment Agency has advised that a greenfield run-off restriction may be required.

Site 10: Redwood Close, Boverton

- 4.4.32** This 0.65 hectare site was originally granted planning permission in March 1985 for housing association use. The original permission allowed for 25 sheltered units on the site. The Environment Agency have advised that a Greenfield run off restriction may be required for this site.

Site 11: The Coal Yard, Llantwit Major

- 4.4.33** This site comprises a triangular piece of land situated between the Vale of Glamorgan Railway Line and the rear gardens of 3 detached dwellings which front Boverton Road. The site is currently used as a coal yard and has a frontage onto Le Pouliguen Way. The site has the benefit of an outline planning permission (granted May 1999). The Environment Agency have advised that a greenfield run-off restriction may be required.

Site 12: Cowbridge Road and the Saw Mill, Ystradowen

- 4.4.34** This 4.5-hectare site lies between the existing southern extremity of Ystradowen and north of a dismantled railway line. It is bounded to the west by Cowbridge Road. All of the site has outline planning consent and 3.52 hectares has detailed consent. A maximum of 109 units will be constructed with 12 of these being 'affordable' units. A 0.12 hectare site will be provided for a recreation facility and financial contributions will be made by the developers for children's play facilities and a kickabout area.

Site 13: Rhoose Point

- 4.4.35** The housing site at Rhoose forms part of a comprehensive mixed-use redevelopment on land currently in the ownership of Blue Circle Industries Plc. This is shown on the Proposals Map. In addition to housing, the scheme includes the provision of leisure, retailing and employment uses together with large areas of public open space. Primary access to the site is to the east of the existing built up area. It should be noted that the site lies within 250 metres of a landfill site.



- 4.4.36** Currently the urban area of Rhose is separated from the coastline by virtue of the quarrying that has taken place. The overall redevelopment scheme proposed for the area has the dual advantage of bringing derelict land back into use, coupled with an opportunity to integrate the settlement of Rhose with its coastline. The site is also well located for existing and future public transport opportunities and is well related to the road network. Blue Circle's total landholding comprises some 97 hectares which up to 20 hectares could be used for residential purposes. It is envisaged that approximately 500 dwellings in 3 distinct physical areas be provided on a phased basis. This will comprise a range of housing types, densities and tenures and should include an element of affordable housing.
- 4.4.37** In July 1994, the Council resolved to grant an outline planning consent for the comprehensive development of this site subject to Section 106 Agreements concerning open space provision, site infrastructure etc. This agreement was signed on the 27th March 1996.
- 4.4.38** Reclamation of the site has already started and this is envisaged to take at least 2 years, with development not starting until this process has been completed.

Site 14: Mayflower Site, Rhose

- 4.4.39** This site is located in the village of Rhose with a frontage adjacent to the Mayflower Hotel on the northern side of Fontygary Road. The land comprises open field to the rear of a disused crazy golf course, part of which is used as a recreational area for the public house. Detailed planning consent for 22 units on the site was allowed on appeal in January 1996 and a revised consent for 22 units was granted on 10th December 1997.

Site 15: Marine Drive, Ogmore-by-Sea

- 4.4.40** This site was originally granted planning consent in March 1976. Since then a total of 59 units have been completed. There is an undeveloped area at the southern end of the development of approximately 0.6 hectares. In July 1997, a detailed planning application for 6 detached units was approved by the Council. The Environment Agency has advised that a greenfield run-off restriction may be required.

Site 16: Adjacent St. Michaels Church, Colwinston

- 4.4.41** A 0.58 hectare site situated at the western end of Colwinston to the north of the church. The site was originally granted outline planning consent in October 1985, for 10 detached dwellings, receiving detailed planning consent in June 1989 and again in October 2001. The site is located adjacent to a medieval graveyard which may have been larger. There may also be evidence of a medieval village and so an archaeological evaluation will be required. The Environment Agency has advised that a greenfield run-off restriction may be required.

Site 17: The Limes, Cowbridge

- 4.4.42** This site was originally allocated for housing in the adopted Cowbridge Local Plan. The site comprises 0.12 hectares and offers advantages as a location for small retirement homes. Lying within the Conservation Area, a high standard of design and layout will be required in any development proposal submitted. Welsh Water



has indicated that the Cowbridge Sewage Treatment Works is at capacity and that this may cause a problem for the development of the site. In addition, the Environment Agency has advised that a greenfield run off restriction may be required.

Site 18: River Walk, Cowbridge

- 4.4.43** The site lies to the south west of the main shopping area in Cowbridge, backing onto the River Thaw. Two parcels of land are available at this location for a total of six units. The sites are 0.85 hectares and 0.284 hectares in size and are considered suitable for 2 and 4 detached units respectively. Welsh Water have stated that the Cowbridge Sewage Treatment Works is at capacity and this may cause a problem for the development of this site. In addition, the Environment Agency have advised that a greenfield run off restriction may be required. The site is outside the medieval walled town but may contain archaeological features, therefore an archaeological evaluation is recommended.

Site 19: White Farm, Barry

- 4.4.44** The 12.6 hectare greenfield site is allocated for residential and recreational purposes. The residential element of the site will comprise 5.2 hectares of land with the remaining 7.4 hectares of land allocated as informal open space.
- 4.4.45** The site was originally designated in the Adopted Barry Local Plan (1983) and the Vale of Glamorgan Local Plan, Deposit Draft (as amended) 1995 for informal open space. However, a certificate of appropriate alternative development for residential purposes was granted on the majority of the site in June 1994, subject to a number of conditions, including limitations on the points of access, landscaping details, finished levels and drainage.
- 4.4.46** It is anticipated that the development of this site for residential purposes will result in the construction of 130 dwellings, including affordable housing built at a density of 25 units to the hectare. The Council may through discussions with the owners/developers of the site seek to secure the transfer of the 7.4 hectares of recreational land to the authority for the provision of footpath linkages and nature conservation issues. The development of this site will be guided by a Development Brief, which will be produced in partnership with the Council.
- 4.4.47** Welsh Water have indicated that extensive off site water mains would be required to serve the site. The cost of providing these services would be borne by the developer. Glamorgan Gwent Archaeological Trust have indicated that an archaeological field evaluation will be required at the site prior to the granting of planning permission. In addition the Environment Agency have indicated that a greenfield run-off restriction may also apply to the site.

Site 20: Llandough Fields, Penarth

- 4.4.48** The site comprises a linear shaped area which the Inspector considered had the characteristics of brownfield land. The site is approximately 3.4 hectares in size, located between the River Ely and the railway sidings to the north of the settlement of Penarth. The site is visually part of the Cardiff Bay area.



- 4.4.49** The development of the site for residential purposes is expected to result in the creation of approximately 65 units. The Council will through negotiations seek to secure affordable housing, landscaping, open space and cycle paths and contributions for the delivery and land accessibility to public transportation services. The development of the site will be guided by a Development Brief, which is to be produced in partnership with the Council. In addition to the Brief the Council will require a Traffic Impact Assessment of the site to be undertaken, in order to assess the potential impact of the development on the existing highway network and to identify potential transportation solutions.
- 4.4.50** The Environment Agency has indicated that development of the site below the 8-metre contour line is inappropriate because it may exacerbate flooding risk in the area. In addition they have indicated that prior to any development proceeding, an Otter survey will be required to establish whether this area is used for "lying up". The methodology for the survey will need to be agreed in advance with both the Environment Agency and the Council. Glamorgan Gwent Archaeological Trust have indicated that the site may be of archaeological interest. In order to assess the importance of the site an archaeological evaluation will be required prior to the granting of planning permission.

Site 21: Palmersvale Business Centre, Barry

- 4.4.51** The site is located at the junction of Arthur Street and Palmerston Road, immediately adjacent to Palmerston Trading Estate. It is anticipated that the development of the 1 hectare site will yield 20 residential units. The Health and Safety Executive has indicated that part of the South Eastern edge of the site overlaps with the Public Information Zone for Barry Chemicals complex. In view of the sensitive location of the site, the Council considers that the most appropriate way to guide development on the site is through a Development Brief. The Brief will be produced in partnership with the Council and will address issues such as site layout, dwelling type and designs, landscaping, open space and access arrangements.

Site 22: Land North of Railway Line, Rhoose

- 4.4.52** The site comprises 26 hectares of greenfield land located between the existing settlement of Rhoose and the Rhoose Point development. It is anticipated that the site will yield approximately 400 units during the Plan period (1996 - 2011) and 200 units during the next Plan period (2011 - 2026). The Council is keen to ensure that anticipated development rates at the Rhoose Point site are achieved and that sufficient land at this location is available throughout this Plan period and the next. Therefore planning permission for the development of this site will not be granted until 80% beneficial occupation of the residential units on the Rhoose Point site has been achieved.
- 4.4.53** The Council will through discussions with the site owners/developers seek to secure affordable housing, Public Open Space, children's play areas, appropriate landscaping and contribution/provision for educational, recreational, community and public transportation provision. The development of the site will be guided by a Development Brief, which will be produced in partnership with the Council, the purpose of the brief will be to ensure a comprehensive approach to the



development of the site. It is essential that the development of this significant site makes an effective and positive contribution to the social, economic and environmental wellbeing of the local community. In addition to a Development Brief, the Council will require a Traffic Impact Assessment of the site to be undertaken in order to assess the potential impact of the development on the existing highway network and to identify appropriate transportation solutions.

- 4.4.54** Glamorgan Gwent Archaeological Trust have indicated that the site may be of archaeological value and that a desk top survey of the site should be submitted as part of any planning application. Dwr Cymru Welsh Water's Capital Investment to enable this site to proceed is considered to be long term. Development of this site in advance of the planned improvements would need to be subject to an appropriate planning agreement, to be agreed prior to the granting of planning permission. This approach would, therefore, ensure that essential water and sewerage facilities are in place. The Environment Agency has indicated that the site is located on a major aquifer of high vulnerability. Therefore, no discharge of foul or contaminated run-off must be made to ground. The Agency will need to be consulted prior to any works being undertaken at the site to discuss the necessary measures required to protect the aquifer.
- 4.4.55** In addition to the housing allocation outlined above there is potential for residential development in Cowbridge on land to the north of the Town Hall. The site comprises two parcels of land, one measuring approximately 11 ha. and the other approximately 1 ha. The larger parcel consists of open land in recreational use surrounding a leisure centre. In the south east corner of the site there is also a small area of ponds and meadow which is in use as a private wild fowl reserve. Both sites are bounded by the A48 Cowbridge Bypass to the north and by residential development to the east, south and west. The sites lie within the Cowbridge and Llanblethian Conservation Area where special attention should be given to the desirability of preserving or enhancing its character and appearance. Both sites are situated within the residential settlement boundary for Cowbridge.
- 4.4.56** The Environment Agency has advised that the 1 ha site is part of the flood plain of the River Thaw and that it has been identified as an area of potential flood storage as part of the flood alleviation scheme for Cowbridge and Llanblethian. The Environment Agency has stated that development of this site would be inappropriate and likely to hinder future proposals for flood alleviation measures for the Cowbridge and Llanblethian area. In respect of the 11ha site, the Environment Agency has advised that it is located on a major aquifer of high vulnerability and therefore no discharge of foul or contaminated run-off must be made to ground. The Agency will need to be consulted prior to any works being undertaken at the site to discuss the necessary measures required to protect the aquifer.
- 4.4.57** Dwr Cymru Welsh Water's Capital Investment to enable this site to proceed is considered to be long term. Development of this site in advance of the planned improvements would be subject to appropriate Planning Agreements (i.e. Section 106) to be agreed before planning is approved to ensure that essential water and sewerage facilities are in place.



- 4.4.58** Glamorgan Gwent Archaeological Trust has indicated that the site may contain archaeology of national importance. In order to determine this a field evaluation will be necessary prior to the determination of any planning application.
- 4.4.59** In addition to the constraints already outlined, land ownership further complicates the development of the site, with 2.5 hectares being owned by the Council and the remaining land being in multiple private ownership.
- 4.4.60** It is considered that the development of some of the land within the larger site for residential purposes could provide the balance of the housing land requirements for the Vale of Glamorgan in the latter part of the Plan period. However, because of the potential constraints to development, the Council considers that proposals for the development of both sites will need to be the subject of a comprehensive development brief and management plan. The purpose of the brief will be to ensure that the development of this site makes an effective and positive contribution to the social, economic and environmental wellbeing of the local community. The development plan will need to address affordable housing, sustainable design, pedestrian and cycle links, landscaping, nature conservation and highway issues. Access arrangements to the site must be informed by a Traffic Impact Assessment in order to assess the potential impact of the development on the existing highway network and to identify appropriate transportation solutions. In addition the Council will, through negotiations with developers, seek to secure contributions for educational and recreational provision.



POLICY HOUS 2 - ADDITIONAL RESIDENTIAL DEVELOPMENT

HOUSING INFILL, SMALL-SCALE DEVELOPMENT AND REDEVELOPMENT WHICH MEETS THE CRITERIA LISTED IN POLICY HOUS 8 WILL BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES OF THE FOLLOWING:

URBAN SETTLEMENTS OF:

**BARRY
COWBRIDGE WITH LLANBLETHIAN
DINAS POWYS
LLANDOUGH (PENARTH)
LLANTWIT MAJOR
PENARTH
SULLY**

RURAL SETTLEMENTS OF:

ABERTHIN	LLANCARFAN	ST. NICHOLAS
BONVILSTON	LLANDOW	SIGINGSTONE
BROUGHTON	LLANMAES	SOUTHERNDOWN
COLWINSTON	LLYSWORNEY	TREOES
CORNTOWN	OGMORE BY SEA	TRERHYNGYLL
EAST ABERTHAW	PENLLYN	WENVOE
EGLWYS BREWIS	PETERSTON-SUPER-ELY	WICK
EWENNY	RHOOSE	YSTRADOWEN
GRAIG PENLLYN	ST. ATHAN	
LLANBETHERY	ST. BRIDES MAJOR	

FAVOURABLE CONSIDERATION WILL BE GIVEN, OTHER THAN WITHIN AREAS IDENTIFIED AS GREEN WEDGES, TO SMALL-SCALE DEVELOPMENT WHICH CONSTITUTES THE “ROUNDING OFF” OF THE EDGE OF SETTLEMENT BOUNDARIES WHERE IT CAN BE SHOWN TO BE CONSISTENT WITH THE PROVISIONS OF POLICY HOUS 8 AND PARTICULARLY CRITERION (i).

- 4.4.61** The settlement boundaries for the villages contained in Policy HOUS 2 are illustrated on the Proposals Map.
- 4.4.62** In Policy HOUS 1 above, sufficient land is allocated for new residential development to meet the Vale's requirements to the year 2011. In order to prevent the spread of new development outside the confines of these existing communities, settlement boundaries have been drawn around the existing urban areas and around the rural villages of the Vale. The aim of this policy is to protect the rural areas around and between the existing settlements, to prevent urban sprawl and



to avoid the fusion of adjoining settlements. Other countryside protection policies are contained within the Environment Chapter. Policies ENV 1 and ENV 3 are particularly relevant. In respect of appropriate housing development in the rural villages outlined in Policy HOUS 2, reference should be made to Policy HOUS 13 on Exception Sites for Affordable Housing in the Rural Vale.

- 4.4.63** The Council considers only those villages listed under Policy HOUS 2 to have sufficient physical form and capacity to assimilate further infill development without it having a detrimental impact on their existing character and environment. An infill plot is defined as a site enclosed or surrounded by existing development in the sense of the filling of a small gap within an otherwise built up frontage. All site boundaries should be existing man made or natural physical features. Arbitrary lines drawn for the convenience of plot size do not qualify as such. The fact that an infill site exists, however, does not mean this will automatically receive planning permission. Small scale rounding off, which for the purpose of this Plan is defined as development which constitutes no more than five dwellings, may also be permitted where the site lies within or immediately adjacent to the settlement boundary and conforms to a logical site boundary. All site boundaries should be existing man made or natural physical features. Arbitrary lines drawn for the convenience of plot size do not qualify as such. Each proposal, if accepted as infilling or rounding off will be assessed against the policy criteria and will need to be considered in the context of the relationship to areas of attractive landscape, high quality townscape and areas of historical, archaeological or ecological importance. (See also HOUS 13 on Exception Sites for Affordable Housing in the Rural Vale).

POLICY HOUS 3 - DWELLINGS IN THE COUNTRYSIDE

SUBJECT TO THE PROVISIONS OF POLICY HOUS 2 THE ERECTION OF NEW DWELLINGS IN THE COUNTRYSIDE WILL BE RESTRICTED TO THOSE THAT CAN BE JUSTIFIED IN THE INTERESTS OF AGRICULTURE AND FORESTRY.

- 4.4.64** If the countryside is to remain undeveloped and its attractive appearance protected, new residential development outside those rural settlements referred to in Policy HOUS 2 must be strictly controlled. (See also Policy ENV 1).
- 4.4.65** New housing outside villages and towns often creates unacceptable intrusions into the rural landscape. New dwellings in the countryside can also place an unacceptable burden on local services.
- 4.4.66** Those rural villages not identified in Policy HOUS 2 are considered not to have sufficient physical form or capacity to assimilate new residential development without having a detrimental impact on their existing character and environment. Additional residential development in certain villages will not be permitted in order to protect their character and appearance. Consequently these have been excluded from Policy HOUS 2. Furthermore, the many groups of scattered and loose knit buildings in the Rural Vale cannot be regarded as settlements under the terms of Policy HOUS 2. These are little more than pockets of dwellings and farmsteads lying in isolation in the countryside. Additional dwellings would be



inappropriate in these locations unless justified in the interests of agriculture or forestry.

- 4.4.67** Wherever possible, dwellings for agricultural and forestry workers should be located within settlements in the locality. However, the Council recognises that in certain circumstances, agricultural dwellings need to be located away from the existing settlements. Proposals for such dwellings will be determined according to the criteria set out in Policy HOUS 5.

POLICY HOUS 4 - NEW SETTLEMENTS

PROPOSALS FOR NEW SETTLEMENTS WILL NOT BE PERMITTED.

- 4.4.68** New settlements are defined as substantial (more than 1000 new dwelling units) freestanding villages or small towns. Through the UDP the Council has allocated (together with existing commitments) sufficient land for residential purposes to meet the estimated demand for new dwellings. The demand will be met by the logical expansion of existing settlements e.g. Cogan Hall Farm, Penarth and Pencoedtre, Barry (Policies HOUS 1 (8) and (3)) and by the regeneration of brownfield sites e.g. Barry Waterfront, Penarth Haven and Rhoose Point (Policies HOUS 1 (1), (7) and (13)). Consequently, there is not considered to be a requirement for new settlements within the Vale during the Plan Period.

POLICY HOUS 5 - AGRICULTURAL OR FORESTRY DWELLINGS

THE DEVELOPMENT OF NEW DWELLINGS BEYOND THE IDENTIFIED SETTLEMENT BOUNDARIES DESIGNATED BY POLICIES HOUS 2 IN ASSOCIATION WITH AGRICULTURE OR FORESTRY WILL BE PERMITTED IF:

- (i) AN ESSENTIAL NEED, BASED ON A FUNCTIONAL AND WHERE APPROPRIATE FINANCIAL NECESSITY IS CLEARLY DEMONSTRATED;**
- (ii) THE SCALE, SITING, DESIGN, LANDSCAPING AND EXTERNAL APPEARANCE OF THE PROPOSED NEW DWELLING IS COMPATIBLE WITH ANY EXISTING RELATED STRUCTURES AND THE SURROUNDING LANDSCAPE; AND**
- (iii) AN ACCEPTABLE ACCESS TO THE DWELLING CAN BE PROVIDED.**

IF THESE CRITERIA ARE MET A CONDITION WILL BE IMPOSED ON ALL NEW AGRICULTURE/ FORESTRY DWELLINGS LIMITING THE OCCUPATION OF THE DWELLING TO A PERSON SOLELY, OR MAINLY, WORKING, OR LAST WORKING IN THE LOCALITY, IN AGRICULTURE AS DEFINED IN SECTION 336 OF THE TOWN AND COUNTRY PLANNING ACT 1990, OR IN FORESTRY OR A WIDOW OR WIDOWER OF SUCH A PERSON, AND TO ANY RESIDENT DEPENDANTS.



- 4.4.69** Applications for new agricultural or forestry dwellings will need to demonstrate that the intention of the applicants to engage in agriculture or forestry is genuine, and will materialise and be capable of being sustained. It should also be shown that no other practical alternative dwellings are available in the locality and the needs of the enterprise in terms of labour and the efficient running of the business render the dwelling essential. Applicants will need to show that the proposed dwelling is likely to be undertaken and be sustainable in the long term. The Council will seek professional advice to assess the viability of existing and proposed agricultural and forestry business activities where required. The history of the landholding will also be taken into consideration.
- 4.4.70** Planning Policy Wales 2002 states that when determining planning applications for agricultural and forestry dwellings, the following matters should be considered;
- a functional test to establish whether, for the proper functioning of the enterprise (in terms of both its current and likely future requirements), one or more workers needs to be readily available at most times; and
 - a financial test to establish that the farming enterprise is economically viable, since if it is not, new permanent accommodation cannot be justified on agricultural grounds, and to provide evidence of the size of dwelling which the unit can sustain.
- 4.4.71** Where permission is to be granted for a new agricultural or forestry dwelling, occupancy conditions will be imposed on the dwelling itself and may also be imposed on existing dwellings and/or on the business unit which are under the control of the applicant and need, at the time of application, to be used in conjunction with the unit. Planning obligations may also be used, where appropriate, to tie a farmhouse to adjacent farm buildings to prevent them being sold separately without further application to the Council. The size of the proposed dwelling must not be unduly large relative to the needs of the unit or the ability of the enterprise to provide an income to sustain it.

POLICY HOUS 6 - AGRICULTURAL OCCUPANCY CONDITIONS

APPLICATIONS FOR THE REMOVAL OF AGRICULTURAL OCCUPANCY CONDITIONS WILL BE CONSIDERED ON THE BASIS OF REALISTIC ASSESSMENTS OF THE CONTINUING NEED FOR THEIR RETENTION.

- 4.4.72** The need for an agricultural dwelling relates to an area as a whole and it is not restricted to a particular holding. Proposals to remove agricultural occupancy conditions should normally include evidence that the dwelling has been offered for sale over a sustained period at a price to reflect the occupancy condition. Unless a property is advertised for sale at a realistic price it will be difficult to judge whether such a need exists and therefore whether the condition should be discharged.



POLICY HOUS 7 - REPLACEMENT AND EXTENSION OF DWELLINGS IN THE COUNTRYSIDE

THE REPLACEMENT OR EXTENSION OF DWELLINGS IN THE COUNTRYSIDE WILL BE STRICTLY CONTROLLED. PROPOSALS WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) THE EXTENDED DWELLING IS NOT DISPROPORTIONATE IN SIZE TO THE ORIGINAL DWELLING;**
- (ii) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE READILY AVAILABLE OR CAN BE ECONOMICALLY PROVIDED;**
- (iii) THE REPLACEMENT DWELLING OR DWELLING AS EXTENDED DOES NOT REQUIRE AN UNACCEPTABLE EXTENSION OF THE EXISTING RESIDENTIAL CURTILAGE;**
- (iv) IN RESPECT OF REPLACEMENT DWELLINGS, PARKING AND AMENITY SPACE IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;**
- (v) THE SCALE, SITING, DESIGN, MATERIALS, LANDSCAPING AND EXTERNAL APPEARANCE OF THE REPLACEMENT DWELLING OR EXTENSION IS COMPATIBLE WITH ANY EXISTING RELATED STRUCTURES AND THE SURROUNDING LANDSCAPE; AND**
- (vi) IN THE CASE OF REPLACEMENT DWELLINGS FOR DERELICT BUILDINGS, THE RESIDENTIAL USE OF THE BUILDING HAS NOT BEEN ABANDONED.**

4.4.73 Whilst it is intended to limit new development and to restrict isolated new dwellings in the countryside, the Council accepts that it would be unreasonable to reject all proposals relating to existing properties. Owners (or prospective purchasers) of dwellings located outside established settlements may wish to replace, or extend their properties particularly where the buildings are substandard or inadequate for the living requirements of the occupier. The Council wishes to ensure that such proposals are appropriate and that they reflect the character of their rural location both in terms of appearance and scale.

4.4.74 Where the total demolition and replacement of an existing property is proposed, applicants will be required to produce a detailed structural survey of the existing building and evidence will need to be shown of the need to replace/rebuild. If the existing dwelling is derelict, planning permission for a replacement dwelling on the site will not normally be granted except in cases where the dereliction is the result of recent accidental damage (e.g. a fire) to an inhabited property, or where it can be demonstrated that the residential use of the building has not been abandoned.



- 4.4.75** The exterior design, materials, and scale of the new dwelling shall have due regard to its own location as well as any neighbouring developments. Proposals for replacement dwellings will only be permitted where it can be demonstrated that the development will be of a scale and character compatible with its local environment.
- 4.4.76** Extensions to dwellings in the countryside can also appear incongruous and these will be strictly controlled in terms of their scale, design and appearance to reflect their rural location.
- 4.4.77** Where planning permission has been granted for the replacement, or extension of an existing dwelling in the countryside, planning conditions may be imposed restricting permitted development rights in respect of additional extensions and alterations. This is intended to prevent the subsequent erosion of the rural character of the countryside.

POLICY HOUS 8 - RESIDENTIAL DEVELOPMENT CRITERIA - POLICY HOUS 2 SETTLEMENTS

SUBJECT TO THE PROVISIONS OF POLICY HOUS 2, DEVELOPMENT WILL BE PERMITTED WHICH IS WITHIN OR CLOSELY RELATED TO THE DEFINED SETTLEMENT BOUNDARIES PROVIDED THAT IT MEETS ALL THE FOLLOWING CRITERIA:

- (i) THE SCALE, FORM AND CHARACTER OF THE PROPOSED DEVELOPMENT IS SYMPATHETIC TO THE ENVIRONS OF THE SITE;**
- (ii) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;**
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE IMPACT ON GOOD QUALITY AGRICULTURAL LAND (GRADES 1, 2 AND 3A), ON AREAS OF ATTRACTIVE LANDSCAPE OR HIGH QUALITY TOWNSCAPE OR ON AREAS OF HISTORICAL, ARCHAEOLOGICAL OR ECOLOGICAL IMPORTANCE;**
- (iv) WHEN APPROPRIATE AND FEASIBLE THE PROVISIONS OF POLICY REC 3 ARE MET;**
- (v) THE PROVISION OF CAR PARKING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;**
- (vi) ADEQUATE COMMUNITY AND UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED.**



4.4.78 The aim of this policy is to stop inappropriate development within urban areas and town cramming. For the purpose of this policy town cramming is defined as insensitive infilling or development which through its cumulative effects will damage the character or amenity of an area. Infill/rounding off development may be permitted in accordance with Policy HOUS 2 subject to compliance with the above criteria. Proposals which result in over development of existing residential areas and/or loss of open space which provide an important setting for towns or villages or has public amenity nature conservation or recreational value will be resisted. The Council's requirements for the provision of open space are set out in Policy REC 3.

POLICY HOUS 9 - CONVERSION OF LARGE DWELLINGS

THE CONVERSION OF LARGE DWELLINGS INTO SMALL SELF-CONTAINED DWELLING UNITS WILL BE PERMITTED IF:

- (i) THE SCALE AND FORM OF THE PROPOSED DEVELOPMENT IS IN KEEPING WITH SURROUNDING USES;**
- (ii) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION; AND**
- (iii) THE PROVISION OF CAR PARKING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.**

4.4.79 Particularly within the larger settlements there are a number of large older houses which may no longer be appropriate for today's needs. This policy favours the renovation of the existing house stock, subject to certain criteria, thereby helping to reduce the level of under-occupation of dwellings.



POLICY HOUS 10 - NURSING HOMES

PROPOSALS FOR THE ERECTION OF OR EXTENSION TO, RESIDENTIAL CARE AND NURSING HOMES WITHIN CLASS C2* OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987, (AS AMENDED) AND FOR CONVERSION OF PRIVATE RESIDENCES, HOTELS AND GUEST HOUSES AND OTHER BUILDINGS TO SUCH USES WILL ONLY BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) THERE ARE NO UNACCEPTABLE EFFECTS ON THE AMENITY OR CHARACTER OF THE AREA BY REASON OF TRAFFIC GENERATION OR LOSS OF PRIVACY TO ADJOINING PROPERTIES;**
- (ii) THE PROPOSAL DOES NOT CREATE UNACCEPTABLE DANGERS AND NUISANCE CAUSED BY THE VOLUME AND PROXIMITY OF TRAFFIC ON ADJACENT ROADS;**
- (iii) THE SCALE, LAYOUT AND APPEARANCE OF THE PROPOSAL REFLECTS THE CHARACTER OF THE LOCALITY;**
- (iv) THE DENSITY OF OCCUPATION, THAT IS THE NUMBER OF RESIDENTS, IS COMPATIBLE WITH SURROUNDING LAND USES;**
- (v) THE PROPOSAL PROVIDES FOR PEDESTRIAN ACCESS WITHIN THE SITE AND FROM THE STREET;**
- (vi) OPEN SPACE IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED STANDARDS;**
- (vii) CAR PARKING AND AMENITY SPACE PROVISION IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;**
- (viii) ACCESS ARRANGEMENTS ALLOW THE SAFE MANOEUVRING OF CARS, AMBULANCES AND VANS;**
- (ix) THE PROPOSAL IS IN CLOSE PROXIMITY TO LOCAL SERVICES SUCH AS SHOPS AND BUS STOPS;**
- (x) ADEQUATE COMMUNITY, INFRASTRUCTURE AND UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED;**
- (xi) ADEQUATE FACILITIES ARE AVAILABLE FOR THE SATISFACTORY DISPOSAL OF CLINICAL WASTE.**

**C2 - Residential Institutions as defined by the Town and Country Planning (Use Classes) Order 1987.*

4.4.79 Residential institutions in Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) refer to residential accommodation and care for people in need. Care is defined in Article 2 of the Order as “*personal care for*



people in need of such care by reason of old age, disablement, past or present dependence on alcohol or drugs or past and present mental disorder, and Class C2 also includes the personal care of children and medical care and treatment.”

POLICY HOUS 11 - RESIDENTIAL PRIVACY AND SPACE

EXISTING RESIDENTIAL AREAS CHARACTERISED BY HIGH STANDARDS OF PRIVACY AND SPACIOUSNESS WILL BE PROTECTED AGAINST OVER DEVELOPMENT AND INSENSITIVE OR INAPPROPRIATE INFILLING.

- 4.4.81** This policy aims to protect existing high quality housing areas from over development or insensitive or inappropriate infilling. A similar policy was introduced by the Secretary of State for Wales in his approval of the South Glamorgan Structure Plan Proposals for Alteration No. 1 in 1989. Account should also be taken of the Council's Approved Amenity Standards.

POLICY HOUS 12 - AFFORDABLE HOUSING

THE COUNCIL WILL WHERE THERE IS A DEMONSTRABLE NEED, SEEK TO NEGOTIATE WITH DEVELOPERS FOR THE INCLUSION OF A REASONABLE ELEMENT OF AFFORDABLE HOUSING IN SUBSTANTIAL DEVELOPMENT SCHEMES. CLEAR AND ADEQUATE ARRANGEMENTS SHOULD BE MADE TO ENSURE THAT THE BENEFITS OF SUCH HOUSING ARE SECURED FOR INITIAL AND SUBSEQUENT OCCUPANTS.

- 4.4.82** For the purposes of this Policy a substantial development is defined as a housing development of more than 50 units. Affordable housing is defined in Technical Advice Note (Wales) 2 'Planning and Affordable Housing' to encompass both low cost, market and subsidised housing (irrespective of tenure, exclusive or shared ownership, or financial arrangements) that will be available to people who cannot afford to occupy houses generally available on the open market.
- 4.4.83** The level of affordability will vary over geographical areas and over time according to incomes and the operation of the local housing market.
- 4.4.84** The Council's Housing Strategy aims to ensure that as far as resources permit, residents occupy accommodation which is adequate for their needs in terms of size, fitness for occupation and cost. This will be achieved largely through the co-ordination of policies and proposals aimed at providing affordable housing in the Council's Housing Strategy and Operation Programme (HSOP) and the Vale of Glamorgan Unitary Development Plan.
- 4.4.85** The starting point for the provision of affordable housing will be an assessment of the level and geographical distribution of housing need in the Vale, initially utilising existing information on housing need derived from housing waiting lists, the 1991 Census and other relevant information from the housing associations operating within the Vale. A wider assessment of housing need in the former Borough



Council's area was undertaken by consultants in 1994 and the results from this survey assists in forming a more comprehensive means of identifying the level and geographical distribution of housing need. This will take into account house prices and market rents, the size and needs of households and their ability by income to support affordable housing.

- 4.4.86** The bulk of affordable housing provision will be made in the urban areas of the Vale and in particular Barry and Penarth. There are a number of ways that affordable housing may be delivered through the Unitary Development Plan particularly in urban areas, including the conversion of under used space over shops and offices into flats, the conversion of existing buildings into flats and through higher density developments which may make it easier for a developer to provide smaller affordable market units.
- 4.4.87** The best way of securing new affordable housing units will be through the inclusion of a mix and balance of house types and sizes in large new housing developments to cater for a range of housing needs. Eighty units of social housing have previously been secured as part of the development brief produced by Cardiff Bay Development Corporation for the comprehensive redevelopment of Penarth Dock. The comprehensive redevelopment of Barry Waterfront, the developments at North East Barry, Cogan Hall Farm, Penarth, and the Cowbridge Road/Sawmill Site, Ystradowen will also offer opportunities for the provision of affordable housing. The proximity of these sites to existing and proposed services such as shops and public transport offers particular locational advantages. The Council will continue to work closely with Associated British Ports, the Welsh Development Agency, Welsh Assembly Government, registered social landlords and private sector developers to ensure that at least 20% of the total number of residential units are for affordable housing in the Barry Waterfront Redevelopment Scheme.



Holton Reach site on the Waterfront, Barry



POLICY HOUS 13 - EXCEPTION SITES FOR AFFORDABLE HOUSING IN THE RURAL VALE

IF IT CAN BE DEMONSTRATED THAT IN THE RURAL VALE THERE IS AN IDENTIFIED LOCAL NEED FOR AFFORDABLE HOUSING, THE DEVELOPMENT OF A LIMITED NUMBER OF ADDITIONAL SITES WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) THE SITE IS WITHIN OR ADJOINING AN EXISTING SETTLEMENT BOUNDARY;**
- (ii) THE SITE IS COMMENSURATE IN SCALE, DESIGN AND LOCATION WITH THE IDENTIFIED NEED;**
- (iii) CLEAR AND ADEQUATE ARRANGEMENTS ARE MADE TO ENSURE THAT THE BENEFITS OF SUCH HOUSING ARE SECURED FOR INITIAL AND SUBSEQUENT OCCUPANTS;**
- (iv) THE SCALE AND FORM OF THE PROPOSED DEVELOPMENT IS IN KEEPING WITH SURROUNDING USES;**
- (v) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;**
- (vi) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE IMPACT ON GOOD QUALITY AGRICULTURAL LAND (GRADES 1, 2 OR 3a), ON AREAS OF ATTRACTIVE LANDSCAPE OR HIGH QUALITY TOWNSCAPE OR ON AREAS OF HISTORICAL, ARCHAEOLOGICAL, ECOLOGICAL, GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE;**
- (vii) OPEN SPACE IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED STANDARDS;**
- (viii) THE PROVISION OF CAR PARKING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;**
- (ix) ADEQUATE COMMUNITY AND UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY OR ECONOMICALLY PROVIDED.**

FOR THE PURPOSE OF THIS POLICY THE RURAL VALE IS DEFINED AS BEYOND THE SETTLEMENTS OF BARRY, PENARTH, LLANDOUGH (PENARTH), DINAS POWYS AND SULLY.

4.4.88 Planning Policy Wales 2002 section 9.2 states that in rural areas, special provision for affordable housing may be considered to help ensure the viability of the local community. The release of any small housing sites to meet local housing needs as



an exception to the policies for general housing provision must be fully justified in terms of meeting an identified local need for such housing. Sites that are proposed must also meet all the other criteria against which normal housing developments would be judged.

- 4.4.89** The terms “affordable housing” or “affordable homes” are used in the Technical Advice Note (Wales) 2 “Planning and Affordable Housing” to encompass both low cost market and subsidised housing (irrespective of tenure, exclusive or shared ownership, or financial arrangements) that will be available to people who cannot afford to occupy houses generally available on the open market.
- 4.4.90** The Technical Advice Note (TAN) goes on to say that the Government's wish to encourage diversity of housing tenure, advocated in the 1995 Housing White Paper, applies equally to affordable housing delivered through the planning system.
- 4.4.91** In respect of rural exception sites the TAN states that these can provide “a small but important additional source of affordable housing in rural areas to meet the needs of local people”. Such sites will be released as an exception to normal plan policies, should be located within or adjoining existing villages, and should be regarded as additional to the provision of housing for general demand. The TAN goes on to state that it is not envisaged that the scale of provision of affordable housing on land which would not normally receive planning permission for housing will be large or such as to unbalance the pattern of settlements in the community.
- 4.4.92** The above policy sets out criteria against which rural exceptions proposals will be judged. The Council is to undertake a rural needs housing survey during 1998/9. Pending its publication applicants will need to establish that there is an identified local need for affordable housing in the area.

POLICY HOUS 14 - GYPSY CARAVANS

PROPOSALS FOR THE USE OF LAND FOR THE SITING OF RESIDENTIAL CARAVANS OCCUPIED BY GYPSIES WILL ONLY BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE AMENITY OR CHARACTER OF NEARBY AREAS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF TRAFFIC CONGESTION OR PARKING PROBLEMS;**
- (ii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE INTERESTS OF AGRICULTURE, CONSERVATION AREAS OF ECOLOGICAL, GEOLOGICAL, GEOMORPHOLOGICAL AND WILDLIFE IMPORTANCE OR LANDSCAPE PROTECTION;**
- (iii) THE PROPOSAL HAS A SAFE VEHICULAR ACCESS;**
- (iv) SATISFACTORY LANDSCAPING IS PROVIDED;**
- (v) ADEQUATE COMMUNITY AND UTILITY SERVICES EXIST AND ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED.**



4.4.93 Gypsies are defined in Section 17 of the 1968 Caravan Sites Act as “persons of nomadic habit of life, whatever their race or origin”. However, this definition was further developed by the Secretary of State in 1977, during a review of gypsy policy, to add the following criteria:

- i) A pattern of residing in or resorting to a particular area*
- ii) A requirement for a pitch or caravan.*

The policy applies to gypsies in this sense.

4.4.94 Welsh Office Circular 2/94 Gypsy Sites & Planning advises that proposals for gypsy sites should continue to be determined in relation to land use factors and should be consistent with agricultural, archaeological, countryside and environment objectives.

4.4.95 The Welsh Assembly Government's bi-annual survey on the number of gypsies present within the Vale of Glamorgan on a particular day in January and July each year and it gives some indication of the demand for gypsy sites within the Vale. Over recent years the survey figures show that there were few gypsies present within the Vale. It is not considered therefore that there is sufficient demand for the allocation of sites within the Vale. Should there be any applications for such sites they will be assessed against the criteria contained within the above policy.

4.4.96 Circular 78/91 “Travelling Showpeople” states that development plans should consider the needs of travelling showpeople and make a realistic assessment of the amount of accommodation required. It is considered that there is no tradition of a pressure for sites of this nature within the Vale of Glamorgan.

4.5 IMPLEMENTATION

4.5.1 Many of the policies contained within this chapter will be implemented through the Council's development control powers. The majority of the sites allocated in Policy HOUS 1 will be developed by the private housing market, although the Council will seek to ensure that affordable housing is provided within the larger sites by the involvement of appropriate housing associations. The Council's Housing Strategy and Operational Plan is also an important vehicle in determining housing policy in the Vale.



5. ECONOMIC DEVELOPMENT & TOURISM

5.1 INTRODUCTION



Barry Waterfront Festival

ECONOMIC DEVELOPMENT

- 5.1.1** The Council's Community Strategy aims to strengthen the local economy through a range of measures including; undertaking urban regeneration initiatives, developing tourism, enhancing town centres, promoting the Vale of Glamorgan as a location for investment, providing information and advice on sites and premises and environmental and sustainability issues, and where appropriate offering financial assistance to training and businesses.
- 5.1.2** The Plan aims to provide the land-use policy base to support the aims of this Strategy and also incorporates the justification for Policies 4, 5 and 6 in Part One of the Unitary Development Plan. It provides detailed policies for the development and use of land for employment purposes, and to facilitate the growth of the local economy.

Large Towns

- 5.1.3** Barry with a resident population of 46,980, is a key employment area for the Vale. Historically built on port-related activities it later developed a strong manufacturing base, which was eroded considerably during the 1970's and early in the 1980's. By the end of the last decade however, new investment in manufacturing industries had arrived. Companies such as Dow Corning, Dow Chemicals, Zeon Chemicals and Cabot Carbon have helped to strengthen Barry's important chemical industry.
- 5.1.4** Barry Docks is still a significant asset to the town currently handling approximately 400,000 tonnes of cargo a year with projected growth of a further 300,000 tonnes a year by the year 2005.



- 5.1.5** Barry shares many of the problems of dereliction, lack of investment and unemployment of the South Wales Valleys. In response, partnerships have been formed between the Council, the Welsh Development Agency (WDA) and Associated British Ports (ABP) to implement a concerted plan of action for the regeneration of brownfield sites. As Barry serves a much wider area in terms of its economy and employment potential, this represents a substantial benefit for the Vale of Glamorgan as a whole. Central to Barry's regeneration is the Joint Initiative between the WDA and Associated British Ports to redevelop approximately 77 hectares of land around the No.1 Dock area known as "The Waterfront Barry". Proposals include up to 1,000 houses business development, retailing and leisure facilities.
- 5.1.6** The town serves as the administrative centre for the Vale of Glamorgan Council having its main offices in the town, in the Civic Centre and in the Dock Office. Barry has the largest traditional shopping centre in the Vale of Glamorgan but has suffered from a lack of private investment, the effects of economic recession and out-of-town competition in recent years. Tourism is also a key industry in Barry.
- 5.1.7** Penarth is the second largest town in the Vale with a population of 20,930. Its Victorian Esplanade and Pier is popular with tourists and complements the facilities at Barry. Penarth has a successful town centre and small industrial areas but along with Dinas Powys, it is a dormitory settlement with many residents working in Barry and Cardiff. The nearby Llandough Hospital is a major employer. A small part of Penarth falls within the remit of the Cardiff Bay Development Corporation. A mixed development of housing, retail, commercial / business and convenience facilities is already well established.



Penarth Pier

Rural Vale

- 5.1.8** The remaining parts of the area are predominantly rural in nature, with attractive countryside and coastal locations contributing to the Vale's important assets. West of Barry is Rhoose, home of Cardiff International Airport, which has witnessed substantial investment from its owners. British Airways Maintenance Cardiff (BAMC) has invested in a major maintenance plant and a new business park is being developed alongside the airport. Other major employers in the Rural Vale include Robert Bosch at Miskin manufacturing automotive alternators.
- 5.1.9** The Aberthaw power station and the Lafarge cement works are important to the local economy, as is the RAF and Army base at St. Athan. Llantwit Major and Cowbridge provide shopping facilities for those in the western Vale and attract



significant numbers of tourists. At Llandow there are two major employment sites with land available for small and medium sized business at Llandow Trading Estate and the Vale Business Park.

- 5.1.10** The rural areas of the Vale are important in providing a strong agricultural base together with a quality environment, which is a key part of the area's attraction. The Plan recognises the structural changes which are taking place in the agricultural industry and seeks to accommodate these so that both socially and economically the Rural Vale remains viable.



Lafarge Cement Works at Aberthaw

Tourism

- 5.1.11** Tourism is one of the United Kingdom's most important growth industries and, in terms of world trade, a fast growing market. Currently it generates 5-6% of the country's G.D.P., accounts for 7% employment and is the fourth largest source of export revenue (source: "A new Approach to Tourism", ADC Paper 1996).

- 5.1.12** Tourism is defined by the Tourism Society as:

"...the temporary movement of people to destinations outside the places where they normally live and work and their activities during their stay at these destinations; it includes movement for all purposes as well as day visits or excursions."

Tourists include those persons on holiday, visiting friends or relatives (VFR) or on business, and can include people visiting an area for other reasons such as studying. They tend to be categorised into "Domestic Tourists" (i.e. tourists who travel within the borders of the United Kingdom) and "Overseas" or "International Tourists" (i.e. tourists who travel from abroad to the United Kingdom).

- 5.1.13** A well-managed tourism industry can bring many benefits to an area. It can strengthen the local economy, through visitors generating new income, create new jobs, enable a local economy to diversify, and also attract inward investment. The environment can also benefit with tourism developments leading to the regeneration of derelict urban areas, restoring redundant historic buildings and sites, and assisting the upgrading of country and coastal walks. It can also provide social and cultural benefits, improving the image of an area and raising local civic pride. The local community can also benefit from improved infrastructure and amenities such as the upgrading of transport infrastructure and improved sports and leisure facilities.
- 5.1.14** In the Vale of Glamorgan tourism plays an important role within the local economy. The industry accounts for 3,418 jobs, some 9.23% of the total working population. This compares to 8.34% of the working population in Wales (Census of Employment, 1993). In 1994 a Tourism and Economic Activity Model (STEAM) was used to assess the importance of tourism to the economy of the former Vale of Glamorgan Borough. The Model revealed that tourism expenditure in the Vale in 1994 amounted to some £110.1 million.



5.1.15 As a tourist destination the Vale of Glamorgan offers a diversity of visitor experiences. These include the main visitor destination of Barry Island. The Island has been established as a traditional seaside resort since the Victorian era, and is dominated by the funfair, Whitmore Bay bathing beach, a new Steam Railway Centre and numerous smaller attractions, amusement arcades and cafes. Further east is the Victorian seaside town of Penarth with its elegant Pier, Esplanade, extensive landscaped gardens, marina and on the edge of town, Cosmeston Lakes Country Park and Medieval Village. The Rural Vale's appeal to visitors is its diverse countryside, woodland and farmland areas, dotted with numerous small villages. To the south is the dramatic coastline with extensive views of the Bristol Channel, punctuated by isolated, tranquil beaches, 11 miles of which is Heritage Coastline. Within the rural Vale sit the two historic towns of Cowbridge and Llantwit Major, where visitor appeal includes their Conservation Areas and numerous historic buildings, with Cowbridge also providing an attractive shopping destination with its boutiques, arts and craft shops and restaurants.



Swans at Cosmeston Lakes



Llantwit Major

5.1.16 The Council recognises that the tourist industry must be well managed, particularly in terms of protecting the environment; itself a tourist asset, which can easily be damaged by poorly controlled tourism and recreational activities. At the same time the interests of the local community must be balanced with the economic benefits of a growing tourism industry. The “Environment” Chapter of the Plan recognises the potential problems and contains policies to protect and enhance the Vale's natural environment.

5.2 NATIONAL PLANNING GUIDANCE

5.2.1 National planning guidance in respect of economic development is embodied in:

- Planning Policy Wales 2002
- Welsh Rural White Paper - A Working Countryside for Wales (1996)

5.2.2 Planning Policy Wales 2002, Chapter 7, states that local planning authorities preparing development plans should have regard to the allocation of land for employment and local economic development.



- 5.2.3** In particular it states the Plan should aim to provide for development within or adjacent to established local centres, to make available spent land which is readily capable of development (and well served by infrastructure), and to ensure that there is a variety of sites available to meet differing needs. It also states that development plans should identify new industrial and commercial development locations which meet or have the potential to meet the Government's planning policies for transport, and to promote underused and vacant land and premises, especially those adjacent to existing or disused, but safeguarded, railways and docks. Emphasis is placed on encouraging economic development which is compatible with the Government's environmental and transport objectives; and achieves a balance between employment and population.
- 5.2.4** With regard to rural areas the guidance suggests that a variety of employment opportunities be promoted and that the development plan should benefit the rural economy and maintain or enhance the environment.
- 5.2.5** Welsh Rural White Paper - "A Working Countryside for Wales" (1996) outlines the Government's proposals for the development of the rural economy and states that several factors need to be considered in the siting and location of development in the countryside:
- "Large developments should be located in those settlements where they minimise the demand for new infrastructure and travel."*
(P71, Sustainable Development),
- and
- "The Government's aim is to promote sustainable development and to respect the diversity of rural Wales."*
(P87, Planning)
- 5.2.6** National planning guidance for tourism is included in:
- Planning Policy Wales 2002
 - Planning Policy Wales, Technical Advice Note (Wales) 13 - Tourism (1997)
(NB: This is referred to in this document as TAN)
- 5.2.7** Planning Policy Wales 2002 states that the Welsh Assembly Government's objectives for tourism are:
- to encourage sustainable tourism in Wales, maximising its economic and employment benefits, promoting tourism in all seasons, and encouraging its development in non-traditional destinations, while safeguarding the environment, and the interests of local communities; and
 - to manage change in the tourism sector in ways which respect the integrity of the natural, built and cultural environment to provide for economic growth employment and environmental conservation.
- 5.2.8** The TAN provides more detailed guidance and has been considered in the formulation of the policies in this section. The TAN deals specifically with issues relating to hotels, caravan parks and seasonal and holiday occupancy conditions.



Wales Tourist Board - "Tourism 2000 Strategy"

5.2.9 The Wales Tourist Board sets out the national framework for the development and promotion of tourism within Wales. In 1994 the Board published the "Tourism 2000" Strategy which aims to secure high quality sustainable tourism development which protects the natural and built environment. The aims of the strategy are achieved through the WTB working in partnership with statutory agencies, local authorities, the private sector and other bodies. The vision of the Board for the year 2000 is set out in the document in terms of targets and priorities for the tourism industry.

5.3 OBJECTIVES

5.3.1 The Council is committed to supporting the local economy and local economic development and tourism through a range of measures including the provision of a choice and range of sites. The policies will assist the Council to:

- strengthen the local economy;
- widen job opportunities for local residents by improving access to employment, and training;
- improve the economic infrastructure of the Vale;
- set out strategic policies for development, conservation and transportation that will enable the local economy to grow in a sustainable framework;
- improve the urban fabric and to enhance the physical and natural environment of the Vale;
- create the conditions for a thriving tourism industry whilst safeguarding and enhancing the environment and interests of the local community;
- promote tourism to a level compatible with the Vale's capacity to cater for such activity, maximised through good visitor management and only permitting sensitive developments;
- encourage new investment in tourism in both facilities and accommodation and to encourage improvements in the standard of provision;
- ensure that new investment in tourism does not conflict with the environmental policies of the Plan.

5.4 POLICIES & PROPOSALS

5.4.1 The Council's policies for economic development strive to meet the aims and objectives outlined in Planning Policy Wales (2002) and the Rural White Paper, with regeneration of brownfield sites for employment use, restricting development to sites already in existence and implementing design controls to complement the aesthetic character of the Vale of Glamorgan.



- 5.4.2** Policy EMP 1 allocates land for employment on both new and established sites. Where other established employment sites have been omitted it is because no land is available at the time of publication.

POLICY EMP 1 LAND FOR EMPLOYMENT USES			
THE FOLLOWING LAND IS ALLOCATED FOR EMPLOYMENT USES:			
Site No.	Site Name	Use Classes	Land (Ha) Available
(1)	Atlantic Trading Estate	B1, B2, & B8	12.0 (*1)
(2)	Barry Business Park	B1 & B8	0.8
(3)	Barry Docks and Chemical Complex	B1, B2 & B8	16.6
(4)	Cardiff International Airport Business Park	B1, B2 & B8	58.9
(5)	Hayes Lane	B1 & B8	1.4
(6)	Hayes Road, Barry	B1	5.3
(7)	Hayes Wood	B1 & B8	4.2
(8)	Llandough Trading Estate	B1, B2 & B8	0.9
(9)	Llandow Trading Estate	B1, B2 & B8	7.3
(10)	Marley Tile Co. Site, St. Mary Hill	B1, B2 & B8	1.6
(11)	Pencoedre Business Park	B1 & B8	3.2
(12)	Rhose Quarry	B1, B2 & B8	2.9
(13)	Sully Moors Road, Barry	B1, B2 (part) & B8	5.0
(14)	The Waterfront, Barry	B1 & B8	3.4 (*2)
(15)	Ty-Verlon Industrial Estate	B1, B2 & B8	0.5
(16)	Vale Business Park	B1, B2 & B8	14.8
(17)	Land to the North of Rhose	B1 & B8	6.3
(18)	Pencoedre	B1 & B8	(*3)
(19)	Land to SE of M4 Junction (Bosch, Miskin)	B1, B2 & B8	54.3
TOTAL			199.4
<p>(*1) This is an estimate of land available after redevelopment of Atlantic Trading Estate</p> <p>(*2) Proposals for this redevelopment indicate an illustrative figure for "commercial" land of 3.4 hectares. However, this is a mixed-use scheme, and substantial additional employment will be created in areas allocated for retail and leisure developments.</p> <p>(*3) Dependent upon outcome of development brief for the mixed residential, employment and woodland use of the site.</p>			



- 5.4.3** The employment land allocation is based on sites already with planning permission together with an assessment of employment opportunities available both in the Vale of Glamorgan and in neighbouring areas, an analysis of the workforce in the Vale of Glamorgan and its patterns of movement, and forecasts of the economic prospects for the area. Sufficient land has been earmarked to allow existing companies to grow and to allow the Council to compete for inward investment. The amount of land identified also reflects a desire to provide local employment opportunities for a higher proportion of Vale residents and thus reduce outward commuting. It provides the scope, too, for reducing the unacceptably high levels of unemployment that prevail in parts of the Vale of Glamorgan.
- 5.4.4** Suitable uses for available employment land within specific sites are shown in the Policy:
- B1 refers to Light Industry / Offices (Business Use);
 - B2 is General Industry;
 - B8 is Warehousing and Distribution.

It is important that this policy is read in conjunction with other policies in this Plan, and in particular Policy EMP 2.

- 5.4.5** The Council recognises the important role of small businesses in the local economy and is supportive of proposals for smaller industrial units (50 - 150 sq.m), on identified sites. Whilst sites are identified for particular uses, it should be noted that this reflects suitability in planning or land use terms, it does not imply availability of all services. Similarly, some of the sites will require raised ground levels and may be restricted in terms of surface water drainage and any business or industrial development must include measures to ensure that any rivers, other inland waters and underground water resources will be safeguarded. This policy should be read in conjunction with Policy ENV 7.

Site 1: Atlantic Trading Estate

- 5.4.6** The site is a former Ministry of Defence depot, located to the south of the No.2 Dock in Barry. The southern part of the Estate has been purchased by the Vale of Glamorgan and is subject to a major programme of redevelopment to improve access, enhance the environment and upgrade services on the site. The site is an under used resource and its redevelopment will release additional land for employment use. The northern part of the Estate has recently been acquired by ABP. The Proposals Map identifies the boundary of Atlantic Trading Estate within which land is available. It is recommended that further development of this site is subject to further consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD.

Site 2: Barry Business Park

- 5.4.7** The 0.8 hectare Business Park site is located at the junction of Cardiff Road and Sully Moors Road, Barry. Planning permission has been granted for B1 use, but the site has not yet been developed. Potential uses included B1 and B8 development. As the site is adjacent to the River Cadoxton, it is recommended that ground levels are raised in consultation with the Environment Agency to avoid any potential flooding risk. Development must not exacerbate flooding in the vicinity. Compensatory works may be required to be undertaken which will be at the expense of the developer.



Site 3: Barry Docks and Chemical Complex

5.4.8 Barry Docks is the largest area of industrial land in the Vale and is owned by Associated British Ports. A large proportion of the land is leased for business use, including operational port facilities. The 13.1 hectares of land available for employment use is adjacent to the No. 2 Dock Bypass, adjacent to The Waterfront, Barry comprehensive redevelopment area and Barry Chemical Complex. It is recommended that further development of this site is subject to consultation with the Environment Agency given that part of the site lies within 250 metres of a former landfill site and that flood defence levels are raised to a minimum of 8.6 AOD. The site is presently not sewered and should there be a requirement in the future to connect mains sewerage an assessment of the public sewerage system and Bendricks Sewage Pumping Station will be necessary to ascertain whether the sewerage system can accept the additional foul drainage flow.

5.4.9 The remainder of the land forms part of the Chemical Complex, a grouping of various chemical industries on a relatively large flat site to the east of the No. 2 Dock in Barry. The Chemical Complex is home to a number of firms including: Dow Corning, Dow Chemicals, Zeon Chemicals and Cabot Carbon. The south east of the site is occupied by the Vale Enterprise Centre, a collection of workshops housing a number of small businesses. Activities are expanding with Dow Corning implementing the Genesis project, and Van Ommeren Terminals developing a new storage facility at the Windmill site adjacent to Hayes Road. While the site has been identified for B1, B2 uses, proposals for the suitable expansion of existing industrial uses on the site will be considered on merit by the Council, subject to environmental safeguards. Where appropriate, development proposals will be subject to an environmental assessment in accordance with



Dow Corning

procedures identified in the Welsh Office Circular 11/99, 'Environmental Impact Assessment'. Schedules 1 and 2 of the note identify projects which may require an assessment. The site lies within 250 metres of a former landfill site. It is recommended that further development of this site is subject to consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD. The site is presently not sewered and should there be a requirement in the future to connect mains sewerage, an assessment of the public sewerage system and Bendricks Sewage Pumping Station will be necessary to ascertain whether the sewerage system can accept the additional foul drainage flow.

Site 4: Cardiff International Airport Business Park

5.4.10 Cardiff International Airport Business Park is a 58.9 hectare greenfield site immediately adjacent the eastern boundary of Cardiff International Airport, on land primarily owned by the Council. Development has already taken place to the north of the Business Park in the form of the British Airways Maintenance Cardiff (BAMC) facility which services Boeing 747 aircraft.



British Airways Maintenance Base



Site 5: Hayes Lane

- 5.4.11** This privately owned plot of land of some 1.4 hectares overlooks Hayes Lane and is adjacent to Atlantic Trading Estate. The land is occupied by an existing industrial operation but could form part of a more comprehensive redevelopment of the Atlantic Trading Estate. Access to the site will be improved by the construction of a link road between Hayes Wood (Site 7) and Atlantic Trading Estate (Site 1). It is recommended that further development of this site is subject to consultation with the Environment Agency as the site lies within 250 metres of a former landfill site and that flood defence levels need to be raised to a minimum of 8.6 AOD.

Site 6: Hayes Road, Barry

- 5.4.12** This site is located to the south of Hayes Road and north of the coastal SSSI. Formerly part of a Ministry of Defence storage depot it has since been cleared. Of a total area of 7.3 hectares, 2 hectares is required to provide a buffer zone at the coastal fringe, reducing developable land to 5.3 hectares. Development is restricted to B1 uses, recognising the particular value of this location in fulfilling a need for high quality B1 sites.

Site 7: Hayes Wood

- 5.4.13** A former sports ground now owned by the WDA, Hayes Wood has permission for B1 and B8 uses and lies adjacent to a residential area on Hayes Road. The site provides direct access to the adjoining Atlantic Trading Estate (Site 1) following the construction of a new access road. The site is largely serviced and the WDA will make plots available to encourage start-up businesses. B2 uses are not acceptable, and a buffer will be required between industrial development and the adjoining houses. It is recommended that further development of this site is subject to consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD.

Site 8: Llandough Trading Estate

- 5.4.14** The site is located north of the town of Penarth, on the eastern boundary of the Vale, and is a largely developed established estate with a range of business and warehousing uses, covering two areas of land running either side of Penarth Road. The site available which was formerly in retail use comprises 0.9 hectares of land available adjacent to the roundabout access to the West Point Industrial Estate along Penarth Road. It is recommended that further development of this site is subject to consultation with the Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD.



Entrance to Llandough Trading Estate

Site 9: Llandow Trading Estate

- 5.4.15** Llandow Trading Estate is at the southern end of a former airfield and includes a significant amount of low-grade general industry. Although shown primarily as non-



agricultural land on the Agricultural Land Classification maps, parts of the former airfield are successfully used for farming purpose, notably grazing and cereal production. 7.3 hectares of land are available to the north west of the site. Acceptable uses include B1, B2 and B8, although there may be constraints on certain developments on environmental grounds. Restrictions will be imposed following consultation with the Environment Agency in respect of pollution control and storage of materials as a large part of the site is known to drain to a carboniferous limestone aquifer from which ground-water is abstracted. The site lies within 250 metres of a former landfill site.

Site 10: Marley Tile Co. Site, St Mary Hill

- 5.4.16** 1.6 hectares of land is located within the site of a former tile manufacturer within the countryside, north west of Cowbridge. A distribution warehouse remains within the site with an area to the north providing a storage yard, both are used by an established roofing-tile company. Environmental safeguards are paramount and expansion beyond the boundary of the site will not be permitted.

Site 11: Pencoedre Business Park

- 5.4.17** The site has 3.2 hectares available for business / warehousing development (B1, B8) and is to the south of the Pencoedre site (Site 18). The site adjoins an area of ancient woodland (largely owned by the Forestry Commission). Both sites require archaeological investigation prior to development. Surface run-off must not exceed greenfield site flows. See also Policy HOUS1(3).

Site 12: Rhoose Quarry

- 5.4.18** The designation of 2.9 hectares of land at Rhoose for employment purposes was granted outline planning consent in March 1996. The land for employment uses is adjacent to the main railway line in the north east corner of the site. Surface water run-off must not exceed greenfield site flows. See also Policy HOUS1(13).

Site 13: Sully Moors Road, Barry

- 5.4.19** The site is a low-lying greenfield site on the eastern edge of Barry, opposite the Chemical Complex. A number of businesses operate from Sully Moors Road, but an area of land (5.0 hectares currently used for grazing) is available for industrial development. While B1 and B8 uses would be suitable for the whole site, B2 will be restricted to the northern part of the site, in view of the relative proximity of housing. The site lies within 250 metres of a former landfill site. The site is also adjacent to the Sully Brook and is at risk of flooding. Developers will be required to establish the theoretical 1 in 100 year flood level and set ground levels 500 millimetres above that level. Development must not exacerbate flooding in the vicinity which may require compensatory works to be undertaken at the developers expense. It is recommended that Welsh Water Dwr Cymru be consulted to ascertain the predicted demand of any new development on the existing sewerage network. Protection measures or diversion will be required to protect the water main crossing the site.

Site 14: The Waterfront, Barry

- 5.4.20** The Waterfront is located around the No. 1 Dock and covers an area of some 77 hectares, including 11 hectares for employment. The implementation of this scheme, is the Council's priority for economic regeneration. It is recommended that further development of this site is subject to further consultation with the



Environment Agency and that flood defence levels are raised to a minimum of 8.6 AOD. See also Policy HOUS 1 (1).



Waterfront Retail Park, Barry

Site 15: Ty-Verlon Industrial Estate

5.4.21 This site covers the established Ty-Verlon Industrial Estate, Priority Enterprise Park and the former Plaracon Tyres site, which has been the focus of recent development. One plot is available for development within Priority Enterprise Park. Potential uses are B1, B2 and B8 classes. The site lies within 250 metres of a former landfill site.

Site 16: Vale Business Park

5.4.22 This employment site was formerly known as Llandow Industrial Estate and is located on the site of the former Llandow airfield, between Llantwit Major and Cowbridge. The site is accessed from the B4270 and supports a wide range of industrial and business activities. The Vale Business Park has been the focus of a considerable amount of recent investment. On the periphery of the former airfield large hangars are used chiefly for storage purposes, although one is used for furniture retailing. For the purpose of the policies relating to business and industrial development in this area, the hangars are considered as part of the existing estate.



Entrance to the Vale Business Park, Llandow

5.4.23 A total of 14.8 hectares, split into five plots is available for development. Full planning permission for development of the largest plot to the south of the site will not be permitted until a new roundabout at the entrance to the Vale Business Park, on the B4270 and the link road between the A48 and B4270 has been constructed.

5.4.24 A large part of these sites is known to affect the carboniferous limestone aquifer from which ground-water is abstracted. Environmental safeguards will be required by the Environment Agency in respect of pollution control and storage of materials.



Site 17: Land to the North of Rhoose, off Rhoose Road

- 5.4.25** A 6.3 hectare site immediately adjacent to the built up area of Rhoose. The location of the site adjoining residential properties will require careful attention to design, landscaping and other amenity issues. Protective measures or, the diversion of the water main at the developers expense is required prior to commencement of works. The site is considered particularly suitable for employment for airport related uses.

Site 18: Pencoedtre

- 5.4.26** The Pencoedtre site is located to the north east of Barry at the junction of the Barry Docks Link Road and Port Road, with the amount of land available being dependent upon a comprehensive development brief being prepared. The site will be suited to B1 and B8 uses.
- 5.4.27** The sensitive location of the site requires care to be taken in designing the development. The site accommodates a considerable amount of good quality ancient woodland which needs to be retained as part of any development scheme. The Environment Agency and the Countryside Council for Wales have indicated that the woodland on the site is of high wildlife and nature conservation value. A survey of the woodland and appropriate management plan will be required prior to the granting of planning permission. In addition Glamorgan-Gwent Archaeological Trust have indicated that the site is potentially of importance and therefore an archaeological investigation of the site will be required prior to the commencement of development. Considerable investment is required in transportation and infrastructure and a comprehensive approach to the overall development is essential. Measures would need to be undertaken by a developer to locate and protect a 36 inch diameter high pressure trunk water main which crosses the site. The main cannot supply the site and therefore extensive off-site main laying will be required leading to high developer's costs. Greenfield drainage restrictions apply to this site and further consultation with the Environment Agency and the local authority is recommended.

Site 19: Land to the South East of Junction 34 (BOSCH, MISKIN)

- 5.4.28** This site is located south east of junction 34 of the M4 at Miskin and is part developed by the Robert Bosch alternator plant. The development occupies 11.7 hectares of a total site area of 66 hectares allowed under a planning permission granted for use classes B1, B2 and B8. The site is considered to have high archaeological potential and the Council will seek to protect areas of nature conservation interest and features of landscape value within any future development proposals for the site. Greenfield drainage restrictions may apply to this site and consultation with the Environment Agency and the local authority is recommended. It is also recommended that any developer consults Welsh Water Dwr Cymru to ascertain the predicted demand of any new development on the existing sewerage network. The site is within 250 metres of a former landfill site.



Bosch Factory at Miskin



POLICY EMP 2 - NEW BUSINESS AND INDUSTRIAL DEVELOPMENT

PROPOSALS FOR NEW BUSINESS AND INDUSTRIAL DEVELOPMENT INCLUDING AGRICULTURAL SERVICE INDUSTRIES AND THE EXTENSION, CONVERSION AND REPLACEMENT OF EXISTING PREMISES FOR SUCH PURPOSES, WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) THE PROPOSAL DOES NOT LIE WITHIN THE COUNTRYSIDE EXCEPT FOR THOSE PROPOSALS ACCEPTABLE UNDER THE TERMS OF ENV 8 (RURAL BUILDINGS) OR COMM 2 (REDUNDANT HOSPITALS);**
- (ii) THE PROPOSAL MINIMISES THE LOSS OF GOOD QUALITY AGRICULTURAL LAND (GRADES 1, 2 AND 3A) AND DOES NOT HAVE AN UNACCEPTABLE IMPACT ON AREAS OF ATTRACTIVE LANDSCAPE AND HIGH QUALITY TOWNSCAPE OR ON AREAS OF HISTORICAL, ARCHAEOLOGICAL OR ECOLOGICAL IMPORTANCE;**
- (iii) THE SIZE AND RELATIONSHIP OF ANY NEW BUILDING AND / OR ALTERATION OR EXTENSION IS NOT DISPROPORTIONATE TO ITS SIZE AND SETTING;**
- (iv) ACCESS AND PARKING ARRANGEMENTS ARE IN ACCORDANCE WITH THE COUNCIL'S APPROVED STANDARDS;**
- (v) ADEQUATE LANDSCAPING IS PROVIDED;**
- (vi) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON RESIDENTIAL AMENITY BY VIRTUE OF TRAFFIC CONGESTION, NOISE, SMELL, SAFETY, HEALTH IMPACTS AND EMISSIONS;**
- (vii) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST OR ARE REASONABLY ACCESSIBLE OR CAPABLE OF BEING READILY AND ECONOMICALLY PROVIDED;**
- (viii) DOES NOT PRESENT ADDITIONAL RISK TO THE HEALTH OR SAFETY OF USERS OF THE SITE AND DOES NOT UNACCEPTABLY POLLUTE AIR, WATER, OR LAND; AND**
- (ix) DOES NOT UNACCEPTABLY AFFECT THE USE OF THE ADJOINING LAND BY VIRTUE OF THE RISK AND IMPACT OF POTENTIAL POLLUTION.**

5.4.29 Whilst it is recognised that there is a need to encourage investment in industrial and commercial development in appropriate locations, it is important to ensure that industrial and commercial development is of a high standard of design and that proposals pay proper regard to the character and appearance of their surroundings. In primarily residential areas commercial and industrial activities of an appropriate scale, are acceptable provided there is not likely to be any adverse effects on residential amenity by virtue of traffic generation, noise, smell, safety, health impacts and emissions. All new industrial or other business development will



be located on land identified in Policy EMP 1 or on sites currently used, or last used, for such purposes, other than where in breach of planning control. An exception to this policy can be made in respect of the use of rural buildings for appropriate small-scale industries, in accordance with Policy ENV 8.

- 5.4.30** An aim of this policy in accordance with Policy ENV1 is to prevent sporadic development in the countryside whilst at the same time allowing appropriate tourist related, service or "craft" industries and workshops to be established in the rural area. Strict control over the conversion of rural buildings will be imposed, particularly if the structure is of historic or architectural importance in accordance with Policy ENV 8 of the Plan.
- 5.4.31** Parking facilities should be provided in accordance with the Council's approved parking guidelines, see Policy TRAN 10.

POLICY EMP 3 - GENERAL INDUSTRY

DEVELOPMENT WILL BE PERMITTED FOR B2 USE* (GENERAL INDUSTRY) WHERE:

- (i) **THE PROPOSAL IS COMPATIBLE WITH EXISTING BUSINESS / INDUSTRIAL / WAREHOUSING USES;**
- (ii) **IT WILL NOT CAUSE DETRIMENT TO THE AMENITIES OF NEARBY RESIDENTIAL AREAS;**
- (iii) **THE NATURE AND SCALE OF THE PROPOSED DEVELOPMENT DOES NOT UNACCEPTABLY AFFECT SURROUNDING USES;**
- (iv) **IT DOES NOT PRESENT ADDITIONAL RISK TO THE HEALTH OR SAFETY OF USERS OF THE SITE AND DOES NOT UNACCEPTABLY POLLUTE AIR, WATER OR LAND; AND**
- (v) **IT DOES NOT UNACCEPTABLY AFFECT THE USE OF THE ADJOINING LAND BY VIRTUE OF THE RISK AND IMPACT OF POTENTIAL POLLUTION.**

**B2 use - General Industry as defined by Town and Country Planning (Use Classes) Order 1987 (as amended)*

- 5.4.32** Some sites identified in Policy EMP 1 are suitable, in general terms, for B2 uses. Care must be taken, nevertheless, to ensure that neighbouring uses are not adversely affected.

POLICY EMP 4 - PROTECTION OF LAND FOR EMPLOYMENT USES

ON EXISTING EMPLOYMENT SITES AND SITES IDENTIFIED IN POLICY EMP 1 DEVELOPMENT OF USES THAT ARE NOT CONTAINED IN CLASSES B1, B2 AND B8* OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 (AS AMENDED) WILL NOT BE PERMITTED.

** B1 Business, B2 General Industry and B8 Storage or Distribution use as defined by Town and Country Planning (Use Classes) Order 1987 (as amended)*



- 5.4.33** This policy is aimed at preventing the establishment of other uses, particularly retailing on land available for employment uses. Proposals for non business use on sites as identified in Policy EMP 1 will not be permitted. In view of the vulnerability of employment sites to change to other uses applicants will be requested to enter into appropriate legal agreements to safeguard such sites from uses other than those originally specified. Also see Policy WAST 1.

POLICY EMP 5 - DEVELOPMENTS INVOLVING HAZARDOUS SUBSTANCES

DEVELOPMENTS INVOLVING HAZARDOUS SUBSTANCES WILL BE PERMITTED IF THE PROPOSAL:

- (i) **DOES NOT PRESENT ADDITIONAL RISK TO THE HEALTH OR SAFETY OF USERS OF THE SITE AND DOES NOT UNACCEPTABLY POLLUTE AIR, WATER OR LAND;**
- (ii) **DOES NOT ADVERSELY AFFECT THE USE OF ADJOINING LAND BY VIRTUE OF THE RISK AND IMPACT OF POTENTIAL POLLUTION;**
- (iii) **DOES NOT UNACCEPTABLY AFFECT THE QUALITY OR QUANTITY OF WATER RESOURCES (BOTH SURFACE AND GROUNDWATER);**
- (iv) **DOES NOT HAVE AN UNACCEPTABLE EFFECT UPON THE AMENITY AND CHARACTER OF THE NEIGHBOURING LAND OR THE ENVIRONMENT BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;**
- (v) **DOES NOT UNACCEPTABLY CONFLICT WITH THE INTERESTS OF AGRICULTURE, NATURE CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE OR ARCHAEOLOGICAL IMPORTANCE OR FEATURES OF GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE OR LANDSCAPE PROTECTION POLICIES; AND**
- (vi) **PROVIDES ARRANGEMENTS FOR THE AFTER TREATMENT AND FUTURE USE OF THE SITE WHICH ARE TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY.**

- 5.4.34** There are a number of hazardous installations and pipelines located within the Vale of Glamorgan. These sites and pipelines are designated as notifiable installations by the Health and Safety Executive, by virtue of the quantities of hazardous substance stored, used by or, in the case of pipelines, transported. Whilst risks attached to such sites and lines are usually very small, it is important that these uses are separated from other land uses which might be incompatible from a safety viewpoint. The Environment Agency's groundwater protection policy is applicable in respect of such uses. Under the Planning (Hazardous Substances) Regulations 1992, control can be exerted over some uses, even in instances where planning permission is not required. Through its development control function the Council will maintain a close working relationship with the Environment Agency and others, in order to ensure that new developments do not have an unacceptable affect on the environment. Where appropriate development proposals will be subject to an environmental assessment in accordance with procedures identified in the Welsh Office Circular 11/99, 'Environmental Impact Assessment'. This Policy should be read in conjunction with ENV 29 (Protection of Environmental Quality).



POLICY EMP 6 - DEVELOPMENT ADJACENT TO HAZARDOUS INDUSTRIAL USES

DEVELOPMENT WILL NOT BE PERMITTED ADJACENT TO INDUSTRIAL OR OTHER ESTABLISHMENTS WHICH ARE LIKELY TO CAUSE UNACCEPTABLE POLLUTION OR HAZARDS TO USERS OF THE PROPOSED DEVELOPMENT.

- 5.4.35** Whilst notifiable installations are subject to stringent controls by legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations. For this reason, the Council has been advised by the Health and Safety Executive and the Environment Agency of consultation zones for each of these installations. In determining whether or not to grant consent for a proposed development within these zones the Council will take account of the advice it receives from the Health and Safety Executive and the Environment Agency about the risks to the proposed development from the notifiable installation. Other installations and pipelines require similar consideration where pollution or hazards may arise.
- 5.4.36** This policy will ensure that not only are the risks to users minimised, but that the continued operation of notifiable installations is not unduly jeopardised.

POLICY EMP 7 - FARM DIVERSIFICATION

PROPOSALS FOR THE DIVERSIFICATION OF EXISTING FARMSTEADS WILL BE PERMITTED IF:

- (i) THE DIVERSIFICATION PROPOSALS ARE FOR SMALL SCALE EMPLOYMENT, COMMERCIAL, RECREATIONAL OR TOURISM USES;**
- (ii) PROPOSALS FOR NEW STRUCTURES ARE SPECIFICALLY DESIGNED FOR AND NECESSARY FOR THE PURPOSE OF DIVERSIFICATION;**
- (iii) PROPOSALS ARE COMPATIBLE WITH THE SURROUNDING LANDSCAPE, ADJACENT LAND USES, AND ANY EXISTING RELATED STRUCTURES IN TERMS OF THE SCALE, SITING, DESIGN AND EXTERNAL APPEARANCE OF ANY NEW BUILDING OR EXTENSION TO EXISTING BUILDINGS;**
- (iv) PROPOSALS DO NOT UNACCEPTABLY AFFECT THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE, LANDSCAPE, HISTORIC OR ARCHAEOLOGICAL IMPORTANCE;**
- (v) THE PROVISION OF CAR PARKING, SERVICING AND AMENITY SPACE ARE IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;**
- (vi) VEHICULAR ACCESS IS AVAILABLE OR CAN BE PROVIDED FROM THE PUBLIC HIGHWAY WITHOUT ANY UNACCEPTABLE EFFECT UPON THE APPEARANCE OF THE COUNTRYSIDE; AND**
- (vii) PROPOSALS DO NOT HAVE AN UNACCEPTABLE IMPACT UPON THE AMENITY AND CHARACTER OF THE LOCAL ENVIRONMENT BY VIRTUE OF NOISE, SMELL, TRAFFIC CONGESTION OR VISUAL INTRUSION.**



- 5.4.37** The Plan recognises the important role played by small-scale enterprises in promoting healthy economic activity in rural areas and seeks to encourage economic diversity by helping new and varied forms of wealth creation and employment. Diversification, which is ancillary to the use of the farmstead, can assist in securing the long-term viability of existing businesses. Agriculture is experiencing increasingly severe economic pressure and the continued viability of significant numbers of farm businesses depend upon diversifying enterprises including development of non-agricultural enterprises.
- 5.4.38** Farm diversification may take a number of different forms. Examples of these include teleworking centres, holiday accommodation, farm shops, craft workshops and market gardens. The diversification of existing farmsteads may require the construction of new purpose built structures to accommodate diversification needs. The Plan recognises that a farm should not be disadvantaged in its attempts to diversify merely because there is no suitable building available for conversion. However, development will be strictly regulated in order to ensure that only structures that are necessary for the purposes of diversification are constructed. Proposals for the conversion of rural buildings into residential accommodation will be assessed in accordance with the requirements of Policy ENV 8.
- 5.4.39** For the purposes of this policy farmsteads are defined as part of a farm comprising its main buildings together with immediate adjoining land.

POLICY EMP 8 - AGRICULTURAL ENTERPRISE AND ASSOCIATED DEVELOPMENT

PROPOSALS FOR DEVELOPMENT ON AGRICULTURAL LAND WILL BE PERMITTED IF THE PROPOSAL:

- (i) IS NECESSARY FOR THE PURPOSES OF AGRICULTURE WITHIN THE AGRICULTURAL UNIT;**
- (ii) IS DESIGNED SPECIFICALLY FOR AGRICULTURAL PURPOSES;**
- (iii) IS COMPATIBLE WITH THE SURROUNDING LANDSCAPE, ADJACENT LAND USES, AND ANY EXISTING RELATED STRUCTURES IN TERMS OF SCALE, SITING, DESIGN AND EXTERNAL APPEARANCE OF ANY NEW BUILDING OR EXTENSION TO EXISTING BUILDINGS; AND**
- (iv) DOES NOT HAVE AN UNACCEPTABLE IMPACT ON AREAS OF ECOLOGICAL, WILDLIFE, GEOLOGICAL AND GEOMORPHOLOGICAL, ARCHAEOLOGICAL OR LANDSCAPE IMPORTANCE.**

- 5.4.40** Planning Policy Wales 2002 highlights the fact that an efficient and flexible agricultural industry is essential. It also states that local planning authorities should adopt a constructive approach towards agricultural development proposals, especially those which are designed to meet the needs of changing farming practices, or are necessary to achieve compliance with new environmental, hygiene or welfare legislation.



- 5.4.41** The Council recognises the role of agricultural industry in the rural areas of the Vale of Glamorgan and the contribution agriculture makes to the local economy. In 1993 a total of 1008 persons were engaged in work in 471 agricultural holdings in the Vale of Glamorgan (Digest of Welsh Local Area Statistics 1997: Welsh Assembly Government). Agriculture is also central to many of the attractive definitive landscape characteristics of the rural Vale.
- 5.4.42** The Council is keen to ensure the maintenance of existing, and development of, viable agricultural enterprises. It is necessary to ensure that new development associated with new or existing agricultural enterprises does not have an unacceptable effect on the surrounding environment, existing buildings, or the best quality agricultural land.
- 5.4.43** A recent trend in farming has seen the selling off or subdivisions of larger traditional farm holdings into small units. Owners often wish to try farming on a small scale. 'Hobby farmers', as they have become known, will often apply for agricultural buildings on these small parcels of land. However applications for the construction of agricultural buildings will not be approved on some small parcels of land, particularly where agricultural activity is limited.
- 5.4.44** Therefore the Council will require the applicant to show that the proposed development is essential for the purposes of established agricultural activity on the site and is not just based on personal preferences or circumstances. Such proposals put increased pressure for built development in the countryside and unless such development is totally justified for agricultural or forestry activities, proposals will not be permitted.
- 5.4.45** It should be noted that proposals for agricultural enterprise and associated development including farm diversification will also be assessed according to Policies ENV 1, ENV 2, ENV 8, ENV 27, HOUS 5, EMP 7 and MIN 7.

POLICY EMP 9 - NON-CONFORMING BUSINESS AND INDUSTRIAL USES

PART OF THE ATLANTIC TRADING ESTATE IS ALLOCATED FOR SUITABLE NON-CONFORMING BUSINESS AND INDUSTRIAL USES.

- 5.4.46** This policy relates to the particular part of this site identified on the Proposals Map. It identifies sites for "sui generis" businesses, that is those not identified in the business and industrial use classes B1, B2 and B8, and which would not normally be appropriate on other business sites. In this respect, this Policy does not relate to any primary retail based industry. The fact that this site is identified for this type of use in no way means it should not be subject to environmental safeguards including the provision of suitable landscaping. Where appropriate development proposals will be subject to an environmental assessment in accordance with the Welsh Office Circular 11/99.
- 5.4.47** The fact that part of the site is identified under this policy does not mean that B1, B2 and B8 uses are not acceptable.



POLICY EMP 10 - RAF ST ATHAN

FURTHER APPROPRIATE DEVELOPMENTS IN RESPECT OF RAF ACTIVITY WITHIN THE RAF ST. ATHAN BASE WILL BE FAVOURED PROVIDED THERE IS NO UNACCEPTABLE IMPACT ON LOCAL AMENITY.

5.4.48 The RAF Base at St. Athan provides an important source of employment for the local economy. Appropriate expansion, within the boundaries shown on the Proposal Map, will be supported, subject to environmental considerations.

Hotels

5.4.49 At present there is not a statutory definition of what constitutes a hotel. However, the European Community defines it as:

“Any establishment that is commercially operated under the name hotel, boarding house, inn, tavern, motel or other equivalent designation and offers accommodation for at least 10 paying guests.” (EEC 1986)

This definition will be used for the purposes of the Unitary Development Plan.

5.4.50 Planning Policy Wales Technical Advice Note (Wales) 13 Tourism (1997) gives guidance on hotels and replaces the former PPG 21. The guidance refers to the many historic buildings that are used as hotels. It states that carefully designed additions can be achieved without adversely affecting the historic fabric or character and enables a historic building to be maintained in a viable use. It is also pointed out that the conservation of redundant or obsolete buildings such as warehouses, railway stations or agricultural buildings can also lend themselves well to adaptation and modernisation as motels and hotels, therefore bringing back into economic beneficial use neglected buildings and sites.

5.4.51 The guidance emphasises that large scale building in small scale settings, buildings which break prominently into the skyline, and those which by their design, materials, illumination or building line are out of sympathy with neighbouring historic settings will normally be unacceptable. However, moderate sized extensions to existing hotels, including an increase in bedroom accommodation, is recognised as helping the future viability of a hotel or motel business, whilst also satisfying tourism need. But such extensions must not involve any disproportionate increase in scale.

**POLICY TOUR 1 - NEW HOTELS IN THE COUNTRYSIDE**

PROPOSALS FOR NEW HOTELS OUTSIDE THE DESIGNATED SETTLEMENT BOUNDARIES OF THE TOWNS AND VILLAGES DEFINED BY POLICY HOUS 2 WILL NOT BE PERMITTED. PROPOSALS FOR HOTELS WHICH INVOLVE THE CONVERSION OR EXTENSION OF EXISTING BUILDINGS OUTSIDE SETTLEMENT BOUNDARIES WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) THE SCALE OF THE PROPOSAL OR ANY PROPOSED EXTENSION IS IN KEEPING WITH SURROUNDING USES;**
- (ii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE, LANDSCAPE OR ARCHAEOLOGICAL IMPORTANCE;**
- (iii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE AMENITY AND THE CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;**
- (iv) THE PROPOSALS MEET HIGH STANDARDS OF LAYOUT, LANDSCAPING AND DESIGN AND HAS SAFE VEHICULAR ACCESS;**
- (v) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE REASONABLY ACCESSIBLE, OR CAN BE READILY AND ECONOMICALLY PROVIDED;**
- (vi) SUITABLE ACCESS IS PROVIDED FOR DISABLED PERSONS AND THOSE WITH IMPAIRED MOVEMENT;**
- (vii) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.**



POLICY TOUR 2 - NEW HOTELS IN URBAN AREAS

PROPOSALS FOR NEW HOTELS WITHIN URBAN AREAS WILL BE STRICTLY CONTROLLED.

ANY PROPOSALS FOR NEW HOTELS IN URBAN AREAS AND EXTENSIONS TO EXISTING ACCOMMODATION WILL BE PERMITTED IF:

- (i) THE SCALE OF THE PROPOSAL OR ANY PROPOSED EXTENSION IS IN KEEPING WITH SURROUNDING USES;**
- (ii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE AMENITY AND THE CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;**
- (iii) THE PROPOSAL MEETS HIGH STANDARDS OF LAYOUT, LANDSCAPING AND DESIGN AND HAS SAFE VEHICULAR ACCESS;**
- (iv) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE REASONABLY ACCESSIBLE, OR CAN BE READILY AND ECONOMICALLY PROVIDED;**
- (v) SUITABLE ACCESS IS PROVIDED FOR DISABLED PERSONS AND THOSE WITH IMPAIRED MOVEMENT; AND**
- (vi) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.**

5.4.52 The Council recognises that there is a limited need in some market segments for additional hotel accommodation in the Vale of Glamorgan. In line with the Council's strategic tourism objectives, proposals in appropriate locations that fulfil the above criteria will be favoured, taking into account the level of existing provision and extant planning permissions. Both policies will assist in preventing market uncertainty and in turn improve the range and quality of hotel accommodation.

Other Services Accommodation

5.4.53 Other serviced accommodation includes the conversion of existing buildings to guest houses and bed and breakfast accommodation.



POLICY TOUR 3 - CONVERSION OF BUILDINGS TO GUEST HOUSES AND BED AND BREAKFAST ACCOMMODATION WITHIN SETTLEMENT BOUNDARIES

PROPOSALS FOR THE CONVERSION OF EXISTING BUILDINGS WITHIN SETTLEMENT BOUNDARIES TO GUEST HOUSES AND BED AND BREAKFAST ACCOMMODATION WILL BE PERMITTED IF:

- (i) THE SCALE OF THE PROPOSAL OR ANY PROPOSED EXTENSION IS IN KEEPING WITH SURROUNDING USES;**
- (ii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE, LANDSCAPE OR ARCHAEOLOGICAL IMPORTANCE;**
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT UPON THE AMENITY AND CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;**
- (iv) THE PROPOSAL MEETS HIGH STANDARDS OF LAYOUT, LANDSCAPING AND DESIGN AND HAS SAFE VEHICULAR ACCESS;**
- (v) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE REASONABLY ACCESSIBLE, OR CAN BE READILY AND ECONOMICALLY PROVIDED;**
- (vi) SUITABLE ACCESS IS PROVIDED FOR DISABLED PERSONS AND THOSE WITH IMPAIRED MOVEMENT; AND**
- (vii) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.**

5.4.54 Whilst the Council supports the expansion of good quality tourist facilities such as guest houses and bed and breakfast accommodation in the Vale, it considers these are best located in existing towns and villages. However, in accordance with TAN 13, the conversion of redundant or obsolete buildings in the countryside for tourism uses can have a beneficial effect by conserving and bringing into beneficial use neglected buildings, or rural buildings without any future economic use.

5.4.55 TAN 13 also points out that the planning system can respond to changes in tourism demand without compromising policies to safeguard the countryside. Where the criteria to Policy ENV 8 on rural building conversions can be met, it may be appropriate for the local planning authority to grant permission for rural conversions to tourist accommodation with a condition specifying its use as holiday accommodation only.



POLICY TOUR 4 - CARAVAN, CHALET AND TENT SITES

FURTHER DEVELOPMENT OR EXPANSION OF STATIC AND TOURING CARAVAN SITES, CHALET AND TENT SITES IN THE COASTAL ZONE WILL NOT BE PERMITTED. PROPOSALS FOR ADDITIONAL SITES OUTSIDE THE BOUNDARY OF THE GLAMORGAN HERITAGE COAST AND OTHER PARTS OF THE COASTAL ZONE WILL BE PERMITTED IF:

- (i) THE SCALE OF THE PROPOSAL OR ANY PROPOSED EXTENSION IS IN KEEPING WITH SURROUNDING USES;**
- (ii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE, LANDSCAPE OR ARCHAEOLOGICAL IMPORTANCE;**
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT UPON THE AMENITY AND CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;**
- (iv) THE PROPOSAL MEETS HIGH STANDARDS OF LAYOUT, LANDSCAPING AND DESIGN AND HAS SAFE VEHICULAR ACCESS;**
- (v) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE REASONABLY ACCESSIBLE, OR CAN BE READILY AND ECONOMICALLY PROVIDED;**
- (vi) SUITABLE ACCESS IS PROVIDED FOR DISABLED PERSONS AND THOSE WITH IMPAIRED MOVEMENT;**
- (vii) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES; AND**
- (viii) THE SITE IS NOT IN AN AREA WHERE THERE IS A RISK OF FLOODING.**

IN THE CASE OF STATIC SITES ALL CARAVANS AND CHALETS MUST BE FINISHED IN SUITABLE COUNTRYSIDE COLOURS TO BE AGREED WITH THE LOCAL PLANNING AUTHORITY PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. (THE BRITISH STANDARDS INSTITUTION DOCUMENT, REFERENCE PP6491 1980, SETS OUT THE PREFERRED RANGE OF BODY AND TRIM COLOURS FOR PERMANENT RESIDENTIAL AND HOLIDAY CARAVANS.)

5.4.56 In Britain as a whole, 13 million people take holidays in caravans. The Vale of Glamorgan has always been popular for caravan, chalet and tenting holidays. TAN 13 gives advice on holiday and touring caravans. It states that development plans need to ensure that there are adequate facilities and choices of sites for the touring and static caravanner. TAN 13 states that new sites should be effectively screened and should not be allowed immediately by the sea, but set back a short distance away from the coast.



- 5.4.57** Planning Policy Wales Technical Advice Note (Wales) 15 Development and Flood Risk (2004) requires local authorities to consult the Environment Agency when considering applications for sites with a high risk of flooding. Also, in the interests of safety, the caravanning organisations should be encouraged to liaise with the local planning authority about flooding risks that may apply to "certificated" sites which do not require planning permission.

POLICY TOUR 5 - NON-RESIDENTIAL TOURIST ATTRACTIONS

PROPOSALS FOR NON-RESIDENTIAL TOURIST ATTRACTIONS WITHIN THE PLAN AREA WILL BE PERMITTED IF:

- (i) THE SCALE OF THE PROPOSAL OR ANY PROPOSED EXTENSION IS IN KEEPING WITH SURROUNDING USES;**
- (ii) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE, LANDSCAPE OR ARCHAEOLOGICAL IMPORTANCE;**
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT UPON THE AMENITY AND CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS, OR VISUAL INTRUSION;**
- (iv) THE PROPOSAL MEETS HIGH STANDARDS OF LAYOUT, LANDSCAPING AND DESIGN AND HAS SAFE VEHICULAR ACCESS;**
- (v) ADEQUATE UTILITY AND INFRASTRUCTURE SERVICES EXIST, ARE REASONABLY ACCESSIBLE, OR CAN BE READILY AND ECONOMICALLY PROVIDED;**
- (vi) SUITABLE ACCESS IS PROVIDED FOR DISABLED PERSONS AND THOSE WITH IMPAIRED MOVEMENT; AND**
- (vii) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES.**

- 5.4.58** Proposals for tourist attractions are often likely to seek locations within the countryside. This policy will ensure that tourist attractions which are considered appropriate will be related and in keeping with the surrounding countryside. Elsewhere it is important that any proposals for new tourist attractions are compatible with neighbouring land uses.

Barry Island

- 5.4.59** Barry Island has been a popular resort for day-trippers and holidaymakers for many years and remains the main tourist destination in the Vale. The majority of the Island's activities are centred on the extensive sandy beach at Whitmore Bay. Overlooking the Bay are the Promenade Gardens and the Barry Island Pleasure



Steam Railway, Barry

Park containing over 50 different rides and attractions. Souvenir shops, restaurants and arcades complement the scene. The Council places great importance on the ongoing environmental improvement programme for Barry Island, which aims to further enhance its tourist potential. This is reflected in the refurbishment of Barry Island Station Buildings for a new Steam Railway Heritage Centre, enhancements to the promenade and a new traffic management scheme with high quality street furniture and landscaping.

- 5.4.60** The proposed redevelopment of Barry Waterfront will also provide opportunities for tourism related developments adjoining Barry Island. The Council is particularly keen to encourage stronger linkages between Barry Island, Barry Waterfront and the town centre, and to attract new tourist attractions and accommodation in this area that widens the market and extends the seasonal spread of activities.

Penarth

- 5.4.61** The Council recognises the special character of the seafront at Penarth and is committed to an ongoing programme of renovation to the pier, a Grade II Listed Building. Penarth's proximity to Cardiff Bay means that its future will be strongly influenced by the regeneration of this area. The construction of the Cardiff Bay Barrage and the completion of a proposed pedestrian and cycleway around Penarth Head offer opportunities to attract more visitors to the town thereby enhancing the local economy. The highway network in and around the Barrage end of Penarth Haven has limited capacity. This is an important area, which will become increasingly busy with the completion of the Barrage. Although an element of additional car parking provision will be necessary it will be important to ensure that



Panoramic view of the Cardiff Bay Barrage at Penarth



the needs of alternative modes of transport are also considered. The layout of any new junctions, roads or car parks will need to be carefully considered in order to minimise any potential conflict with cyclists and pedestrians. Safe and convenient facilities for cyclists will be needed, together with public transport services and passenger waiting facilities. The use of traffic calming measures will also be considered to reduce any potential road safety problems.

5.5 IMPLEMENTATION

- 5.5.1** Achievement of the aspirations for economic development in the Vale of Glamorgan will require a combined effort by public and private bodies alike. A prime mover in respect of development will be the private sector, but through investment in infrastructure and the environment, public agencies have an important role to play. In this respect, the availability of resources, and in particular, grant assistance is crucial.
- 5.5.2** The Vale of Glamorgan Council is committed to creating the right environment for investment and will seek partnerships with the private sector, the Welsh Assembly Government, the Welsh Development Agency, ELWa, Barry College, the Wales Tourist Board, the European Commission, and other relevant agencies.
- 5.5.3** As Barry serves a much wider area in terms of its economy and employment potential, Barry Action's programme for the regeneration of the town is of particular importance, as is the Joint Initiative between the Welsh Development Agency and Associated British Ports.
- 5.5.4** Barry Action, the Council's partnership between the Council and the WDA has a broad remit. It is concerned with the economic and physical regeneration of Barry as a whole, including the town centre, Barry Island and the Docks.
- 5.5.5** Through its development control function the Council can influence the type and location of tourist facilities. The Council is also aware of the importance of the tourist industry as a valuable source of employment and income. Through advice and direct financial assistance (in conjunction with other relevant agencies) the Council will assist appropriate tourist related development proposals. To provide a strategic supporting service to the tourist industry, the Council has a specialist Tourism unit which works closely with development control and planning policy.





6. TRANSPORTATION

6.1 INTRODUCTION



The Vale of Glamorgan Line at Porthkerry Park

- 6.1.1** Transportation issues are fundamental to many areas of planning policy in the Vale of Glamorgan. A sound range of strategic and local transport policies provides the means not only to cater for movement within and between existing developments (by a range of modes) but also to act as a catalyst for development in appropriate locations.
- 6.1.2** A good transport network serves a number of different functions for a wide range of different users simultaneously. It is a vital component of a healthy economy in providing for the efficient movement of goods and people, and is important for ensuring continued access for Vale residents to employment opportunities. At the same time the network must also provide a means for journeys for a range of different everyday purposes, between many origins and destinations, and by a range of modes.
- 6.1.3** Transport in the Vale of Glamorgan is dominated by several key issues:
- Increasing the market accessibility of Barry as a location for development, and the need to facilitate movement to employment opportunities;
 - Strategic peak period commuter movements between the Vale and Cardiff;
 - The importance of serving Cardiff International Airport and associated developments;
 - The development of facilities for travel by means other than the private car; and
 - Maintenance of accessibility.

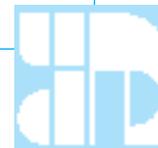


- 6.1.4** There are essentially three main corridors of movement in the Vale of Glamorgan each with distinct characteristics. A corridor along the Waterfront Strip links Llantwit Major, Barry and Penarth to Cardiff. Movement along this corridor is largely car based, however it is this corridor which offers the most opportunities to develop public transport facilities, with the proposal to reintroduce passenger services on the Vale of Glamorgan Line and improved bus links with Cardiff. A second corridor covers the northern Vale of Glamorgan, roughly centred on the A48 and incorporating the Rural Vale. This corridor is typical of many rural areas with the private car being an important feature. Remoteness from employment and services, together with limited opportunities for alternative forms of transport has led to a relatively high rate of car ownership. However there remains an important role for public transport in this corridor to ensure accessibility for residents to employment and services. The third corridor consists of journeys between the Waterfront Strip and Culverhouse Cross and the M4 motorway to the north. Again movement in this corridor is largely car based.



Traffic on the busy Port Road linking Barry to Culverhouse Cross

- 6.1.5** The Vale of Glamorgan is affected by the major national transport trends such as the high level of reliance on the private car, the growth in the number and average length of trips, decreasing public transport patronage, and associated environmental impacts.
- 6.1.6** Although the private car has been liberating in terms of providing travel opportunities and independence, the greater use of cars has created a more mobile population. This has led to pressure for a more dispersed pattern of development and a corresponding growth in the number and length of trips, and associated environmental problems.
- 6.1.7** At the same time there has been a marked decline in public transport patronage which must be addressed through the provision of better facilities and increased opportunities for individuals to travel by public transport.
- 6.1.8** Therefore the role of this Plan is to provide a planning policy framework to address the combined effects of both local / regional transport issues and national trends.
- 6.1.9** However it is important to note that these policies are related to transportation matters associated with land use and the actual development of land. Transport policies in this UDP represent only one part of the package of measures which will be necessary for tackling major transport issues.
- 6.1.10** A basic requirement for the long term development of the transportation network in the Vale of Glamorgan is that a range of equally convenient, safe and comfortable



modes should be available. Individuals should have the option to choose and select the most appropriate mode to conduct their journey or integrate two or more different modes to reach their destinations.

6.2 NATIONAL PLANNING GUIDANCE

6.2.1 Planning Policy Wales 2002 sets out the Government's land use planning policies as they apply in Wales. Transport and infrastructure accounts for a significant section of this guidance, with the stated aim being:

“To extend choice in transport and secure accessibility in a way which supports sustainable development by encouraging the establishment of an integrated transport system which is safe, efficient, clean and fair. This will be achieved through integration:

- *within and between different types of transport;*
- *between transport measures and land use planning;*
- *between transport measures and policies to protect and improve the environment;*
- and*
- *between transport measures and policies for education, health, social inclusion and wealth creation.”*

6.2.2 The importance of the relationship between transport and land use is highlighted, as is reducing the need to travel. The need to recognise the increasing economic role of Cardiff International Airport is also addressed. With regard to public transport the Guidance notes that alternatives to the private car should be promoted in order to achieve environmental goals and assist in the relief of congestion. Various measures are included such as reservation of road space for the provision of facilities for bus users and the potential for reopening rail lines. The Guidance states that the likely availability and use of public transport is a very important ingredient in determining locational policies designed to reduce the need to travel by car. However, the importance of including any firm proposals for both major and minor improvements to the road network is also considered, and the need to ensure that proposed routes are safeguarded. The Guidance also states that routes for roads should make the best use of existing land forms and other landscape features to reduce noise and visual effects, subject to safety and other environmental considerations.

6.2.3 The strong interaction between transport and land use planning has also been recognised by central Government in the joint DoT and DoE “PPG13- A Guide to Better Practice”. This document notes that the provision of new transport infrastructure can influence the pattern of development and conversely new development can influence the demand for travel. However, it also points out that the scope for influencing travel demand patterns solely through land use planning is limited.



- 6.2.4** Cycling has also been developing an increasing profile with the publication of the Government's National Cycling Strategy DoT 1996. This strategy aims to promote the role of cycling, to restore cycling as a comfortable and convenient transport choice, to double cycle use by 2002 and to double levels of use again by 2012.

6.3 OBJECTIVES

- 6.3.1** The Council's transportation policy objectives for the UDP are:

- *To ensure that a balance is maintained between the need to facilitate the development of the local economy, environmental concerns and social considerations, in order to create a safe, efficient and equitable transport network for the Vale of Glamorgan;*
- *To maintain and improve access to employment and services;*
- *To ensure that developments are accessible by means of travel other than the private car;*
- *To encourage greater use of public transport, cycling and walking;*
- *To safeguard road lines and routes / sites of approved transport schemes;*
- *To improve the safety and convenience of all means of transport;*
and
- *To ensure that adequate parking facilities are provided in accordance with the Council's approved parking guidelines.*

6.4 POLICIES AND PROPOSALS

POLICY TRAN 1 - STRATEGIC HIGHWAYS

LAND WILL BE PROTECTED AND PROVISION MADE FOR THE DEVELOPMENT OF THE STRATEGIC HIGHWAY NETWORK, INCLUDING:

- (i) THE AIRPORT ACCESS ROAD; AND**
- (ii) THE BARRY WATERFRONT TO CARDIFF LINK.**

- 6.4.1** The provision of a strategic highway network is vital to the efficient movement of people and goods throughout the Vale of Glamorgan. There continues to be an important role for the development of strategic road schemes linking important employment sites with the national road network.
- 6.4.2** Planning Policy Wales (2002) refers to the need to consider the increasing economic role of Cardiff International Airport. The importance of establishing a high quality road link to Cardiff International Airport from the M4 and Cardiff is seen as a unique strategic objective. In providing a high quality fast link, the Airport Access



Road will serve new development at the Airport, Barry Waterfront and Pencoedtre. It will relieve the congested major interchange at Culverhouse Cross, remove through traffic, improve environmental and road safety problems at the existing residential areas of Wenvoe and North Barry, and relieve the existing road network to the benefit of public transport, cyclists and pedestrians. The Council remains keen to encourage improved public transport links, both bus and rail, to Cardiff International Airport, as outlined in the text accompanying Policy TRAN 3.

- 6.4.3** The purpose of the Barry Waterfront to Cardiff Link Road is twofold: firstly to provide a link between the major development at Barry Docks and the trunk road motorway network via the A4231 and also to Cardiff and Cardiff Bay via the A4055; and secondly to alleviate traffic congestion and improve road safety on the A4055 through Dinas Powys.
- 6.4.4** These major road schemes will significantly improve the “market accessibility” of Barry and the Waterfront Strip. It is envisaged that with the construction of both of these schemes the potential for Barry to grow as a location for economic activity will be improved. Both these road schemes serve to facilitate development of the Barry Waterfront.
- 6.4.5** It is also envisaged that the development of these strategic highways will also provide opportunities for public transport, cycling and walking improvements where strategic flows have been reduced and road space is released. This will in turn serve to discourage the return of through traffic.

POLICY TRAN 2 - LOCAL HIGHWAYS

LAND WILL BE PROTECTED AND PROVISION MADE FOR THE CONSTRUCTION OF LOCAL HIGHWAY SCHEMES INCLUDING:

- (i) LLYSWORNEY BYPASS;**
- (ii) GILESTON OLD MILL; AND**
- (iii) BOVERTON RELIEF ROAD.**

- 6.4.6** These three schemes are necessary to alleviate existing environmental problems and for safety improvements as described in Part One Policy No.7.
- 6.4.7** The Llysworney Bypass scheme is important to relieve environmental and safety problems caused by a significant number of heavy lorry movements through the village. At present the lorries use the B4270, which runs through the village of Llysworney, as it provides a major access route to the A48 for businesses located on the industrial estates at Llandow.
- 6.4.8** Movement along the B4265 was significantly improved by the construction of the Rhoose and Llantwit Major Bypasses. However, there remains one section of this road, between Aberthaw and St. Athan, where a sharp bend in the road creates a potential safety problem. The Gileston Old Mill Scheme aims to improve both the horizontal and vertical alignments of the highway at this section.



- 6.4.9** The road link into Boverton from the Llantwit Major By-Pass includes a narrow sharp corner which is ill-suited to the amount of traffic using the road. The Boverton Relief Road aims to provide a more direct route allowing traffic to avoid this section of highway, thereby reducing environmental problems and the risk of accident.
- 6.4.10** To further address environmental and safety concerns, the Council will seek to implement a number of smaller scale highway improvements during the Plan period. Many of these schemes will be on-line improvements on existing highway, however some may require small areas of land. The exact details of any land necessary for these improvements will become apparent at the design stage.

POLICY TRAN 3 - RAIL DEVELOPMENT

THE DEVELOPMENT OF RAIL FACILITIES WILL INCLUDE:

- (i) THE PROVISION OF A NEW RAIL STATION TO SERVE BARRY WATERFRONT; AND**
- (ii) THE REOPENING OF THE VALE OF GLAMORGAN RAILWAY LINE TO PASSENGER SERVICES.**

- 6.4.11** Along with bus improvements rail development is central to the provision of a public transport system to serve the Vale of Glamorgan throughout the Plan period. The increasing focus on the need to provide individuals with a range of modes for their journeys, and problems of growth in length and number of trips, means that travel by rail must be encouraged.
- 6.4.12** It is important to ensure that the regeneration of Barry Waterfront incorporates opportunities for residents to travel by a range of modes. In order to provide this range the provision of a new rail station is vital. This station would provide access to the Waterfront area by rail, and also provide improved access to Barry central area by rail. The Council will consult with interested parties regarding the exact location of the station. A new station will contribute to securing wider regeneration and economic development benefits, particularly having regard to a potential synergy with retail development.
- 6.4.13** The Vale of Glamorgan line connects Barry with Bridgend, and is currently used for freight services and for occasional diverted passenger services. At present scheduled passenger services are not available west of Barry. The Council aims to achieve the reintroduction of passenger services on this line, including the development of through services via Bridgend. Funding, through Transport Grant from the Welsh Assembly Government, has been secured for the project and it is anticipated that passenger services on the line will resume during 2004. This scheme would provide residents of Llantwit Major and Rhoose with rail services, and would also provide an opportunity to introduce a service to Cardiff International Airport. The Council is also keen to develop existing rail facilities, through the Vale Rail Corridor Improvements project. This scheme aims to promote rail travel along this corridor through the development of projects such as improvements to passenger facilities, passenger information and park and ride, on both the Barry and Penarth lines.



The new station at Rhoose



POLICY TRAN 4 - INTERCHANGE AT RAIL STATIONS

PROPOSALS FOR NEW RAIL STATIONS SHOULD INCLUDE ADEQUATE FACILITIES FOR INTERCHANGE BETWEEN RAIL AND OTHER MODES, INCLUDING CAR, BUS AND CYCLING. PROPOSALS FOR DEVELOPMENT OF FACILITIES FOR INTERCHANGE BETWEEN RAIL AND CAR, BUS OR CYCLING AT EXISTING RAIL STATIONS WILL BE FAVOURED.

6.4.14 The role of park and ride in the Vale of Glamorgan is important and new stations should where possible incorporate this facility. To encourage greater use of park and rides, new and existing facilities should incorporate adequate security measures. It will also be necessary to ensure that suitable dropping off points are provided.

6.4.15 The development of public transport improvements associated with existing and proposed rail facilities will be important as the role of public transport increases and as seamless interchange between different public transport modes becomes crucial. Provision of bus facilities adjacent to rail stations will ensure that an increased number of journey options can be served by public transport.



Bus interchange at Llantwit Major station

6.4.16 Facilities for cyclists at new rail stations will also provide a means of interchange between modes and further reduce the need to use the private car.

POLICY TRAN 5 - REDUNDANT RAIL ROUTES & FACILITIES

REDUNDANT RAIL ROUTES AND FACILITIES WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD INHIBIT FUTURE TRANSPORT USE.

6.4.17 This policy will ensure that disused rail lines which are no longer necessary to meet existing requirements are safeguarded for future use, including public transport, cycling or pedestrian uses. It is important to avoid the severance of disused transport routes by small scale, piecemeal development. Redundant rail lines can provide particularly useful opportunities to introduce cycling and pedestrian facilities, as the routes in the Vale of Glamorgan are typically characterised by level surfaces and attractive surroundings. The suitability of former rail lines for cycling and pedestrian uses is clearly illustrated by the success of work carried out by Sustrans.

POLICY TRAN 6 - RAIL FREIGHT

DEVELOPMENT WHICH WOULD ATTRACT A SIGNIFICANT AMOUNT OF FREIGHT MOVEMENT WILL BE FAVOURED WHERE EXISTING OR POTENTIAL RAIL FACILITIES ARE AVAILABLE.



6.4.18 The majority of freight is transported by road over both long and relatively short distances. The transport of freight by rail is often thought to be most suited to bulk movements over long distance, although these have declined with traditional heavy industry. However, rail can provide an attractive option when interchange with road freight is included, and play a crucial part in reducing the number of long range trips by road. This policy therefore aims to maintain existing facilities for freight transport by rail, and to encourage any opportunities for the transfer of freight movement from road to rail where appropriate. The policy also acts in conjunction with other policies to encourage developments which would attract a significant level of freight movement to locate where access to existing or potential rail freight facilities is available.

POLICY TRAN 7 - STRATEGIC PUBLIC TRANSPORT

LAND WILL BE PROTECTED AND PROVISION MADE FOR THE DEVELOPMENT OF FACILITIES FOR BUS OPERATIONS INCLUDING BETWEEN:

- (i) BARRY, DINAS POWYS AND CARDIFF;**
- (ii) CARDIFF INTERNATIONAL AIRPORT, BARRY, WENVOE AND CULVERHOUSE CROSS;**
- (iii) PENARTH AND CARDIFF; AND**
- (iv) BETWEEN THE VALE OF GLAMORGAN AND BRIDGEND.**

6.4.19 This Policy adds more detail to the public transport measures referred to in Part 1, Policy 7. It is the Council's intention to improve facilities and to promote the efficient operation and movement of buses and bus passengers. Although on these corridors there are many measures that can be developed within the boundary of the existing highway, there may be areas where further land will be required for the provision of bus stations, turning areas, bus priorities or bus lanes.

6.4.20 The development of measures to facilitate bus operations in the corridors identified in this policy will complement the measures outlined in paragraph 6.4.5. Where the development of a new road scheme relieves an existing road of heavy traffic flows it will be important to use that opportunity to the benefit of sustainable movement options, and deter the continued use of that road as a through route by traffic. The road space on the existing road will be used to cater for the safe, convenient and efficient movement of buses, cyclists and pedestrians. This will be achieved through the provision of additional facilities for buses, in conjunction with traffic management, traffic calming, cycling and pedestrian improvements.

6.4.21 It will be important to cater for bus links from Bridgend County Borough Council's area through the Vale of Glamorgan towards Cardiff. Any measures on this corridor will be co-ordinated with Bridgend County Borough Council and Cardiff County



Buses serving Bridgend



Council. The Council will also endeavor to establish a Quality Partnership with public transport operators on all the above corridors.

POLICY TRAN 8 - CARDIFF INTERNATIONAL AIRPORT

THE CONTINUED USE AND DEVELOPMENT OF CARDIFF INTERNATIONAL AIRPORT TO CATER FOR ALL TYPES OF AIR TRAFFIC WILL BE FAVOURED

- 6.4.22** Cardiff International Airport is an important strategic transport facility for South Wales, dealing with domestic and international passenger and freight movements. In recent years the airport has enjoyed increases in patronage, and has widened its range of destinations. The development strategy for the Airport aims to develop facilities to cater for up to 3.6 million passengers per annum.
- 6.4.23** This level of passenger traffic and the need to serve business development at the airport will require significant improvements to both private and public transport access. It is intended that the development of the Airport Access Road, included in Policy TRAN 1, will cater for the increased demand for private transport access to the Airport in providing a high quality fast link from Cardiff and the M4. It is also envisaged that the development of rail improvements on the Vale of Glamorgan Line will incorporate a link to the Airport by shuttle bus from Rhoose, as described in the text supporting Policy TRAN 3. Any improvements to the existing scheduled bus services to the airport will also be favoured.
- 6.4.24** It should also be noted that proposals for development within the safeguarding zones surrounding Cardiff International Airport and RAF St. Athan may have implications for aviation safety. Therefore the Civil Aviation Authority and the Ministry of Defence will be consulted where appropriate.

POLICY TRAN 9 - CYCLING DEVELOPMENT

LAND WILL BE PROTECTED AND PROVISION MADE FOR CYCLE ROUTES INCLUDING:

- (i) SAFE AND CONVENIENT LINKS WITHIN AND BETWEEN THE VALE OF GLAMORGAN AND CARDIFF;**
- (ii) LINKS WITH THE NATIONAL CYCLE NETWORK;**
- (iii) CYCLE PARKING FACILITIES; AND**
- (iv) A NETWORK OF ROUTES IN THE RURAL VALE.**

- 6.4.25** The National Cycling Strategy encourages local authorities, the private sector and voluntary groups to work towards a change in attitudes to cycling, and develop cycle infrastructure.
- 6.4.26** The Council has approved the Vale of Glamorgan Cycling Strategy that seeks to develop cycling both as a form of transport in its own right and also for leisure and recreational purposes. Currently only 1.3% of all non-walking trips in the Vale of



Glamorgan are made by bicycle, and 56% of all non-walking trips are less than five miles (a distance which could easily be covered by bicycle).

6.4.27 The main aims of the Council's Strategy are the same as those in the National Cycling Strategy, basically to double the number of cycle trips made in the Vale of Glamorgan by 2002 and quadruple the number by 2012. Provision for cyclists will involve the development of a cycle route network provision of cycle parking, general promotion of cycling and development of a safe routes to school project. It is recognised that the targets represent a significant challenge, and it is important to realise that achieving these targets and the implementation of many of the measures in the Strategy will be reliant upon attaining suitable funding.

6.4.28 To develop any opportunities for "added value" for cyclists, the Council has adopted a cycle audit procedure of highway and traffic management schemes to encourage use of cycle friendly infrastructure. The needs of cyclists are also addressed in Policy ENV 27 which states that development should have a high level of accessibility for cyclists. In implementing ENV 27, developers are recommended to use reference documents such as "Cycle Friendly Infrastructure: Guidelines for Planning and Design" (Cyclists Touring Club, 1996) and "The National Cycle Network: Guidelines and Practical Details" (Sustrans / Ove Arup & Partners 1997). The development of links with the National Cycle Network and an integrated network will involve liaison with adjoining local authorities and other bodies. There also remains an important role for employers to encourage cycling, both for journeys to work and for use within work, and participate in schemes such as the Cyclists Touring Club's Cycle Friendly Employer Award.



Example of cycle lane in Penarth

6.4.29 It is intended that the potential for the provision of cycle routes and facilities will be investigated during the Plan period, according to the Council's Cycling Strategy and together with innovative proposals emerging from the Council's Cycle Forum, including the following routes:

1. Penarth to Dinas Powys;
2. Lower Penarth to Sully via former railway line;
3. Dinas Powys to Cardiff via Cwm George and Cwrt-yr-Ala Lane;
4. Barry to Wenvoe and Cardiff;
5. Cogan to Cardiff via a new bridge over the River Ely;
6. Through Cosmeston Country Park and St Cyres Park; and
7. Cowslip Estate to Cogan Leisure Centre and Cogan Station.



6.4.30 Cycling developments are also included as part of Policy REC 12 which states that the Council will establish a number of recreation routes, some of which will incorporate cycling facilities. It is important to recognise that the Council will need to negotiate with local landowners regarding the implementation of cycle route proposals. The Council's current approved cycle parking guidelines set out the requirements for cycle parking facilities associated with different types of land use and development. Appendix 6 Table 6 illustrates examples of how the guidelines operate. These guidelines are based on the Standing Conference on Regional Policy in South Wales "Guidelines for the Provision of Facilities for Cyclists". Similar to the operation of Car Parking Guidelines the Council retains the right to employ flexibility in its use of guidelines and to approve updated guidelines when necessary. One proposed route between the Vale of Glamorgan and Cardiff includes the Cogan cycle route. The Council is actively pursuing a route to be provided adjacent to the railway line between Cogan and West Point Industrial Estate, subject to a license agreement with Railtrack and Rail Property Ltd. The Council has received assistance from Sustrans in the negotiation of this license agreement. In the long term there is potential for this route to continue to Grangetown railway station. The proposed bridge over the River Ely will provide a direct link between Penarth Haven, Cogan, Cogan Station and the site of the proposed Sports Village. Any future development of a walk way along the River Ely and around the impounded lake created by the barrage should also incorporate safe and convenient cycling facilities.

POLICY TRAN 10 - PARKING

THE PROVISION OF PARKING FACILITIES WILL BE IN ACCORDANCE WITH THE APPROVED PARKING GUIDELINES, AND WILL BE RELATED TO THE TYPE OF LAND USE, ITS DENSITY AND LOCATION; ACCESSIBILITY TO EXISTING AND POTENTIAL PUBLIC TRANSPORT FACILITIES; AND THE CAPACITY OF THE HIGHWAY NETWORK.

- 6.4.31** Approved parking guidelines set out the requirements for parking facilities for different types of land use and development. Examples of how current guidelines are applied are included in Appendix 6 of the Plan. The guidelines have two basic aims: to assist developers, designers and builders in the preparation of and submission of planning applications; and to achieve a common approach to the provision of vehicle parking facilities associated with new development and change of use. There is scope for flexibility in the implementation of these guidelines when local considerations are taken into account.
- 6.4.32** This policy embraces the flexible approach to parking requirements. It aims to provide scope for reduced parking facilities in locations well served by public transport. There may also be other circumstances when relaxed parking requirements may be appropriate, for example housing association development where there is clear evidence of low car ownership levels.



POLICY TRAN 11 - ROAD FREIGHT

IN ORDER TO REDUCE THE UNACCEPTABLE ENVIRONMENTAL EFFECTS OF HEAVY GOODS VEHICLES:

- (i) DEVELOPMENTS WHICH GENERATE HGV MOVEMENTS WHICH WOULD UNACCEPTABLY AFFECT THE AMENITY AND CHARACTER OF THE EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, OR PARKING PROBLEMS WILL NOT BE PERMITTED;**
- (ii) SUFFICIENT OPERATIONAL PARKING WITHIN THE CURTILAGE OF HGV OPERATING CENTRES WILL BE REQUIRED; AND**
- (iii) TRAFFIC MANAGEMENT MEASURES WILL BE USED WHERE APPROPRIATE.**

6.4.33 Many roads in the Vale of Glamorgan are not suited to modern heavy goods vehicles for reasons such as narrow carriageway and poor alignment. HGVs can also contribute to disruption due to air pollution and problems of noise and vibration. HGVs can cause more local problems, for example parking on the road can cause obstructions and traffic hazards, especially in residential areas where parking occurs overnight. The main distributor roads, including the improvements contained in this Plan, are the routes best capable of accommodating HGV movements.



6.4.34 This policy is designed to ensure that developments which generate large numbers of HGV movements should not create unacceptable environmental effects, and must incorporate adequate parking facilities. If necessary, traffic management measures will be used to resolve persistent HGV problems. The Council will attempt to ensure that, via the development control process, business premises incorporate both operational and non-operational traffic within the curtilage of their sites according to the adopted parking guidelines. The prohibition of on-street parking will also be considered where appropriate.

POLICY TRAN 12 - PORT FACILITIES

THE CONTINUED USE AND CONSOLIDATION OF PORT FACILITIES FOR FREIGHT DISTRIBUTION WILL BE FAVOURED.

6.4.35 The consolidation of port facilities in Barry has led to the release of land for redevelopment. However it is important to encourage the continued retention of a port facility at Barry. The transport of freight by sea provides practical means, and often the only realistic option, for moving large quantities of oil, construction and other bulk materials over long distances. The presence of coastal port facilities



serves to reduce the need to transport these goods over long distance by road and allows the distribution of such goods over smaller distances from the port.

6.5 IMPLEMENTATION

6.5.1 The transportation policies in this chapter will be initially implemented by the Council, as the local highway authority, through its Transport Grant submissions. The implementation of the schemes proposed under several policies will therefore be subject to the availability of finance. However, the Council, as the local planning authority, can also act to influence transportation matters within the Vale of Glamorgan by guiding development to appropriate locations and ensuring that developments are served by appropriate transport facilities. Developers will be requested to submit a traffic impact assessment with planning applications for major development where the proposal is likely to have a significant effect on the surrounding highway network. These statements should include an assessment of the future effects of the development on capacity, safety and congestion levels on the highway in terms of traffic generation and also ensure that the development incorporates adequate public transport facilities to meet the generated demand and encourage public transport use. The statement should clearly identify the transport needs of the proposal and set out measures to accommodate the generated demand for travel by a range of modes including cycling and walking.

6.5.2 Under section 106 of the Town and Country Planning Act 1990 (as substituted by section 12 of the Planning and Compensation Act 1991) the Council can seek to enter into planning obligations with developers regarding the use or development of land or buildings. Welsh Assembly Government Circular 13/97 "Planning Obligations" allows the Council to seek contributions towards any necessary improvements to the transport network arising as a direct result of the development proposal. The Circular states that in some circumstances on sites proposed for



Safer routes for cyclists and pedestrians

major development inadequately served by modes, other than the private car, to improve accessibility, the provision of contributions may be appropriate towards for example, new / improved rail / bus stations or facilities, park and ride schemes, improved bus services / shelters and other capital items, widening access, turning spaces, and improved measures for cyclists / pedestrians. Technical Advice Note (Wales) 18 Transport (1998) Annex B highlights the role contributions can play specifically in relation to parking for example, where it is not possible or desirable to provide all non-operational car parking on site. In general planning obligations should be necessary, relevant to planning, directly related to the development, must be fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects.



7. RETAILING

7.1 INTRODUCTION



Penarth Town Centre

7.1.1 Retailing is a major industry of great significance to national and local economies. The 1980's were a growth period for retailing as private sector investment responded to changes in social, economic and demographic forces to produce a large increase in shopping facilities. The pattern of retailing also altered dramatically. The number of working women has increased which has implications for local shopping facilities. Communications have also improved and personal mobility increased, with rising levels of car ownership. Consumer perceptions and habits have also inevitably changed. The local shops and district or town shopping areas no longer automatically attract local expenditure as 'bulk purchasing' and 'one-stop' shopping have developed.

7.1.2 The main changes reflected in the local shopping environment have been:

- *The expansion of Cardiff as a regional shopping centre for comparison goods;*
- *The development of large convenience stores in edge of town locations;*
- *The closure of small convenience goods stores within towns;*
- *The growth of out-of-town retail warehousing; and*
- *The development of an out of town retail centre at Culverhouse Cross through a succession of appeal decisions.*

7.1.3 Within the Vale, district centres such as Barry and Penarth have been affected by new competition and local comparison expenditure has leaked to Culverhouse Cross, Cardiff City Centre and other locations. The Council needs to ensure that the requirements of all sections of the community are met within this changing retail



pattern as not everyone has access to new shopping developments, particularly those in out-of-centre locations.

- 7.1.4** The investment in existing town centres has also suffered in the face of significant out-of-town retail development and the attractions of Cardiff City Centre. The improvement of the shopping environment of existing district centres, to make them more attractive to shoppers, is considered essential to maintain their important economic and social role.

Existing Retail Hierarchy

- 7.1.5** The Local Retail Hierarchy for the Vale of Glamorgan is defined as follows:

1. Major Town Shopping Centre

(Over 15,000 m² of retail floor space)

- Barry Town Centre

2. Established District Centres

(Over 3,500 m² but less than 15,000 m² of retail floor space)

- Penarth District Centre
- Cowbridge District Centre
- Llantwit Major District Centre
- High Street / Broad Street, Barry
- Upper Holton Road



Holton Road, Barry



Llantwit Major



Netto, Thompson Street, Barry

3. Edge of Centre Developments

(within easy walking distance of a centre not more than 200-300 meters from existing town centre)

- Netto, Thompson Street, Barry

4. Local Centres

(with more than 10 retail outlets but of less than 3,500 m²)

- Main Street, Cadoxton, Barry
- Vere Street, Cadoxton, Barry
- Park Crescent, Barry
- Station Approach, Penarth
- Dinas Powys Village



- St. Athan
- Barry Road, near Cadoxton, Barry
- Cornerswell Road, Penarth
- Rhoose
- Cardiff Road, Dinas Powys

5. Neighbourhood Centres

(between 3 and 10 units)

- Castle Court / The Parade, Dinas Powys
- Boverton
- Cwm Talwg Centre, Barry
- Gibbonsdown Centre, Barry
- Dochdwy Road, Llandough
- Camms Corner, Dinas Powys
- Tennyson Road, Penarth
- Bron-y-Mor, Barry
- Pill Street, Penarth
- Crawshay Drive, Llantwit Major
- Font-y-Gary

6. Out of Centre Developments

(in a location clearly separate from a town centre, but not necessarily outside the urban area)



Cowbridge



Station Approach, Penarth



Waitrose, Cadoxton

- Morrisons, Barry Waterfront
- Waitrose, Cadoxton
- Tesco, Penarth Marina
- Tesco, Highlight Park, Barry
- Kwik Save, Penarth Road

7. Out of Town Developments

(on a greenfield site or on land not clearly within the current urban boundary)

- Culverhouse Cross
- A Place for Homes, Llandow

In addition there are a number of scattered convenience stores (including village stores, corner shops and kiosks.)



- 7.1.6** The Council has, since 1996 produced a detailed Retail Floorspace Survey on an annual basis which provides information on the types of shops at each location, their floorspace and details of all vacant units. The survey also incorporates vitality measures.
- 7.1.7** The established district centres provide for a significant amount of the population's convenience and durable goods needs. They also contain a choice of service units, banks, post offices and entertainment outlets in addition to their basic retailing facilities. Traditionally they are a focus for community life in the area.
- 7.1.8** Local and neighbourhood centres also have a social function as many of their stores open until late at night. However, many of the larger stores also perform the lower order functions for their immediate catchment population.
- 7.1.9** Superimposed to a limited degree on this traditional hierarchy are edge of centre, out of centre and out of town facilities:- car / caravan sales, garden centres, DIY (carpet, furniture and electrical warehouses) and food superstores. Within the Vale four large food stores have been constructed-two on the edge of Barry (Tesco, Highlight Park, 1982 m² net and Waitrose, Palmerston Road, 2439 m² net) and the Tesco Stores at Penarth Dock, 2897 m² and Culverhouse Cross 4465 m²)
- 7.1.10** The Culverhouse Cross interchange near Wenvoe has been an area of considerable and continued pressure for retail development. In the early 1990's a 7109 m² net Marks and Spencer Store opened next to the Tesco food superstore.



A retail development of 6186 m² net (7 units) more recently opened on the Vale Gate Business Park opposite Brooklands Terrace for two schemes incorporating retail and businesses uses. As these developments are only between five and seven miles from three of the main town / district shopping centres of the Vale, the growing retail floorspace in this locality is viewed

with considerable concern by the Council. A major retail complex with the possible benefits of accessibility and comfort for the mobile sections of the public, competing with nearby centres at a time of retail recession is seen as a major challenge to the Council's retail objectives.

- 7.1.11** It is the Council's intention that retail proposals included within the Barry Waterfront development, by Associated British Ports, make an important contribution to urban regeneration and strengthen the retail role of Barry. Retail land values are typically higher than most other appropriate land use values and, therefore, are significant elements in urban regeneration programmes.
- 7.1.12** In May 1997, the Council granted an outline planning consent for the comprehensive redevelopment of 77 hectares of Barry No.1 Dock. The retail element of this development was conditioned to accommodate no more than 11,148 m² gross of retail warehousing. Control of the scale and type of retailing is



a vital factor in encouraging urban regeneration and contributing to the future prosperity of Barry town centre. The ready availability of a retail site for development within the town will assist in competing with pressures from out-of-town development and widening the range of shopping facilities in Barry.

Future Retailing Needs

- 7.1.13** Retailing expenditure calculations are notoriously difficult exercises with even small variations in assumptions as to trends providing a wide range of forecasts. A joint exercise was undertaken to assess the future level of retail expenditure in the former South Glamorgan area involving the former Cardiff City Council, Vale of Glamorgan Borough Council and Cardiff Bay Development Corporation. This suggests that the projected future growth in expenditure on comparison goods will be insufficient to satisfy planned or proposed additional floorspace without taking trade from established centres or unless additional expenditure over that estimated is attracted to the former County area.
- 7.1.14** In a projected situation of low-growth, it is important that existing district shopping centres are afforded a degree of protection in order to enable them to survive in an increasingly competitive retail market. At the same time it should be accepted that the retail environment will continue to be subject to change. Consequently, it will be necessary to ensure that the existing shopping hierarchy continues to meet the needs of the local population.
- 7.1.15** Issues such as the future of stores below 2000m² net retail floorspace in the food retailing hierarchy will need monitoring as will the capacity of district centres to accommodate large, new non-food floorspace.
- 7.1.16** There is a requirement to make the existing shopping centres more attractive. A great deal of money has already been invested, especially in Barry. Private investment has seen the modernisation of existing floorspace at Waitrose, Palmerston Road, and parts of Holton Road, e.g. the Dan Evans Department Store. Publicly funded environmental improvements, including partial pedestrianisation, have been undertaken in Holton Road by the former Borough and County Councils. Furthermore, Commercial Renewal Areas have been established in five shopping areas of Barry including the district centres of Holton Road and Broad Street / High Street, and the town centre of Penarth. Town centre managers have been appointed by the Council in Barry and Penarth to co-ordinate improvements and to help realise retail potential.
- 7.1.17** In 1988 retail consultants were employed by the former Borough Council, South Glamorgan County Council and the Welsh Development Agency to look at the future of Barry Town Centre. They recommended a strategy to stem the leak of consumer expenditure to Cardiff.
- 7.1.18** This leakage was estimated to be as high as 35 percent of local expenditure. If the leakage could be reduced, and attractive development secured, the Consultants suggested that as much as 12,541m² gross of additional retail floorspace could be accommodated in or adjoining the town centre by 1996 (from a 1986 base).



- 7.1.19** In 1994, a further retail study confirmed that retention of comparison goods expenditure within Barry is poor with significant outflows to Cardiff and, increasingly, to Culverhouse Cross. The study concluded that there was a demand for representation by convenience goods discount retailers in the town centre and for up to 3716 m² of new comparison good floorspace as part of a town centre redevelopment scheme. The study also concludes that retail warehousing at No.1 Dock, selling a complementary range of goods to the Centre, would not significantly affect the vitality, attractiveness and viability of Barry.
- 7.1.20** In view of recent developments, there would appear to be no need for additional large-scale retail development in the Vale outside Barry. However, since commercial competition as such is not a land use planning consideration, all such future retail proposals will need to be assessed in light of their effect on the existing retail hierarchy, the vitality, attractiveness and viability of existing shopping centres, and their impact on the urban regeneration policies of the Council.

7.2 NATIONAL PLANNING GUIDANCE

- 7.2.1** Retailing policy is embodied in Planning Policy Wales 2002 and Planning Policy Wales Technical Advice Note (Wales) 4 Retailing and Town Centres 1996.
- 7.2.2** Planning Policy Wales (2002) states that Development Plans should provide a clear strategy for retail development and should provide sites for different retailing developments which minimise the need to travel. Alternative uses on sites allocated for retailing developments will not be allowed.
- 7.2.3** The Guidance promotes a “sequential test” to finding sites for retail development. The preferred location for new retail development will be in town and district centres. If no suitable town / district centre sites are available then developers should look for edge of town and local centre sites. As a last resort out of centre and out of town sites can be used for new retail development. However, any such sites should be in locations that are accessible by a choice of transport modes. The proposed retail development must also not undermine the vitality, attractiveness and viability of town and district centres. TAN 4 provides advice on what information will be useful to local planning authorities in assessing the vitality, attractiveness and viability of town centres.

7.3 OBJECTIVES

- 7.3.1** The Vale can never be self contained in retailing terms because expenditure flows across administrative boundaries as people seek to satisfy their shopping needs. An inadequate local provision of retail facilities can create an inefficient retail system with restricted choice and high costs for residents and an outflow of retail expenditure to surrounding centres. An over provision of facilities however, could seriously affect the vitality, attractiveness and viability of established shopping centres as a whole both in qualitative and quantitative terms. This could lead to a



reduction in the range and number of shops and lead to a general physical deterioration in existing centres.

7.3.2 The Council, whilst recognising changes in the retail industry, has to balance the needs for different forms of retailing when assessing future retail provision in the Council's area. It is considered that the following objectives are appropriate as a context for policies to guide the future pattern of shopping provision in the Vale:

- *To maintain the existing hierarchy of town/district shopping centres and the role of the town centres;*
- *To protect and enhance the vitality, attractiveness and viability of town/district shopping centres;*
- *To encourage the provision of an adequate range of shops to satisfy the needs of the local population;*
- *To control the development of large new stores and retail warehousing outside existing and proposed district shopping centres;*
- *To assist the existing town/district shopping centres to compete with new out-of-town retail facilities;*
- *To recognise and support the role of retailing in the regeneration of urban areas; and*
- *To maximise the opportunity for shoppers and other town centre users to use means of transport other than the car.*

7.4 POLICIES AND PROPOSALS

POLICY SHOP 1 - THE SHOPPING ENVIRONMENT OF DISTRICT CENTRES

WITHIN DISTRICT CENTRES PRIORITY WILL BE GIVEN TO MAINTAINING AND ENHANCING THE SHOPPING ENVIRONMENT BY THE IMPLEMENTATION, WHERE APPROPRIATE, OF SCHEMES OF TRAFFIC MANAGEMENT, ENVIRONMENTAL ENHANCEMENT AND FACADE IMPROVEMENTS.

7.4.1 Improvements to the efficiency of shopping centres also need to be complemented by improvements to the general environment in order to make the centres safer, and more attractive places in which to shop, work and invest. The reduction of conflicts between traffic and shopper can be achieved by traffic management schemes as has already occurred in Holton Road, Barry.

7.4.2 The appearance and condition of buildings are important considerations in upgrading the retail environment. The Council can provide financial assistance in the six Commercial Renewal Areas (CRAs) in Barry and Penarth. CRA grants can cover 50% of the cost of eligible works to improve the external appearance of properties. Supplementary Planning Guidance on shop front design will be produced to provide a framework for the improvement and alteration of existing buildings and the development of new buildings to ensure that proposals make a



positive contribution to the street scene and relate well to adjoining properties. The Guidance will be applicable to all the shopping centres of the Vale. Policy ENV 27 outlines the criteria against which development proposals will be judged.

- 7.4.3** The co-operation of tenants and owners of properties is a vital ingredient in maintaining and enhancing the shopping environment. To assist in the generation and co-ordination of initiatives in Barry and Penarth, Town Centre Managers have been appointed with the overall responsibility for improving the attractions of Barry and Penarth as places to shop.
- 7.4.4** In the other district centres of the Vale, in addition to the development criteria of Policy ENV 27 the Council will liaise with appropriate authorities to ensure a continued improvement in the shopping scene. The introduction of landscape features and street furniture with a cohesive theme can assist in improving the environment along with traffic management schemes.
- 7.4.5** The old town of Llantwit Major is of great historical value but its shopping environment is poor due to narrow pavements and vehicular conflict. The Boverton Road shopping frontage, whilst having wider pavements, is unattractive considering it is the major retail centre of the town and the eastern gateway to the historic core. The retail area of Boverton could also benefit from small scale environmental improvements. Proposals for environmental improvements will be prepared in an effort to upgrade the shopping environments.



Boverton Road, Llantwit Major



The Precinct off Boverton Road, Llantwit Major

- 7.4.6** The Council can also serve notices under Section 215 of the Town and Country Planning Act 1990 (as amended) to require the proper maintenance of land and buildings where the amenity of the area is adversely affected. Section 79 of the Building Act 1984 provides powers to control the appearance of ruinous and dilapidated buildings or neglected sites. These measures can also be used to improve the quality of the environment in the shopping centres of the Vale.



POLICY SHOP 2 - NEW AND IMPROVED SHOPPING FACILITIES

NEW AND IMPROVED RETAILING FACILITIES WITHIN AND ADJOINING ESTABLISHED TOWN / DISTRICT SHOPPING CENTRES, AND IN THE AREA OF COMPREHENSIVE REDEVELOPMENT AT BARRY WATERFRONT, WILL BE PERMITTED IF THE PROPOSAL:

- (i) HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION;**
- (ii) ENSURES THE HIGHWAY NETWORK IS CAPABLE OF ACCOMMODATING THE TRAFFIC GENERATED BY THE PROPOSAL WITHOUT AN UNACCEPTABLE EFFECT ON TRAFFIC FLOWS AND ROAD SAFETY;**
- (iii) PROVIDES A HIGH STANDARD OF DESIGN AND MATERIALS;**
- (iv) PROVIDES CAR PARKING AND SERVICING FACILITIES IN ACCORDANCE WITH THE COUNCIL'S APPROVED STANDARDS;**
- (v) ENSURES THAT ADEQUATE UTILITY SERVICES EXIST OR CAN BE READILY AND ECONOMICALLY PROVIDED; AND**
- (vi) PROVIDES FOR ACCESS BY DISABLED PERSONS.**

7.4.7 The six established town / district centres of the Vale are important economic and social elements with considerable investment having been made in their infrastructure. The maintenance of the vitality, attractiveness and viability of these centres, and their environmental improvement are important aims of the Plan. In guiding new retail developments to existing shopping centres, it is necessary to indicate criteria against which proposals will be evaluated.

7.4.8 It is the intention of the Council to encourage and guide retail development into the district centres or Barry Waterfront and to consolidate retail activity in district centres within defined primary shopping cores (see Policy SHOP 5). The location of proposals within such core areas can assist in the development of more compact and attractive shopping centres. In such locations developments are accessible to all sections of the community and can help to renew and enhance the physical fabric of the centre.

7.4.9 The impact of retail proposals on the character of historic towns like Cowbridge and Llantwit Major as well as within Conservation Areas, will obviously be a major consideration in evaluating proposals. The scale and design of proposals will be strictly controlled to protect the local environment. In all shopping centres, however, a high standard of design and materials will be sought for new developments. Such controls are intended to contribute to improving the appearance of the Vale's shopping centres. In Barry and Penarth, the main shopping centres have been designated as Commercial Renewal Areas with grant aid available to assist in improving the external appearance of properties.



- 7.4.10** New developments should be accessible to all groups within the community including those with mobility difficulties. Most of the existing district shopping centres of the Vale are physically incapable of absorbing any major retail expansion with the exception of Barry Town Centre. It is therefore the intention of the Council to accommodate the majority of future retail needs of the Vale within Barry Town Centre or in those parts of Barry Waterfront close to the town centre (see Policy SHOP 4).
- 7.4.11** Criteria (ii) is designed to ensure that there is not an unacceptable increase in traffic flows, i.e. with demand exceeding the highway capacity, as a result of a new development. Although in some cases there may be a 'nil detriment' situation, i.e. there is not significant worsening of the present traffic situation, where a new development creates an unacceptable effect on traffic flows or raises road safety concerns, it will be important for the developer to enter into negotiation with the Council to resolve these issues (see para. 6.5.2).

POLICY SHOP 3 - RETAIL DEVELOPMENT

THE FOLLOWING SITES ARE ALLOCATED FOR RETAIL DEVELOPMENT:

- (i) THE FORMER TOWN HALL SITE, BARRY;**
- (ii) 59-71 (ODDS) HOLTON ROAD, BARRY;**
- (iii) 1-7 (ODDS) THOMPSON STREET, BARRY;**
- (iv) PART OF THE COMPREHENSIVE REDEVELOPMENT OF BARRY WATERFRONT.**

- 7.4.12** Sites (i) to (iii) are illustrated in Appendix 7. In addition, all allocations are marked on the Proposal Map.
- 7.4.13** The retention of an increasing share of future local retail expenditure within Barry could facilitate a modernisation of existing and new floorspace. The allocated sites are intended to absorb any future demand for retail floorspace that may be generated.
- 7.4.14** Site (i) is 1.2 hectares in total. It represents a major retail opportunity within the Town Centre. Development of the Town Hall site will complement the existing shopping centre. Detailed planning consent was granted for the comprehensive redevelopment of this site in July 1996. The proposals include a new supermarket, several new retail outlets and a new library.



Artist's Impression of proposed Town Hall Development



- 7.4.15** Site (ii) consists of one single ownership block plus the site of the former Victoria Public House. The block 59 - 71 Holton Road is centrally located in the main retail area. It is in need of redevelopment to provide modern efficient retail floorspace. Upper floors could be used for office or residential use (see Policy SHOP 11). The site offers a major redevelopment opportunity.
- 7.4.16** Site (iii) is a strategically important site at an entrance to the shopping centre but is in need of refurbishment to complement the recent improvements undertaken at the corner properties on Holton Road. Suitable uses could be retailing at ground floor level with offices and / or residential above.
- 7.4.17** Site (iv) In May 1997, the Council granted an outline planning consent for the comprehensive redevelopment of 77 hectares of Barry No. 1 Dock. The retail element was conditioned to accommodate no more than 11,148m² gross of retail warehousing. The Environment Agency has advised that the site will need to be protected to a minimum level of 8.3 metres above Ordnance datum. The development of this brownfield site is intended to be complementary to the role of the town centre. SHOP 4 provides a list of criteria against which proposals for retail warehousing in Barry Waterfront will be assessed.

POLICY SHOP 4 - RETAIL WAREHOUSING IN BARRY WATERFRONT

PROPOSALS FOR THE PROVISION OF RETAIL WAREHOUSING WITHIN THE COMPREHENSIVE REDEVELOPMENT OF BARRY WATERFRONT WILL BE PERMITTED IF THE PROPOSAL:

- (i) IS LOCATED IN THE AREA OF LAND EAST OF THE GLADSTONE LINK ROAD AND SOUTH OF THE RAILWAY LINE;**
- (ii) WILL NOT HAVE AN UNACCEPTABLE EFFECT ON THE VITALITY, VIABILITY AND ATTRACTIVENESS OF BARRY TOWN CENTRE;**
- (iii) WILL NOT HAVE AN UNACCEPTABLE EFFECT ON TRAFFIC FLOWS, TRAFFIC PATTERNS, ENERGY USE AND VEHICLE EMISSIONS;**
- (iv) IS WELL LOCATED TO PUBLIC TRANSPORT, THE NEEDS OF THE NON-CAR TRAVELLER AND THE MAIN ROAD NETWORK;**
- (v) PROVIDES CAR PARKING AND SERVICING FACILITIES IN ACCORDANCE WITH THE APPROVED COUNCIL GUIDELINES;**
- (vi) PROVIDES ADEQUATE UTILITY SERVICES THAT CAN BE READILY AND ECONOMICALLY PROVIDED;**
- (vii) INCORPORATES A HIGH STANDARD OF DESIGN; AND**
- (viii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON AREAS OF ECOLOGICAL, GEOLOGICAL, GEOMORPHOLOGICAL, WILDLIFE IMPORTANCE, LANDSCAPE PROTECTION OR ARCHAEOLOGICAL INTEREST.**

- 7.4.18** The proposed provision of retail warehousing in Barry Waterfront, can play an important role in bringing about the beneficial re-use of a reclaimed 'brownfield' site within an urban area which will result in positive environmental gain and new local



Retail Park on the Waterfront, Barry

employment opportunities. Retailing can be of vital significance in raising land values in an urban regeneration scheme and in justifying public and private sector investment in infrastructure required to “kick start” such schemes. Suitably located and controlled, the provision of retail warehousing within Barry Waterfront would make a significant contribution to the overall strategy of economic revival for Barry Town. Its development will be complementary to the role of the town centre rather than in direct competition.

POLICY SHOP 5 - GROUND FLOOR USES IN PRIMARY SHOPPING AREAS

AT GROUND FLOOR LEVEL IN PRIMARY SHOPPING AREAS OF THE TOWN / DISTRICT SHOPPING CENTRES, USES OTHER THAN THOSE WHICH FALL WITHIN CLASS A1 OF THE USE CLASSES ORDER 1987 (AS AMENDED) WILL ONLY BE PERMITTED WHERE THE PROPOSAL:

- (i) WOULD NOT, BY VIRTUE OF ITS NATURE, DESIGN AND SCALE CREATE AN UNACCEPTABLE EFFECT ON THE CHARACTER OF THE PRIMARY SHOPPING FRONTAGE;**
- (ii) WOULD NOT DOMINATE THE PRIMARY SHOPPING AREAS IN A WAY WHICH WOULD UNDERMINE THE RETAIL FUNCTION;**
- (iii) WOULD NOT CREATE A DEAD WINDOW FRONTAGE;**
- (iv) WOULD NOT GIVE RISE TO NEW, OR EXACERBATE EXISTING, LOCAL PROBLEMS RESULTING FROM TRAFFIC GENERATION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS; AND**
- (v) INCORPORATES A HIGH STANDARD OF DESIGN.**

7.4.19 The primary shopping areas are defined at Appendix 7 in Barry, Penarth, Cowbridge and Llantwit Major.



- 7.4.20** The vitality, attractiveness and viability of existing shopping centres can be weakened by the establishment of non-retail uses within their prime shopping frontage. These are at the commercial heart of the centres and are defined by more or less continuous retail or retail related ground floor uses, comprising properties with the highest commercial rental values.
- 7.4.21** The extent of these primary shopping frontages within district centres is defined at Appendix 7. Non-retail uses include financial and professional offices (Class A2), food and drink outlets (Class A3), offices (Class B1) and amusement arcades. Each of these uses contribute to the wide range of services expected by the public within centres. A proliferation of such uses can result in a less attractive shopping environment. In addition, uses such as cafes, restaurants, snack bars, whilst providing important facilities, can give rise to environmental nuisance such as litter and smells. Financial and professional offices can often operate effectively above ground floor level in town centres and so contribute to bringing vacant floorspace back into beneficial use (see Policy SHOP 11).
- 7.4.22** Outside the primary shopping frontages it is appropriate to allow a wider mix of uses. In these locations the Council will treat proposals on their merits having regard to scale, design, amenity and transportation considerations.

POLICY SHOP 6 - ABOVE GROUND FLOOR LEVEL IN PRIMARY SHOPPING AREAS

ABOVE GROUND FLOOR LEVEL WITHIN THE PRIMARY SHOPPING AREAS OF EACH OF THE DISTRICT SHOPPING CENTRES, DEVELOPMENTS WITHIN USE CLASSES *A2 AND *A3 AS DEFINED BY THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987 (AS AMENDED) WILL BE PERMITTED IF THE PROPOSAL:

- (i) PROVIDES ACCESS AND PARKING ARRANGEMENTS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;**
- (ii) INCORPORATES A HIGH STANDARD OF DESIGN;**
- (iii) WOULD NOT GIVE RISE TO NEW, OR EXACERBATE EXISTING, LOCAL PROBLEMS RESULTING FROM TRAFFIC GENERATION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS; AND**
- (iv) DOES NOT CREATE AN UNACCEPTABLE EFFECT ON THE AMENITIES OF ADJOINING OCCUPIERS OR THE GENERAL PUBLIC.**

*A2 Financial & Professional Services,

*A3 Food & Drink as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)

- 7.4.23** The primary shopping areas are defined at Appendix 7 in Barry, Penarth, Cowbridge and Llantwit Major.



- 7.4.24** Businesses such as offices, professional services, restaurants, cafes, wine bars etc., are ancillary to the main retailing function of the primary shopping areas but should not normally be allowed to displace them. They could however, with the exception of hot food takeaways within core shopping areas, be considered above ground floor level in the core areas or on the fringe of such areas. Some uses such as restaurants can be seen as complementary to retailing in that they carry out much of their business in the evening and therefore often do not compete for car parking space. There is ample scope to accommodate or even relocate such uses in order to strengthen the efficiency of the primary retail frontages.
- 7.4.25** Policy SHOP 11 also favours residential use in Holton Road above commercial premises. In the area of Holton Road between Greenwood Street and St. Mary's Avenue the Council intends to apply Council planning standards flexibly to assist in bringing upper floors into beneficial use.
- 7.4.26** As residential areas are in close proximity to most of the Vale's shopping centres, amenity considerations are important. Adequate provision for the extraction of fumes and to control noise will be essential.
- 7.4.27** The improvement of the general appearance of its shopping areas is an important objective of the Council, and proposals within such areas will need to be well designed.
- 7.4.28** The emphasis of Council policy is to strengthen the retail core of the shopping centres, so the possibility exists of shops in fringe shopping areas becoming vacant. This has already occurred in areas such as Glebe Street, Penarth. The Council will support proposals to convert vacant shop units outside primary shopping areas to beneficial uses provided that there are no overriding planning objections and that they are well designed.

POLICY SHOP 7 - A2 AND A3 USES IN BARRY

DEVELOPMENTS WITHIN USE CLASSES A2 AND A3 AS DEFINED BY THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987 (AS AMENDED) WILL BE PERMITTED ON THE EAST SIDE OF THOMPSON STREET, BARRY BETWEEN NOS. 9 AND 25, AND IN HOLTON ROAD, BARRY WEST OF THOMPSON STREET IF THE PROPOSAL:

- (i) PROVIDES PARKING AND SERVICING IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;**
- (ii) HAS NO UNACCEPTABLE EFFECT ON THE AMENITIES OF ADJOINING OCCUPIERS AND THE GENERAL PUBLIC;**
- (iii) WOULD NOT GIVE RISE TO NEW, OR EXACERBATE EXISTING, LOCAL PROBLEMS ARISING FROM TRAFFIC GENERATION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS; AND**
- (iv) INCORPORATES A HIGH STANDARD OF DESIGN.**

- 7.4.29** The shopping areas adjoining Barry's major retail core are potentially important gateways to the Town Centre though are themselves secondary in retail terms.



However, the proximity of the Civic Offices and Magistrates Court makes these sites suitable for office uses and such proposals, where suitable, will be encouraged. Similarly, food outlets would complement such office uses, widen the appeal of the centre and not compete for prime retail space.

POLICY SHOP 8 - TYNEWYDD ROAD, BARRY

PROPOSALS FOR THE CONVERSION OF PROPERTIES TO COMMERCIAL USE IN TYNEWYDD ROAD, BARRY, WILL ONLY BE PERMITTED SOUTH OF NO. 29 ON THE WEST SIDE OF THE ROAD.

- 7.4.30** In order to strengthen the retail core in Barry Town Centre and to safeguard the environment of Tynewydd Road it is necessary to prevent further commercial development in Tynewydd Road. The west side of Tynewydd Road up to No. 29 has been converted from residential use to commercial uses, with one exception. No extension north of No. 29 will be allowed. As only one conversion has taken place on the east side, the residential character is intact. No further conversion will be permitted there.

POLICY SHOP 9 - PROTECTION OF RETAIL USES

THE RETENTION OF CLASS A1* USES, AS DEFINED BY THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987 (AS AMENDED), IN LOCAL AND NEIGHBOURHOOD CENTRES WILL BE FAVOURED.

* A1 Shops as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended).

- 7.4.31** Local and neighbourhood centres are defined at section 7.1. Such shopping facilities are considered to be important in serving the local population. Such retail uses should therefore be protected from the intrusion of offices and other non-retail users.

POLICY SHOP 10 - NEW TAKEAWAY OUTLETS

NEW TAKEAWAY FOOD OUTLETS (CLASS *A3 OF THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987 (AS AMENDED)) WILL BE PERMITTED IF THE PROPOSAL:

- (i) DOES NOT HAVE AN UNACCEPTABLE EFFECT ON RESIDENTIAL AMENITIES BY VIRTUE OF GIVING RISE TO NEW OR EXACERBATE EXISTING LOCAL PROBLEMS RESULTING FROM TRAFFIC GENERATION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS;**
- (ii) PROVIDES CAR PARKING AND SERVICING FACILITIES IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES; AND**
- (iii) DOES NOT HAVE AN UNACCEPTABLE EFFECT ON ANY CONSERVATION AREA OR LISTED BUILDING.**

*A3 Food and Drink as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)



- 7.4.32** There is clearly a need for hot food outlets and restaurants, and town and district centres are often the most suitable locations. However, in view of the close proximity of residential areas to the retail centres of many of the Vale's shopping areas, disturbance may occur especially arising from the activities at hot food take away outlets. A high turnover of customers often occurs at unsociable hours. Where appropriate a suitable restriction of business hours will be imposed for new take-away outlets. Where proposals fail to satisfactorily meet the above criteria, permission will be refused. Proposals for other A3 uses will be considered on their individual merits.

POLICY SHOP 11 - UPPER FLOORS IN TOWN AND DISTRICT SHOPPING CENTRES

WITHIN TOWN AND DISTRICT SHOPPING CENTRES PROPOSALS FOR THE BENEFICIAL USE OF VACANT UPPER FLOORS OF COMMERCIAL PREMISES WILL BE PERMITTED IF THE PROPOSAL:

- (i) HAS NO UNACCEPTABLE EFFECT ON NEIGHBOURING AMENITIES;**
- (ii) PROVIDES PARKING AND SERVICING IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES; AND**
- (iii) INCORPORATES A HIGH STANDARD OF DESIGN.**

IN RESPECT OF THE RESIDENTIAL USE OF UPPER FLOORS IN DISTRICT SHOPPING CENTRES THE COUNCIL WILL ADOPT A FLEXIBLE APPROACH IN ASSESSING THE NEED FOR AMENITY SPACE AND PARKING SPACES.

- 7.4.33** Policy SHOP 5 indicated a presumption in favour of Class A2 and A3 use above ground level within primary shopping areas. Within Barry Town Centre this could bring into use under used or vacant space which is less attractive to retailers. General activity within the shopping area can be increased over the day and evening period by having uses such as offices, restaurants and also residential flats above ground floor level, provided that issues such as fume extraction, access, noise and car parking can be resolved. The use of the upper floors of premises will also encourage the improved maintenance of properties to the benefit of the external environment.

- 7.4.34** There may be difficulties, however, in meeting the guidelines currently used by the Council for the provision of amenity space and parking spaces. Rear gardens can be almost totally taken up by the commercial user at ground floor level. However, to encourage appropriate uses above ground level the Council will, after consideration of the nature of the use proposed, adopt a flexible approach in its assessment of the need for amenity and parking space for proposals above ground floor level in Holton Road within the area from St. Mary's Avenue to Greenwood Street. Consideration will include the proposed use of the property, the number of units proposed per property, the type and mix of accommodation proposed and its tenure. The scope for on site parking provision, and the availability of on street and public car parking facilities will also be considered. The Council has produced Supplementary Planning Guidance in respect of amenity standards. The potential



to use appropriate legal agreements to influence occupancy may also be a relevant consideration.

POLICY SHOP 12 - NEW RETAIL DEVELOPMENT OUTSIDE DISTRICT SHOPPING CENTRES

PROPOSALS FOR NEW RETAIL DEVELOPMENT OUTSIDE EXISTING TOWN AND DISTRICT SHOPPING CENTRES WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) THE PROPOSAL EITHER SINGULARLY OR CUMULATIVELY WITH OTHER EXISTING OR APPROVED DEVELOPMENTS WILL NOT UNDERMINE THE VITALITY, ATTRACTIVENESS AND VIABILITY OF THE TOWN AND DISTRICT SHOPPING CENTRES OR THE RETAIL DEVELOPMENTS PROPOSED IN POLICY SHOP 3;
- (ii) THERE ARE NO SUITABLE TOWN, DISTRICT OR EDGE OF CENTRE SITES AND IN THE CASE OF OUT OF TOWN PROPOSALS, THERE ARE NO SUITABLE TOWN, DISTRICT, EDGE OF CENTRE OR OUT OF CENTRE SITES ('THE SEQUENTIAL TEST');
- (iii) THE PROPOSAL WILL NOT HAVE AN UNACCEPTABLE EFFECT ON THE ACHIEVEMENT OF AN ACCEPTABLE SUPPLY OF BUSINESS / INDUSTRIAL LAND AS IDENTIFIED IN POLICY EMP 1;
- (iv) THE PROPOSAL IS WELL LOCATED TO PUBLIC TRANSPORT, THE NEEDS OF THE NON-CAR TRAVELLER AND THE MAIN ROAD NETWORK;
- (v) THE HIGHWAY NETWORK IS CAPABLE OF ACCOMMODATING THE TRAFFIC GENERATED BY THE PROPOSAL WITHOUT AN UNACCEPTABLE ADVERSE EFFECT ON TRAFFIC FLOWS AND PATTERNS, SAFETY, ENERGY USE OR OTHER EMISSIONS;
- (vi) CAR PARKING AND SERVICING FACILITIES ARE IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;
- (vii) ADEQUATE UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED; AND
- (viii) THE PROPOSAL DOES NOT RESULT IN THE LOSS OF GRADES 1, 2 OR 3A AGRICULTURAL LAND OR HAVE AN UNACCEPTABLE EFFECT ON AREAS OF ECOLOGICAL, GEOLOGICAL, GEOMORPHOLOGICAL, WILDLIFE IMPORTANCE, LANDSCAPE PROTECTION OR ARCHAEOLOGICAL INTEREST.

7.4.35 The Council's retail strategy seeks to protect and develop the existing retail centres of the Vale and to use the high land values, that appropriate retail developments can create, to support urban regeneration initiatives.

7.4.36 This policy provides developers with certainty as to how any development proposals outside town centres will be addressed and is in line with the



Government's "sequential" test for new retail development, as stated in paragraph 10.3.2 of Planning Policy Wales 2002. Developers should first look for suitable town centre sites where sites or buildings for conversion are available, then edge of centre sites, and finally out of centre sites in locations that are accessible by a choice of means of transport. Terminology for retail locations and types of centre is listed in section 7.1.

- 7.4.37** The policy criteria also seek to achieve sustainable developments which respect the need for environmental controls over development.
- 7.4.38** Retail proposals on employment land in the Vale will not be supported. In order to meet the employment objectives of the Council it is important that the supply of such land is protected (see Policy EMP 4).
- 7.4.39** Through its development control function the Council can influence the location and nature of commercial properties within the Vale for the general benefit of shoppers.

7.5 IMPLEMENTATION

- 7.5.1** Through the provision of grant aid for external improvements for eligible properties within designated Commercial Renewal Areas, the Council is improving the shopping environment for the benefit of shoppers and retailers. Town Centre Forums have been established for Barry, Llantwit Major, Cowbridge and Penarth, which will help to co-ordinate proposals for improvement. Town Centre Managers have been appointed for Barry and Penarth with responsibility for bringing together the different agencies involved in providing services in order to improve the attractiveness and economic well-being of the centres. This initiative also provides expertise to assist the other main shopping centres in the Vale.



8. SPORT & RECREATION

8.1 INTRODUCTION

8.1.1 Recreation activities can be broadly divided into formal and informal recreation using both outdoor and indoor facilities. Formal recreation, such as team games, requires the use of specific facilities and locations, whilst informal recreation, such as enjoyment of the countryside, may be satisfied on a casual basis without either specialist facilities or skills.

8.1.2 The provision of adequate and appropriate recreational facilities is of great importance in improving the quality of life of the Vale's residents and assisting the potential for tourism in the area. Recreational facilities, therefore, have a social and economic function.



Feeding the wildfowl at Cosmeton

8.1.3 The Council will continue to be a major provider of leisure facilities but its future role may be constrained by increasing financial restrictions and a need to make public services more cost effective.

8.1.4 There is considerable demand for development within the Vale and existing recreation sites may come under pressure for development. In considering the pressures for development the Council will need to ensure that sufficient land and other resources are allocated in the UDP for organised sport and informal recreation. The Council in the consideration of development proposals will take full account of community needs for recreation space, having regard to current levels of provision and deficiencies. The visual contribution of open space to the conservation of the natural and built heritage of an area, in addition to its amenity value, will also be taken into account.

8.2 NATIONAL PLANNING GUIDANCE

8.2.1 National planning guidance in respect of sport and recreation is contained in Chapter 11 of Planning Policy Wales 2002 and supplemented by Planning Policy Wales Technical Advice Note (Wales) 16 Sport and Recreation (1998).

8.2.2 Planning Policy Wales 2002 states that sport and recreation opportunities should, wherever possible, be available for everyone, including elderly people and those with disabilities. The planning system should ensure that adequate land and water resources are allocated for both organised sport and for recreation, taking full account of the need for recreational space, and current levels of provision and deficiencies and the impact on the location.



- 8.2.3** The guidance goes on to state that open spaces with significant recreational or amenity value should be protected from development particularly in urban areas. All playing fields should also be protected except where facilities can best be retained and enhanced through the redevelopment of a small part of the site, alternative provision of equivalent community benefit is made available after public consultation or there is an excess of such provision in the area.

8.3 RECREATIONAL OBJECTIVES

- 8.3.1** In order to provide a context for policies and proposals relating to recreation, the following objectives are put forward:

- *To seek to identify the existing deficiencies in recreational facilities to meet existing and anticipated demand throughout the Vale;*
- *To provide or encourage where appropriate the provision in accessible locations of new sport and recreational opportunities for local residents;*
- *To protect existing areas of open space and playing fields from inappropriate development;*
- *To promote the wider use by the community of all existing and future recreational facilities both public and private;*
- *To ensure that new housing development is adequately provided with recreation and leisure facilities appropriate to the scale of development; and*
- *To improve opportunities for access and enjoyment of the countryside to a level compatible with the local ecological and landscape capacity of the area and the interests of those who live and derive their livelihood from the land.*

8.4 POLICIES AND PROPOSALS

POLICY REC 1 - PROTECTION OF EXISTING RECREATIONAL FACILITIES

DEVELOPMENT INVOLVING THE LOSS OF EXISTING RECREATIONAL FACILITIES, WHETHER IN PUBLIC OR PRIVATE OWNERSHIP, WILL BE PERMITTED IF:

- (i) ALTERNATIVE PROVISION OF EQUIVALENT COMMUNITY BENEFIT IS MADE AVAILABLE OR**
- (ii) THERE IS AN EXCESS OF SUCH PROVISION IN THE AREA AND**
- (iii) THE FACILITIES ARE NOT IMPORTANT TO THE CHARACTER OF A CONSERVATION AREA OR THE SETTING OF THE TOWN OR VILLAGE.**



- 8.4.1** Proposals involving the loss of recreational facilities will rarely be acceptable. This advice is echoed in Planning Policy Wales 2002. Circumstances may exist however where a recreational facility is redundant or requires relocation. In such circumstances, where replacement facilities can be provided and there is no reduction in the quality of provision, the Council may consider relaxing its policy against development. Proposed replacement playing fields, however, must be suitable for use in terms of levels and drainage particularly in areas where flat land is at a premium and must be easily accessible to the general public. Attention will also be paid to the existing and potential ecological and visual value of open space, especially the setting which it provides for adjoining development. The availability of open space in the locality will also be a consideration.

POLICY REC 2 - JOINT PROVISION AND DUAL USE OF FACILITIES

THE COUNCIL WILL FAVOUR PROPOSALS WHICH RESULT IN WIDER USE BY THE COMMUNITY OF EXISTING RECREATIONAL FACILITIES IN ORDER TO MEET THE RECREATIONAL NEEDS OF THE PLAN AREA.

- 8.4.2** Currently, the Council's resources are limited. Some recreation facilities are not open to use by the general public, or are not used to their full capacity. Joint provision and management of facilities can be mutually beneficial. Likewise links with other Council facilities and "Cross Border" usage can be beneficial in reducing deficiencies in some areas. It has been estimated by the Sports Council for Wales that, in Wales a full programme of community use of sports halls would reduce unsatisfied demand from 42% to 2%.
- 8.4.3** Policy REC 2 seeks to encourage the principles of joint provision and dual use of facilities both private and public. Education facilities in particular could make a significant contribution to meeting existing deficiencies in playing field and sports hall demand. Dual use of facilities has the advantages of avoiding duplication of expenditure and maximising the use of scarce resources.
- 8.4.4** The Council recognises the difficulties that dual use of facilities produces in terms of over use and management. The benefits of such an approach however, are significant enough to justify the pursuit of the objective of dual use of existing and future facilities. In many rural settlements local demand for amenity space, kickabout areas or indoor facilities can only be met by the use of the village school. Similarly, the planned dual use of new recreation areas can benefit many of the older urban primary schools that do not possess their own playing fields.



POLICY REC 3 - PROVISION OF OPEN SPACE WITHIN NEW RESIDENTIAL DEVELOPMENTS

WITHIN RESIDENTIAL DEVELOPMENT OPEN SPACE AT A STANDARD OF 2.43 HECTARES PER 1000 PROJECTED POPULATION WILL BE SOUGHT IN ACCORDANCE WITH THE COUNCIL'S APPROVED MINIMUM STANDARDS FOR OUTDOOR PLAYING SPACE. SUCH OPEN SPACE WILL BE SOUGHT IN ACCORDANCE WITH THE FOLLOWING GUIDELINES:

- **CHILDREN'S PLAYING SPACE - 0.6 - 0.8 HECTARES PER 1000 PROJECTED POPULATION**
- **OUTDOOR SPORT - 1.6 - 1.8 HECTARES PER 1000 PROJECTED POPULATION**

IN ASSESSING THE REQUIREMENTS OF INDIVIDUAL DEVELOPMENTS THE OPEN SPACE SOUGHT WILL BE ASSESSED IN THE LIGHT OF EXISTING PROVISION IN THE LOCALITY.

- 8.4.5** Recreation facilities can also be provided by the private sector. Developers will be encouraged to make appropriate provision in new housing developments to satisfy the demands of that development. The above standards are based on the National Playing Fields Association standards which have been adopted by the Council.
- 8.4.6** The location and quality of the existing open space in a locality will provide the basis for any assessment of provision required in new developments. The anticipated population profile of the new development may also influence open space requirements.
- 8.4.7** In certain circumstances where application of the Council's standards is impractical (e.g. the site is too small to provide a meaningful area of open space) or where existing open space provision is deficient in quality in the immediate locality, the Council may be prepared to negotiate alternative arrangements i.e. off site contribution payments. In all cases the Council will be guided by the evidence of need and the opportunities available to satisfy that need in the locality.
- 8.4.8** In all negotiations with developers the Council will satisfy itself that the open space benefits sought are reasonably related to the development and that the need for them arises from the development.
- 8.4.9** Open space layout of developments, including amenity open space (which can provide for passive recreational needs), should be designed in such a way as to exploit site topography, create open views and avoid incidental areas of open space. The location of proposed open spaces should also relate to existing open spaces and footpath links.



Cliff Top Walk, looking from Penarth towards Lavernock



POLICY REC 4 - PROVISION FOR THE DISABLED AND ELDERLY

RECREATION PROPOSALS WHICH INCLUDE PROVISION FOR THE NEEDS OF THE DISABLED AND ELDERLY WILL BE FAVOURED.

8.4.10 The needs of minority groups must not be overlooked. Such groups include those with disabilities, the elderly and those without access to private transport. Adaptation of existing facilities and the careful location and design of new facilities can assist in making them more available to all sections of the community and is in accordance with the requirements of the Disability Discrimination Act 1995. The need for special play provision for children with disabilities is also recognised by the Council.

POLICY REC 5 - NEW PLAYING FIELD PROVISION

LAND IS ALLOCATED IN THE FOLLOWING LOCATIONS FOR THE PROVISION OF PLAYING FIELDS:

- **DINAS POWYS:** (i) **Caerleon Road (1.3 Hectares)**
- **SULLY:** (ii) **Glebelands (8.5 Hectares)**
- **WENVOE:** (iii) **Extension to Station Road (1.5 Hectares)**
- **RHOOSE:** (iv) **Rhose Point Redevelopment (One playing pitch exact - hectareage to be agreed)**

8.4.11 Playing fields is the generic term for the space required for a number of organised recreation activities such as football, rugby, cricket etc. In considering the existing provision of playing fields within the Vale, the analysis follows the practice of the NPFA by including private facilities that are available to the public by "practice and policy". Unfortunately, public access to educational facilities and private facilities, which includes the voluntary, industrial and commercial sectors, can vary considerably. Private facilities have been included in the assessment of provision. School playing fields have also been included in the analysis as all pitches play a part in satisfying need regardless of their ownership. Table 1 opposite indicates existing and future requirements for playing fields in the Vale using the NPFA's minimum standard of 1.62 hectares per 1000 population for outdoor sport which has been adopted by the Council.

Table 1: Playing Field Requirements By Sector

Location	Population	Hectares NPFA Standard	Existing actively used provision*	School playing field provision	Deficit
Barry	46,810	75.8	34.8 (2.0p)	6.33	34.67
East Vale	36,640	59.4	39.5 (9.0)	2.44	17.46
Cowbridge	6,080	9.8	4.6 (1.6)	2.87	2.33
Llantwit Major	10,040	16.3	10.6 (0)	1.08	4.62
Rural Vale	19,630	31.8	19.3 (2.8)	1.33	11.17

*Aggregate of both public and private (private in brackets)



- 8.4.12** The existing large shortfall of playing field provision is clearly illustrated in Table 1, with existing provision needing to be significantly increased to meet the NPFA standards for outdoor sport. The urban areas of the Vale are in most urgent need of additional provision if the Council's adopted standards are to be met. Suitable land is, however, in short supply in these areas and can be expensive to provide. Synthetic sports pitches can help to relieve pressure on traditional surfaces. Floodlighting of facilities can also increase the effective use of existing resources. The above analysis, however, reinforces the need to protect existing playing fields and justifies where possible, the dual use of educational playing fields.
- 8.4.13** Policy REC 5 in allocating land for playing fields will go some way towards reducing the deficit, although an under provision will remain in many areas. The Council will continue to seek hitherto unidentified sites throughout the Vale during the Plan period in order to further remedy the deficit in playing field requirements.

POLICY REC 6 - CHILDREN'S PLAYING FACILITIES

CHILDREN'S PLAY FACILITIES WILL BE PROVIDED IN THE FOLLOWING IDENTIFIED AREAS OF NEED:

BARRY, PENARTH, BONVILSTON, COWBRIDGE, LLANDOW, ST NICHOLAS, ST MARY CHURCH, WICK, SOUTHERNDOWN AND ST BRIDES MAJOR; AND

IN NEW DEVELOPMENT AT A STANDARD OF 0.2 - 0.3 HECTARES PER 1000 PROJECTED POPULATION. (THIS PROVISION FALLING WITHIN THE REQUIREMENTS FOR CHILDREN'S PLAYING SPACE 0.6 - 0.8 HECTARES PER 1000 PROJECTED POPULATION AS SET OUT IN POLICY REC 3.)

- 8.4.14** Children are less mobile than adults and often require supervision. They therefore require a range of facilities nearer to home including play spaces for younger children and kickabout areas for older children.
- 8.4.15** In the past the NPFA recommended that play spaces be provided at distances not more than 400 metres from the dwellings they serve with smaller play spaces provided nearer home for children of pre-school age. "Walking time" rather than distance is now prescribed by the NPFA as the best gauge of access to facilities. Five minutes walking time is estimated to correspond to 400 metres along a pedestrian route and fifteen minutes to 1000 metres. The Council's adopted open space standards so far as they relate to the provision of children's play areas is 0.6 - 0.8 hectares per 1000 population, (see Policy REC 3) and the Council would ideally wish to achieve this. However, the existing deficiencies in the pattern of provision of children's play equipment cannot always be remedied by the provision of new facilities because of the absence of suitable available land. The above policy, however, aims to assist in improving deficiencies in the existing pattern of play facilities.
- 8.4.16** Essentially, the term "children's play facilities" refers to children's outdoor play equipment e.g. adventure playgrounds. However, the term "children's play space" mentioned in Policy REC 3 has a much broader meaning and includes not only children's play facilities but also other designated facilities for children which offer



specific opportunity for outdoor play space such as casual or informal space within housing areas.

- 8.4.17** The provision of play spaces within the above named settlements will help to satisfy a current deficiency in the provision of play areas and meet expected future demand over the period of the Plan. Where there is a requirement for children's play areas within new developments, developers will be required to provide the facilities for such areas by entering into appropriate legal agreements with the Council.

POLICY REC 7 - SPORT AND LEISURE FACILITIES

PROPOSALS FOR NEW SPORT AND LEISURE FACILITIES OUTSIDE EXISTING TOWN AND DISTRICT CENTRES WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) **THE PROPOSALS EITHER SINGULARLY OR CUMULATIVELY WITH OTHER EXISTING OR APPROVED DEVELOPMENTS DOES NOT UNDERMINE THE VITALITY, VIABILITY AND ATTRACTIVENESS OF TOWN OR DISTRICT CENTRES OR PROPOSED DEVELOPMENTS AT BARRY WATERFRONT;**
- (ii) **THERE ARE NO SUITABLE TOWN, DISTRICT OR EDGE OF CENTRE SITES AND IN THE CASE OF OUT OF TOWN / DISTRICT PROPOSALS, THERE ARE NO SUITABLE TOWN, DISTRICT, EDGE OF CENTRE OR OUT OF CENTRE SITES (THE SEQUENTIAL TEST);**
- (iii) **THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE ACHIEVEMENT OF AN ACCEPTABLE SUPPLY OF BUSINESS / INDUSTRIAL LAND AS IDENTIFIED IN POLICY EMP 1;**
- (iv) **THE PROPOSAL IS WELL LOCATED TO PUBLIC TRANSPORT, THE NEEDS OF THE NON CAR TRAVELLER AND THE MAIN ROAD NETWORK;**
- (v) **THE HIGHWAY NETWORK IS CAPABLE OF ACCOMMODATING THE TRAFFIC GENERATED BY THE PROPOSAL WITHOUT AN UNACCEPTABLE EFFECT ON TRAFFIC FLOWS AND PATTERNS, SAFETY, ENERGY USE OR OTHER EMISSIONS;**
- (vi) **THE PROPOSAL MEETS THE COUNCIL'S APPROVED PARKING GUIDELINES;**
- (vii) **ADEQUATE UTILITY SERVICES EXIST, ARE REASONABLY ACCESSIBLE OR CAN BE READILY AND ECONOMICALLY PROVIDED;**
- (viii) **THE PROPOSAL DOES NOT RESULT IN THE LOSS OF GRADES 1, 2 OR 3A AGRICULTURAL LAND OR HAVE AN UNACCEPTABLE EFFECT ON AREAS OF ARCHAEOLOGICAL, ECOLOGICAL OR WILDLIFE IMPORTANCE OR LANDSCAPE PROTECTION;**
- (ix) **THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE AMENITY AND CHARACTER OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE, TRAFFIC CONGESTION, EXACERBATION OF PARKING PROBLEMS OR VISUAL INTRUSION.**



- 8.4.18** Most sport and leisure facilities are best located at Barry, Penarth, Llantwit Major and Cowbridge. Located here such developments are close to the population which they serve thereby reducing the need to travel.



Gym at Penarth Leisure Centre



Weights machines, Barry Leisure Centre



Cardiovascular machines, Cowbridge Leisure Centre



Fitball classes

- 8.4.19** The Barry Waterfront redevelopment will also provide opportunities for leisure and sport developments during the Plan period. There are also leisure and sport opportunities within the redevelopment of Cardiff Bay which immediately adjoins the Council's area and is close to the areas of Dinas Powys and Penarth.

- 8.4.20** It is also recognised that there are some recreational activities that are appropriate and in harmony with the countryside and the Council will seek to balance and reconcile the conflicting demands made on these areas. Account will need to be taken of the nature of any activity proposed, the ability of the land to sustain the proposal in the long term and the management techniques used to control it. Built development, however, can intrude into the countryside and depending on its exact location may result in the concentration of non-sustainable activities, such as increasing the amount of car borne trips. Policy ENV 1 governs development in the countryside. Policies ENV 5 and 6 deal with development proposals which fall within the Glamorgan Heritage Coast and the Coastal Zone.

- 8.4.21** In applying the sequential approach, developers will need to be flexible about the scale, format, design of the development and the amount of car parking and these must be appropriate to local circumstances. Rather than propose developments with a mixture of large scale sport and leisure uses and a large amount of car parking which can only be accommodated in 'out of centre', or 'out of town' locations, developers must demonstrate why they could not develop elements of the larger scheme on sites in more central locations i.e. town or district centres, with less 'on site' car parking.



- 8.4.22** In terms of the impact on vitality, viability and attractiveness of town and district centres, proposals will be especially considered in terms of their impact on the evening economy.

POLICY REC 8 - GOLF COURSES AND GOLF DRIVING RANGES

PROPOSALS FOR GOLF COURSES AND GOLF DRIVING RANGES WILL BE PERMITTED IF ALL OF THE FOLOWING CRITERIA ARE MET:

- (i) **THE PROPOSAL RESPECTS THE INDIGENOUS LANDSCAPE PATTERN;**
- (ii) **THE PROPOSAL DOES NOT ADVERSELY AFFECT THE QUALITY OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1, 2 AND 3A);**
- (iii) **THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE ARCHAEOLOGICAL, ECOLOGICAL, GEOLOGICAL AND GEOMORPHOLOGICAL VALUE OF THE AREA;**
- (iv) **THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE CHARACTER OR AMENITY OF NEIGHBOURING AREAS;**
- (v) **THE TRAFFIC GENERATED BY THE PROPOSED USE CAN BE ACCOMMODATED BY THE ADJOINING ROAD NETWORK IN BOTH PHYSICAL AND ENVIRONMENTAL TERMS;**
- (vi) **BUILDING DEVELOPMENT IS RESTRICTED TO THOSE FACILITIES ESSENTIAL TO SERVE THE GOLF COURSE, NAMELY, CLUBHOUSE INCLUDING CHANGING ROOMS, OFFICES, REFRESHMENT FACILITIES AND ASSOCIATED MAINTENANCE BUILDINGS. THE SCALE AND DESIGN OF SUCH FACILITIES SHALL PAY REGARD TO THE LOCATION OF THE SITE AND IT WILL BE NECESSARY TO ENSURE THAT ADEQUATE SERVICES CAN BE PROVIDED WITHOUT DETRIMENT TO THE ENVIRONMENT;**
- (vii) **THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON PUBLIC RIGHTS OF WAY AND SHALL, WHEREVER POSSIBLE, PROVIDE OPPORTUNITIES FOR ENHANCING PUBLIC ACCESS.**

PROPOSALS FOR THE ILLUMINATION OF GOLF FACILITIES WILL BE PERMITTED WHERE THERE IS NO UNACCEPTABLE EFFECT UPON THE ENVIRONMENTAL CHARACTER OF THE SITE, ECOLOGY AND RESIDENTIAL AMENITY.

- 8.4.23** The Sports Council for Wales have indicated that a further 1.1 18 hole golf courses are required in the Vale of Glamorgan to meet demand which is generally concentrated in the Barry area. Proposals for new and enlarged golf facilities must be able to be successfully integrated with the character of the countryside. For this reason topographic alterations should be minimised and substantial buildings will be unacceptable, as they would appear as intrusive features in the landscape.



Such development would undermine local and national objectives of maintaining the appearance of the countryside for its own sake. Golf courses often require extensive remodelling of the landform and the provision of additional planting as well as the loss of existing indigenous hedgerows and trees. Applications for golf facilities must therefore demonstrate that the proposals can harmonise with the locality. The Council will require extensive details to be submitted with each application. Applications should include full details of the following items:

- a) *course layout and topographical and landscape analysis;*
- b) *siting and size of all buildings and car parking;*
- c) *a management plan in terms of landscape proposals both short term and long term;*
- d) *an ecological impact statement;*
- e) *access details; and*
- f) *service provision, including water supply.*



8.4.24 In appropriate cases, the Council will also require applications to be accompanied by an archaeological impact statement or formal Environmental Impact Assessment.

8.4.25 The use of potable water supplies for irrigating golf courses is wasteful and can lead to adverse effects on supplies. Other than the provision of purely domestic supplies to buildings, all irrigation water will be required to come from private extraction, not the public distribution system. Developers will be required to demonstrate that the proposed use of private water supplies will not adversely impact upon existing areas of conservation interest, water features and other users dependant upon either surface waters or ground water resources. Appropriate conditions will be imposed on any planning consent or through a legal agreement.

8.4.26 In assessing applications for golf related development, regard will be had to the Supplementary Planning Guidance produced by the Council on Golf Related Development. The Council will also make use of legal agreements to secure its objectives. If necessary, planning conditions will be used to restrict the period of implementation of any permission granted, in order to control uncertainty in the uptake of permissions.

POLICY REC 9 - NEW GOLF RELATED DEVELOPMENTS

NEW GOLF RELATED DEVELOPMENTS WILL BE PERMITTED PROVIDING THEY ARE NOT LOCATED WITHIN THE GLAMORGAN HERITAGE COAST AND THEY DO NOT HAVE AN UNACCEPTABLE EFFECT ON:

- (i) **SITES OF SCIENTIFIC INTEREST;**
- (ii) **DESIGNATED NATURE CONSERVATION SITES;**
- (iii) **PARKS, GARDENS AND LANDSCAPES OF HISTORIC IMPORTANCE;**
AND
- (iv) **DESIGNATED CONSERVATION AREAS AND / OR LISTED BUILDINGS.**



- 8.4.27** The particular physical and landscape requirements of golf proposals will generally be alien to the special characteristics of the Heritage Coast and SSSI's within the Vale. Consequently, it is considered that such development cannot be successfully integrated into such areas. The above policy is intended to reinforce the general protection given to the Heritage Coast by the environmental policies of the Plan. (See also Policy ENV 5.)
- 8.4.28** The plateau type landscape of the Heritage Coast, in addition to making development intrusive in a sensitive landscape, is not easily accessed.
- 8.4.29** The policy does not, however, preclude small SSSI's from being combined into a golf course proposal, e.g. where it can be demonstrated that added protection can be obtained for the SSSI from a secluded location within the golf course (see also Policies ENV 13, 14 and 15).

POLICY REC 10 - DEVELOPMENT OF ALLOTMENT LAND

THE DEVELOPMENT OF LAND USED FOR ALLOTMENTS WILL BE PERMITTED IF SUITABLE AND ACCESSIBLE REPLACEMENT SITES ARE PROVIDED BY THE DEVELOPER.

- 8.4.30** There is no evidence of excess demand within the Vale that would suggest a need for additional allotment spaces. Indeed waiting lists have fallen in recent years. The allotments at Boverton Court, Llantwit Major may eventually need relocation because of road improvements. Elsewhere, under - utilisation is a factor in some allotments.
- 8.4.31** In recent years new allotments have been provided at St. Cyres Field, Penarth and north of Cemetery Road, Barry.
- 8.4.32** Whilst it is the view of the Council that a new allocation of land for allotments is not required, a need exists to protect existing sites.

POLICY REC 11 - INFORMAL PUBLIC OPEN SPACE AND COUNTRY PARKS

LAND IS ALLOCATED FOR INFORMAL PUBLIC OPEN SPACE AT:

- (i) **PENCOEDTRE, BARRY;**
- (ii) **WHITE FARM, MERTHYR DYFAN, BARRY;**
- (iii) **SOUTH OF ST. ILLTYDS CHURCH, LLANTWIT MAJOR;**
- (iv) **PLYMOUTH PARK, PENARTH; AND**
- (v) **RHOOSE POINT;**

AND FOR COUNTRY PARK EXTENSIONS AT:

- (vi) **PORTHKERRY, BARRY; AND**
- (vii) **COSMESTON, PENARTH.**



8.4.33 Informal facilities required for leisure purposes range from small sitting out areas, public rights of way and picnic sites to large urban and country parks. The Council currently provides a number of such facilities.

8.4.34 In the rural areas the Council provides facilities to allow both visitors and residents the opportunity to enjoy the attractive countryside of the Vale. Two country parks are located at Porthkerry, Barry and at Cosmeston Lakes, Penarth. The latter also contains a reconstructed Medieval Village. The recreational areas within the Glamorgan Heritage Coast are complemented by picnic sites and footpath routes along the coast between Sully and Penarth. Other agencies such as the Forestry Commission, also provide informal recreation facilities whilst the countryside and its villages in general and the Thaw and Ely River valleys in particular are attractive to visitors.



8.4.35 The needs of informal activities in the countryside are relatively simple being mainly car parks, lay-bys and picnic areas. These easy access arrangements and a system of public rights of way maximise the available recreation opportunities in the countryside.

8.4.36 In order to improve the existing provision of informal public open space in urban areas the above areas are allocated.

8.4.37 The allocation of approximately 4 hectares of informal open space at the comprehensive redevelopment at Pencoedre (north east Barry) will provide a much needed facility for the 820 new houses to be built there during the Plan period.

8.4.38 The allocations at White Farm, Merthyr Dyfan, Barry and Llantwit Major both have the advantage of maintaining a green lung within the heart of urban development. White Farm, Barry is also allocated for a residential use (HOUS 1 (19) refers) and the whole site extends to some 12 hectares. The site was originally designated in the Adopted Barry Local Plan (1983) and The Vale of Glamorgan Local Plan, Deposit Draft (as amended) 1995 for informal open space. However, a certificate of appropriate alternative development for residential purposes was granted on the majority of the site in June 1994. The Council is seeking to negotiate with the owner, an outcome whereby in exchange for residential use on part of the site, the remainder is enhanced in visual and nature conservation terms and transferred to the Council for retention as public open space. It is not known at this stage what proportion of the site will be for recreational purposes.

8.4.39 Improvements to the landscape in the open space along the Odney Brook will improve visual amenities in the area of Llantwit Major, south of St. Illtyds Church.

8.4.40 The proposed park in Penarth lies within the Cardiff Bay Development Corporation's area at a site within the former Penarth Dock.



- 8.4.41** The provision of informal open space at Rhoose Point will be part of the comprehensive redevelopment of this former quarry (see also HOUS 1 (13)). The signed section 106 agreement includes the provision of a public 'pay as you play' golf course, finance for changing facilities, a nature conservation area and informal open space.
- 8.4.42** The extensions to the two country parks at Porthkerry and Cosmeston were both negotiated as a result of housing allocations at Cwm Barri (HOUS 1 (5)) and Cogan Hall Farm (HOUS 1 (8)).

POLICY REC 12 - PUBLIC RIGHTS OF WAY AND RECREATIONAL ROUTES

DURING THE PLAN PERIOD, THE COUNCIL WILL MAINTAIN AND IMPROVE THE EXISTING PATTERN OF PUBLIC RIGHTS OF WAY (INCLUDING BRIDLEWAYS). LAND WILL BE PROTECTED AND PROVISION MADE FOR THE ESTABLISHMENT OF THE FOLLOWING ROUTES AS A FRAMEWORK FOR A NETWORK OF LINKAGES FOR THE ENJOYMENT OF THE COUNTRYSIDE.

- (i) ALONG THE OGNEY BROOK, LLANTWIT MAJOR;**
- (ii) ALONG THE HODDNANT, LLANTWIT MAJOR;**
- (iii) EXTENSION OF THE PENARTH RAILWAY WALK SOUTH WEST TOWARDS SULLY, INCLUDING THE PROVISION OF A CYCLE ROUTE;**
- (iv) COMPLETION OF A TOWN TRAIL IN BARRY;**
- (v) DEVELOPMENT OF THE DISUSED RAILWAY LINE BETWEEN ABERTHAW / COWBRIDGE / PONTYCLUN INCLUDING THE PROVISION OF A CYCLE ROUTE;**
- (vi) IMPROVEMENT OF ACCESS TO THE COAST AT LAVERNOCK POINT, ST MARY'S WELL BAY, SWANBRIDGE, SULLY, RHOOSE POINT, PLEASANT HARBOUR AND SUMMERHOUSE POINT;**
- (vii) DEVELOPMENT OF A SEASCAPE TRAIL LINKING EXISTING FOOTPATHS TO PROVIDE AN UNBROKEN RIGHT OF WAY FROM THE OGMORE RIVER TO CARDIFF BAY;**
- (viii) CREATION OF NEW ACCESS OPPORTUNITIES AS PART OF DEVELOPMENT PROPOSALS;**
- (ix) DEVELOPMENT OF A FOOTPATH AROUND PENARTH HEAD, INCLUDING THE PROVISION OF A CYCLE PATH; AND**
- (x) FROM THE CARDIFF BAY BARRAGE THROUGH PENARTH HAVEN AND ADJACENT TO THE RAILWAY LINE, AND ALSO ADJACENT TO THE RIVER ELY.**

WHERE APPROPRIATE THE COUNCIL WILL FAVOUR THE INCORPORATION INTO THESE ROUTES OF BRIDLEWAYS, CYCLEWAYS AND FACILITIES FOR USERS.



8.4.43 The Countryside Council for Wales regards the rights of way network as the single most important means by which the public can enjoy the countryside. However, the present pattern of rights of way reflects historical patterns of circulation. Some, therefore, are often poorly related to modern requirements for movement or are neglected.

8.4.44 The improvement of existing routes and the development of new routes for nature trails, circular walks, etc. is therefore, an important consideration in enhancing public access to the countryside. The increasing popularity of horse riding can be catered for by specially designed bridleways whilst the disused railway lines within the area also provide recreational opportunities for use as bridleways, cycleways and footpaths.



8.4.45 Given the legal status of the rights of way network it is the intention of the Council to improve the recreational potential of rights of way by giving priority to those routes relevant to present day recreational needs and identifying new routes. In particular priority will be given to routes between residential areas and recreational facilities, and circular routes from countryside attractions readily accessible by car and public transport (e.g. country parks). The legal status of all public rights of way will continue to be protected for the future by all means available to the Council.

8.4.46 It is the intention of the Council to maintain and improve the existing pattern of public rights of way (in consultation with Community Councils and with the assistance of groups such as Valeways) by all means available to it. The Council will also ensure that land is protected and provision made for the establishment and development of recreation routes. Any improvements will attempt to minimise conflict with agricultural use and conservation interests. Equally, it will be necessary to ensure that landowners are aware of and discharge their legal obligations in respect of the footpath network. The potential for the provision of spine routes, off which circular routes can radiate, will also be investigated as part of any improvements. It will also be important to ensure that any impact on existing rights of way due to proposed developments and planned highway construction is fully considered. These routes will not be open to motorised transport. Measures will be provided to ensure that disabled persons can enjoy the routes.

8.4.47 The provision of these footpaths would assist in improving the links between residential areas and recreational facilities, besides being important recreational facilities in themselves. The link between urban areas and coast would be enhanced by the improvement of the existing footpath system in Llanwit Major. In the south east Vale the completion of the proposed footpath spine route linking Penarth and Sully would facilitate linking access routes to the coast. The completion of the Barry "Town Trail" would link the major green spaces in north and west Barry to the recreational facilities of Barry Island and provide the basis of a comprehensive recreational footpath network for the whole of Barry. The proposed "Seascape Trail" is aimed at linking the existing Glamorgan Heritage Coast Path to



the Seawall path at Rumney and Peterstone (within Cardiff County and Newport County Borough Councils areas) thereby serving an unbroken right of way along the whole of the Vale's coastline. In identifying a route between Jackson's Bay and the Bendricks due cognisance will be given to the operational needs of ABP. A route will only be agreed after full consultation with ABP.

8.4.48 Appropriate landscaping of proposed footpaths will be necessary to ensure protection of the amenities of any adjoining residential properties. In the case of certain proposed footpath developments it will be beneficial to incorporate car parking facilities, e.g. coastal paths in the Barry - Penarth area. The more popular rights of way may require maintenance agreements to ensure that their continued popularity is not undermined by over use or the absence of control.

8.4.49 The Aberthaw to Pontyclun proposed recreation route is not a right of way. The Council's approved Cycling Strategy and Sustrans have identified the disused railway line as a potential feeder route for cyclists and walkers into the cross South Wales section of the National Cycle Network. However, the disused railway line is now owned by a number of different landowners. Clearly it will be important for the Council to enter into negotiations with landowners to address their concerns and to illustrate the potential benefits of a link to the National Cycle Network. It is intended that wherever possible the route will follow the line of the disused railway, although it is recognised that local diversions may be necessary due to local circumstances. The primary limitation for future implementation of cycle routes will be the availability of funding. As funding for cycling schemes is likely to be limited, the promotion, improvement and implementation of existing and new cycling schemes within the Vale of Glamorgan will largely be dependent upon seeking provision within other larger projects or initiatives. The Council feels that the routes identified present realistic opportunities for the future development and the securing of funding, when considered in the context of the National Cycle Network and the Penarth Headland Link. The Council will continue to seek improvements for cyclists and horse riders when opportunities arise e.g. through the Council's Safe Routes to Schools Schemes and in association with the development of the Vale of Glamorgan Line. The Council has powers under the Highways Act 1980 and the Wildlife and Countryside Act 1981 to create or reclassify public rights of way. Any request for the reclassification or dedication of routes for bridle or cycle traffic will be considered against the criteria set out in these Acts.



Safe Routes to Schools Cycle path across Old Penarthians Recreation Ground, Penarth



POLICY REC 13 - SAILING

THE UPGRADING AND IMPROVEMENT OF EXISTING SAILING FACILITIES WILL BE FAVOURED. PROPOSALS FOR NEW SAILING FACILITIES WILL BE PERMITTED IF THERE IS NO UNACCEPTABLE EFFECT ON THE COUNTRYSIDE, THE GLAMORGAN HERITAGE COAST, THE COASTAL ZONE AND WATER RESOURCES AND THE RESIDENTIAL AMENITY OF EXISTING OR NEIGHBOURING ENVIRONMENTS BY VIRTUE OF NOISE OR VISUAL INTRUSION.

- 8.4.50** Sailing is a popular recreational activity in the Vale of Glamorgan with yacht clubs at Barry and Penarth and sailing clubs at Sully and Cosmeston Lakes Country Park.



Penarth Esplanade looking down towards the sailing club

- 8.4.51** This policy relates to two types of sailing - yacht and dinghy sailing which both have land and water requirement.
- 8.4.52** Yachting is concerned with larger sailing vessels which are usually kept on the water during the sailing season and stored over the winter months. Yachting requires moorings with safe anchorage, car parking spaces and maintenance and yacht storage facilities.
- 8.4.53** Dinghy sailing requires an accessible sailing area (usually via a slipway or pontoon) which is often an enclosed water area. As with yachting, car parking spaces are required (for trailers as well) and storage facilities.
- 8.4.54** Proposals for new sailing facilities must not have an unacceptable effect on the Glamorgan Heritage Coast, the Coastal Zone, water resources or the countryside. All proposals must therefore conform with Policies ENV 5, 6 and 7 in the Environment section of the Plan.



Formal Recreation (indoor)

INDOOR SPORTS FACILITIES

- 8.4.55** The provision of multi-facility sports centres has greatly increased people's awareness of the opportunities that exist to participate in sports of all kinds. The increased provision of sports halls and swimming pools, including where both facilities are combined in large sports centres has been a major sporting development in recent decades.
- 8.4.56** Within the Vale two large sports centres, with pools are provided at Barry and Penarth. Sports halls have been provided at Holm View, Barry and Cowbridge, whilst a leisure centre with pool has been developed as a joint facility at Llantwit Major Comprehensive School. In total 4 pools, each with a minimum dimension of 25 x 8.48 metres exist in the Vale, including Fontygary Park, Rhoose.



Small pool, Barry Leisure Centre

- 8.4.57** The last review of sports facilities undertaken by the Sports Council for Wales (Building for the Future: An Analysis of Sports Facility Provision in Wales 1997) found that the Vale of Glamorgan is relatively well provided for in terms of most types of sporting facility. With regard to unmet demand for indoor bowling rinks, athletics tracks and swimming pools, the figures for the Vale are well below the national average. Consequently, the model suggests there is no need for additional facilities in the authority. Unmet demand for sports halls, artificial turf pitches (ATP's) and golf courses, on the other hand, appears to indicate a need for additional facilities.
- 8.4.58** The Facilities Planning Model used by the Sports Council for Wales suggests that the Vale of Glamorgan requires an additional 2.8, 4-court sports halls to satisfy unmet demand. The analysis by a 5km grid square reveals that Barry has the greatest level of need for additional facilities. Although unmet demand in Barry itself equates to only 0.86 of a 4-court hall, the accumulation of unmet demand to the west of the town (St Athan / Aberthaw / Rhoose) suggests that a new 4 to 6-court sport hall might be a viable option. Any remaining unmet demand in this area could then be used via the opening of optimum use facilities (e.g. schools, colleges etc.) to the public at evenings and weekends.



- 8.4.59** The unmet demand in the Dinas Powys / Llandough / Penarth area equates to half a 4-court hall (0.53 units). This area already has a 6-court sports hall at Penarth Leisure Centre so the creation of a small 2-court facility would probably not be viable. The opening of optimum use facilities would, again, be the best way of reducing unmet demand in this area.
- 8.4.60** An analysis of the unmet demand for ATP's by 5km grid squares reveals that the highest unmet demand is located in the Barry area, the second highest in the Llantwit Major / Boverton area, and other smaller pockets of demand in Dinas Powys / Llandough / Penarth area and the St Athan / Aberthaw / Fontygary / Rhoose area. Although the model suggests that no one 5km grid square in the Vale has sufficient unmet demand to merit a new ATP, the concentration of unmet demand in the Barry area makes this the ideal location for such a facility.
- 8.4.61** The demand for squash facilities seems to have steadied in recent years. On the per capita standard of 1 court / 7000 population the existing provision of public and private courts would appear to satisfy the estimated need of 16 courts.
- 8.4.62** Facilities can be accommodated in multipurpose sports halls or in purpose built tennis centres. As a regional centre is now located in Cardiff Bay, it is unlikely that such a facility will be provided in the Vale and local demand will continue to be catered for within existing sports centres.
- 8.4.63** The demand for additional indoor bowling facilities has been recognised by the Council. A private indoor facility has been developed at Sully which has met the majority of this demand.

8.5 IMPLEMENTATION

- 8.5.1** The provision of recreational facilities is influenced by many agencies. The Council through its development control functions can seek to influence the provision and location of open space and recreational land within and adjoining new developments. Likewise, the Council through its Regeneration, Tourism and Leisure Cabinet Advisory Committee will, subject to available finance, seek to provide new recreational facilities in areas of need.



9. MINERALS

9.1 INTRODUCTION

Pant Quarry



- 9.1.1** The future supply of minerals is one of the fundamental issues to be addressed by this Plan. The minerals worked in the Vale at present are Carboniferous and Liassic limestones, used mainly for aggregates and cement manufacture, and marine dredged sand used for building and concrete. The only currently available alternative to natural occurring minerals is power station ash from Aberthaw. Historically, marls were worked as brickearth and metalliferous minerals have been mined on a small scale. Surveys for hydrocarbon resources were carried out over much of the western Vale in the early 1990's.

LIMESTONES

- 9.1.2** The physical properties of limestones make them useful for a host of everyday purposes where material is required in bulk (as 'aggregates') such as roadstone, concrete, railway ballast and construction fill; as building stone; and also in cement manufacture, agriculture, as a flux in iron and steel manufacture and for numerous purposes in industry ranging from flue gas desulphurisation to making toothpaste.

Limestone for aggregate use

- 9.1.3** The Vale contains over 30% of the total number of permitted Carboniferous limestone aggregate quarries in the area of the former three Glamorgans and Gwent, and in 1995 produced 7.6% of regional (i.e. South Wales) crushed rock aggregate supply. Permitted reserves at those quarries at April 1996 totalled some



32.6 million tonnes (mt), but 83% is located at only four sites, two of which are not currently working.

- 9.1.4** The draft South Glamorgan Minerals Local Plan identified a further 5mt adjoining existing sites in the Vale as suitable for immediate release and protects a further 36mt for the future. Sites containing 1.3mt are proposed for permanent closure. The Mid Glamorgan Minerals Local Plan similarly protects a further 6.5mt in the Vale and proposes 9.9mt for permanent closure.

Production

- 9.1.5** Demand for aggregates for general construction purposes will continue for the long-term future. In South Wales as a whole, total limestone production has remained remarkably steady since the late 1960's, although the relative constancy of output hides the fact that output for aggregates has increased whilst production of non-aggregate stone has fallen (e.g. in 1970 75% of limestone sales were for aggregate use, whereas in 1989 that proportion was 85%). Also, production has become concentrated at progressively fewer sites over that period.
- 9.1.6** Aggregate limestone production in the Vale in 1995 totalled 1.125mt. The only figures available for a year-on-year comparison are for South Glamorgan, where aggregate production peaked at 1.6mt in 1978 and 1983 but fell to a 1992 low of 0.8mt. Boundary changes make comparisons difficult but it is probable that the current Vale production is similarly only 50% of its peak. If so, aggregate reserves could last for 29 years from January 1996 at current production levels or for 14 years if the assumed 1978/83 peak was regained immediately.

Sustainability

- 9.1.7** 'Minerals Planning Policy Wales 2000' advises that 'the essential role of Mineral Planning Authorities in relation to mineral working is to ensure that a proper balance is struck between that fundamental requirement, the need to ensure a prudent use of finite resources, and the protection of existing amenity and the environment. Any effects on local communities and the environment must be minimized and thereafter ameliorated to an acceptable standard'.
- 9.1.8** Natural replenishment of minerals happens only over geological timescales: they will therefore eventually run out. How soon this happens depends on how fast they are used up, not only by being worked but also by being built on. In determining future needs it is essential to consider the principle of sustainability, to ensure that minerals are used efficiently and only where necessary and also to ensure future generations are not denied their use. It is therefore important to conserve resources as well as to control their release.

Future Demand Levels

- 9.1.9** The Vale of Glamorgan is an important regional aggregates supplier in terms of output, reserves and number of sites. If provision is not made for a continuation of the Vale's share of regional supply, pressure will increase on remaining sites as current reserves are used up, and on other counties to make up the shortfall. Such



a course would be likely to result in justifiable objections from both the industry and other local authorities. Conversely, a commitment to continue the Vale's important regional role requires the availability of sufficient reserves throughout the Plan period and beyond. Even if the assumed 1978/83 peak of 2.2mt was regained immediately, no further reserves would have to be released until 2010, although earlier depletion of reserves at some sites could result in local shortages before that date. Release of the resources adjoining existing sites identified in Minerals Local Plans would postpone the need for new sites until 2026 even at that peak rate.

- 9.1.10** Minerals produced are overwhelmingly for use within the Vale area or Cardiff (87% in 1993), and are used almost exclusively for construction purposes (97% in 1993). Future production will be heavily influenced by development activity in the Vale and elsewhere locally. If the current level of economic activity is to be maintained, then current levels of mineral production will need to be maintained. If a higher level of growth, equivalent to the peak years of 1978 or 1983 is expected, then mineral production levels will be similarly high. Nationally, forecasts of construction minerals needs are based on economic forecasts for various rates of growth. The need for construction materials, including aggregates, must be assumed to continue indefinitely even if no growth is contemplated, since the same minerals will be needed for repair and maintenance, although in smaller quantities.

Conclusion

- 9.1.11** Presently permitted aggregates reserves could cater for a continuation of either 1995 or 1989-1991 average output levels over the Plan period, although local shortages could occur. Provision for the assumed 1978/83 peak to be regained immediately and maintained would require further releases by 2010. The continued protection, and release when necessary, of the resources identified adjoining existing sites in Minerals Local Plans would extend the exhaustion date to 2026 even at peak levels. There is therefore no need for protection of further resources at present beyond those previously identified adjoining existing sites. It must be remembered, however, that there are very few sites suitable for new quarries once existing and protected reserves are used up.

LIMESTONE FOR NON-AGGREGATE USE

Production

- 9.1.12** Production of limestone for non-aggregate use is dominated by Carboniferous stone from Garwa Farm Quarry and Liassic stone from Aberthaw Quarry, both for cement manufacture at Aberthaw cement works. Non aggregate production fell from a 1979 peak of 1.3mt to 0.4mt in 1993, but recovered to 0.6mt in 1995. This decrease is due in part to the closure of Rhoose cement works but to a greater extent to the effects of the recession combined with increased quantities of imported cement. Stone for cement manufacture represented 35% of total stone production in the Vale in 1995. The nearest alternative cement works are in Wiltshire and Clwyd.



Reserves

9.1.13 Reserves at Garwa and Aberthaw Quarries totalled 49mt at January 1996. At current extraction rates reserves at Garwa are sufficient for almost 50 years and at Aberthaw for over 100 years. The stone at Garwa is particularly pure carbonate, rare in South Wales, and the Draft South Glamorgan Minerals Local Plan recognised this by protecting resources of similar quality at Ruthin Common.



Aberthaw Quarry

Conclusion

9.1.14 Cement manufacture is an important industry which requires guaranteed long-term reserves. Whilst reserves at Aberthaw are sufficient for the very long term, the special nature of the stone at Garwa deserves particular attention.

MARINE DREDGED SAND

Production and Reserves

9.1.15 In 1995 dredged sand sales in South Wales represented 8.5% of total aggregates supply, with landings at the two wharves in Barry Docks forming 4.7% of total dredged sand sales. The Crown Estates estimated licensed reserves in the Bristol Channel amounted to 55mt at January 1990, the majority being fine sand suitable for concrete, mortar and asphalt. Further unlicensed reserves may total 30mt, but information about long term reserves is unclear and increasing concerns about the environmental effects of continued dredging mean that this source of supply is not as certain as it once was.

Nash Bank

9.1.16 Recent studies of the Nash Bank resource by HR Wallingford and others following an application by the dredging companies for renewal of the licence demonstrate that there is no replenishment of sand dredged from the bank and that any reduction in the height of the bank could have detrimental effects on coastal erosion and beach sands. The consultants conclude that whilst in the short term up to 1.5mt could continue to be extracted annually, continuous monitoring of the bank profile is required and if a bank height reduction is observed dredging should cease at 12 months notice.

Rest of the Bristol Channel

9.1.17 A study of the marine aggregate resources and constraints in the Bristol Channel, sponsored by the Welsh Assembly Government and the DETR, was completed in 2000. Based on that research, in 2004 the Welsh Assembly Government published "Interim Marine Aggregates Dredging Policy: South Wales", which will guide future decisions on dredging licences.

Alternative Sources

9.1.18 Whilst dredging is likely to continue to meet demand in the short term, longer term reliance on marine aggregates as a major feature of regional supplies cannot be guaranteed, and any reduction in dredging supplies would increase pressure on



land based aggregate sources. Although there is no history of land-won sand and gravel operations in the Vale, a recent Welsh Assembly Government sponsored research project (“South Wales Sand and Gravel: Appraisal of Land Based Extraction in South Wales”) has identified areas in the Vale which may contain potential sand resources. However, evidence of the extent and nature of the deposits is limited, and extensive surveys would be needed to prove the existence of material of commercially exploitable quality and quantity. This Plan must nevertheless allow for the possibility of exploration for, and exploitation of, new minerals in the future.

- 9.1.19** The Council has little direct control over the provision of landing facilities for sand, as those facilities located on Associated British Ports land are normally 'permitted development' under the Town and Country Planning (General Permitted Development) Order 1995.
- 9.1.20** Bearing in mind the environmental protection policies of this Plan and the fact that the resource areas and the normal landing facilities are outside the Council's control, it is not necessary to include any additional policies specifically for dredging in this Plan.
- 9.1.21** The Council is consulted by the Welsh Assembly Government on new dredging proposals before they in turn give a 'Government View' to the Crown Estate Commissioners. The Council's response to such consultations will be guided by the environmental protection policies of this Plan.

SECONDARY MATERIALS

Background

- 9.1.22** The only established industry making use of waste materials is the sale of power station ash from Aberthaw power station as a lightweight aggregate. This material is used for an increasing number of purposes from general fill to a replacement aggregate in concrete. However, the amounts of material used fluctuate widely from year to year, and production of ash normally exceeds sales. The use of pfa makes an appreciable contribution to the objectives of sustainable development set out in paragraphs 3.2.9 and 3.2.10 above.



Aberthaw Power Station

- 9.1.23** The use of alternative materials as substitutes for naturally occurring minerals was encouraged (subject to no unacceptable detriment being caused to the environment) in both the approved South Glamorgan Structure Plan and the Draft Replacement Structure Plan. The need to encourage sustainable development and to protect primary minerals is explained earlier in this document.
- 9.1.24** Proposals for new sites or the intensification of processes at existing sites need to be considered carefully so that the problems often associated with primary mineral workings such as heavy lorry traffic, noise and dust do not become excessive.



9.2 NATIONAL PLANNING GUIDANCE

9.2.1 National guidance on mineral working in Wales is contained in “Minerals Planning Policy Wales 2000” (MPPW 2000), published by the National Assembly for Wales in 2001. That policy document covers all minerals extraction (except marine dredged aggregates) in Wales, and supersedes many of the Minerals Planning Guidance Notes previously issued by the former Department of the Environment and the Welsh Office.

9.2.2 The main document will be supplemented by a series of Minerals Technical Advice Notes (MTANs). The first MTAN, for aggregates, was issued in March 2004, and further MTANs are to be prepared for topics to include coal (not relevant to the Vale of Glamorgan), restoration and the environmental effects of mineral workings. This Unitary Development Plan has taken into account the main strategic principles set out in MPPW 2000 but has been prepared in advance of publication of some of the MTANs.

MPPW 2000 aims to address five key principles:

- The provision of mineral resources to meet society's needs and to safeguard resources from sterilisation;
- Protection of areas of importance to the natural or built heritage;
- Limiting the environmental impact of mineral extraction;
- The achievement of high standards of restoration and beneficial after-use; and
- Encouragement of the efficient and appropriate use of minerals and the re-use and recycling of suitable materials.

The policies contained within this Chapter of the Plan seek to translate these principles into a local strategy for future mineral working.

General guidance in respect of minerals in England and Wales is also contained in a series of Minerals Planning Guidance Notes (MPGs). Those most relevant to the preparation of this Plan are:

MPG 1: 'General Considerations and the Development Plan System';

MPG 4: 'The Review of Mineral Sites';

MPG 6: 'Guidelines for Aggregate Provision in England and Wales';

MPG 8: 'Planning and Compensation Act 1991: Interim Development Order Permissions - Statutory Provisions and Procedures';

MPG10: 'Provision of Raw Material for the Cement Industry';

MPG14: 'Environment Act 1995: Review of Mineral Planning Permissions'

9.2.3 Government guidance on minerals supply and demand in Wales was set out in Minerals Planning Guidance Note 6: “Guidelines for Aggregates Provision in England and Wales” 1989 (MPG 6), of which a 1994 review related only to England. In the absence of similar revised guidelines on likely aggregate



requirements in Wales, and to overcome the discrepancies in the two versions of the guidance, the South Wales Regional Aggregates Working Party produced a set of 'Guidelines for Aggregates Provision in South Wales' in 1995.

- 9.2.4** The Guidelines proposed that reserves should be made available to maintain the 1989-91 average annual aggregate production over the 1992-2006 period, with the former South Glamorgan supplying 0.93mt per year. Although boundary changes again make comparisons difficult, if the current figure of 7.6% of regional demand being met from the Vale is to be maintained, some 14.6mt would be required from the Vale between 1996 and 2011, assuming continuation of the 1989-1991 average level of production throughout the Plan period. This represents an annual output of 0.91mt (below the 1995 output of 1.125mt), at which level currently permitted reserves would last until 2032.

9.3 OBJECTIVES

- 9.3.1** The mineral policies of this plan are intended to fulfil the following objectives:

- To ensure that the needs of society for minerals are satisfied with due regard to the protection of the environment;
- To encourage the best and most efficient use of all available resources and to encourage recycling and the use of secondary materials where appropriate;
- To ensure that any environmental damage or loss of amenity caused by mineral operations is kept to an acceptable level;
- To ensure that land taken for mineral operations is reclaimed at the earliest opportunity and is capable of an acceptable use after working has come to an end, and
- To prevent the unnecessary sterilisation of mineral resources

9.4 POLICIES AND PROPOSALS

POLICY MIN 1 - MINERAL EXPLORATION

PROPOSALS TO CARRY OUT MINERAL EXPLORATION WILL BE PERMITTED UNLESS THERE WOULD BE AN UNACCEPTABLE IMPACT ON ANY OF THE FOLLOWING:

- (i) LANDSCAPE CHARACTER;**
- (ii) VISUAL AMENITY;**
- (iii) NATURE CONSERVATION;**
- (iv) RESIDENTIAL AMENITY;**
- (v) THE GLAMORGAN HERITAGE COAST;**
- (vi) SURFACE WATER AND GROUND WATER RESOURCES;**
- (vii) SCHEDULED ANCIENT MONUMENTS AND HISTORIC LANDSCAPES**



- 9.4.1** Exploration is an essential activity for proving the existence of a mineral deposit and evaluating its potential for extraction. Information resulting from mineral exploration is required by the Council in the processing of applications for quarrying development. Many small-scale and temporary mineral exploration operations such as the drilling of boreholes, excavation of trial pits and seismic surveys are 'permitted development' under the Town and Country Planning (General Permitted Development) Order 1995 subject to restrictions on their duration and the types of equipment used. For longer periods or where, for example, large drilling rigs are to be used, planning permission is required. In such cases, the Council will seek to ensure that there will be no adverse effects on residential amenity or other sensitive land uses. The grant of planning permission for mineral exploration will not indicate a presumption in favour of future exploitation of any minerals found.

POLICY MIN 2 - RELEASE OF LIMESTONE RESERVES

THE FOLLOWING LAND IS ALLOCATED FOR THE WINNING AND WORKING OF LIMESTONE:

- (i) LAND TO THE SOUTH OF PANTYFFYNNON QUARRY;
- (ii) LAND TO THE NORTH WEST OF LITHALUN QUARRY;
- (iii) LAND TO THE SOUTH OF CWM SLADE AND WENVOE QUARRY

AS IDENTIFIED ON THE PROPOSALS MAP, IN ORDER TO PROVIDE FOR A TOTAL OF 20 YEARS RESERVES AT EACH SITE.

POLICY MIN 3 - PROTECTION OF FURTHER LIMESTONE RESOURCES AND POTENTIAL RESOURCES OF SAND AND GRAVEL

THE FOLLOWING AREAS, AS IDENTIFIED ON THE PROPOSALS MAP, SHALL BE PROTECTED FROM ALL FORMS OF PERMANENT BUILDING DEVELOPMENT IN ORDER THAT THE WORKABLE RESOURCES OF LIMESTONE OR SAND AND GRAVEL WITHIN THOSE AREAS MAY BE PRESERVED FOR THE FUTURE SHOULD A DEMONSTRABLE NEED FOR THOSE RESOURCES ARISE:

- (i) LAND TO THE SOUTH-WEST OF FOREST WOOD QUARRY (LIMESTONE);
- (ii) LAND TO THE SOUTH OF RUTHIN QUARRY (LIMESTONE);
- (iii) LAND TO THE SOUTH OF PANTYFFYNNON QUARRY (LIMESTONE);
- (iv) LAND TO THE NORTH WEST OF PANT QUARRY (LIMESTONE);
- (v) LAND TO THE NORTH OF CITY (SG1 - SG2);
- (vi) LAND WITHIN THE UPPER THAW VALLEY (SG3 - SG6); AND
- (vii) LAND WITHIN THE ELY VALLEY (SG7 - SG12).



POLICY MIN 4 - NEW OR EXTENDED MINERAL WORKING SITES RESERVES

UNLESS THERE IS OVERRIDING NEED FOR MINERALS DEVELOPMENT, PROPOSALS FOR THE RELEASE OF NEW MINERAL RESERVES OR THE IDENTIFICATION OF NEW MINERAL RESOURCES WILL NOT BE PERMITTED ON LAND:

- (i) OF GRADE 1, 2 OR 3A AGRICULTURAL QUALITY;**
- (ii) OCCUPIED BY PERMANENT BUILDINGS OTHER THAN NON-RESIDENTIAL FARM BUILDINGS; OR**
- (iii) WITH PLANNING PERMISSION FOR AN ALTERNATIVE USE.**

SUCH PROPOSALS WITHIN OR ADJACENT TO:

- (iv) THE GLAMORGAN HERITAGE COAST OR EAST VALE COASTAL ZONE;**
- (v) AREAS DESIGNATED FOR SPECIAL PROTECTION**

WILL BE SUBJECT TO A RIGOROUS EXAMINATION CONSISTENT WITH THE STATUS OF THEIR DESIGNATION.

9.4.2 In addition, in view of increasing concern on the effect of mineral workings on groundwater resources, proposals for the development of new mineral reserves, or the extension of existing mineral winning activities, that require planning permission and which include or are likely to include working below the water table such that dewatering is required, will only be considered when supported by the following information:

- (i) a water features survey;
- (ii) identification of the hydrogeological conditions of the site and adjacent areas;
- (iii) an assessment of the potential impact of dewatering activities;
- (iv) an agreed monitoring scheme;
- (v) identification of appropriate mitigating measures that will be adopted, where necessary, should the agreed monitoring scheme demonstrate derogation of either surface or groundwater interests to include abstractions; protected rights; surface water features supported by groundwater; wetlands and springs.

9.4.3 In view of the quantities of reserves with permission for extraction at existing sites, the resources allocated by policy MIN 2 and protected by policy MIN 3, there is no need for limestone working to take place in any other part of the Vale within the Plan period. If future exploration were to lead to the discovery of different minerals (for example hydrocarbons), the acceptability of working them may well depend on other issues. Proposals for such operations would have to demonstrate satisfactory compliance with the Strategic Principles and Environmental Protection Policies of this Plan and with policy MIN 4.



- 9.4.4** Criterion (i) of policy MIN 4 protects the best and most versatile agricultural land, which is in short supply in Wales. Minerals beneath such land will remain available for future generations, but by today's standards its agricultural quality is more important.
- 9.4.5** Criterion (ii) recognises that once built upon, underlying mineral resources will normally be lost for good. This applies both to the main built-up areas and to individual buildings, particularly houses, in rural areas. Barns and other farm buildings can usually be more readily re-sited than houses, and their presence need not act as a permanent inhibition to mineral working and will enable land to continue in productive use in the interim.
- 9.4.6** Criterion (iii) reflects the fact that some land may already have permission for some other use. Such land should be protected from the effects of mineral working.
- 9.4.7** Criterion (iv) respects the special qualities of the Glamorgan Heritage Coast, which is strategically important not just in the Vale but in a national context. It is the Liassic limestone cliffs that give this coast some of its most attractive and characteristic landscapes. Mineral working proposals in the East Vale Coastal Zone will be examined in the light of Policy ENV 6 of this Plan in addition to the Minerals Policies of this Plan.
- 9.4.8** Criterion (v) embraces all the various statutory designated areas, including Sites of Special Scientific Interest, National and Local Nature Reserves, Conservation Areas, SACs, Ancient Monuments, Listed Buildings and Tree Preservation Orders.
- 9.4.9** At two sites (Pantyyffynnon and Wenvoe), permitted reserves will be exhausted within six years at current rates of extraction. Sufficient reserves for up to a total of 20 years production at current levels at each site are therefore identified in Policy MIN 2 as suitable for immediate release. These reserves meet the criteria in Policy MIN 4.
- 9.4.10** At the sites identified in policy MIN 3, the need for further releases is not as urgent. Although the limestone resources adjoining these sites could be worked without unreasonable detriment to the environment, there is no justification for their release at present. The protected area at Forest Wood Quarry includes a dwelling (Fforest Fawr) which is owned by the quarry company: no extension would be permitted in this area whilst that property is inhabited.
- 9.4.11** Occasionally, small-scale extensions may prove possible in order to allow for logical extensions to current sites. These would normally require exceptional circumstances to justify them. For example, a minor extension to Wenvoe Quarry was accepted under previous, similarly restrictive policies, as a result of the operator agreeing to unusual restrictions on blasting practices (blast nets) to overcome the environmental problems of their proposals. Exceptions may also be justified where an extension may be preferable to working sensitive parts of an area already with permission.
- 9.4.12** South Wales has a unique dependency on marine dredged aggregates to provide sand and gravel. However, following research carried out by the Symonds Group, on behalf of the Welsh Assembly Government, there is uncertainty about future aggregates dredging continuing to supply the South Wales market. The recently



granted licence for dredging at Nash Bank requires activities to cease by 2010, and there are currently no adequate replacement resources. Whilst recognising that land based extraction is not appropriate at present, the Aggregates TAN maintains the requirement first expressed in the consultation draft for Mineral Planning Authorities to identify and safeguard land based sand and gravel resources in their development plans now for potential use by future generations. Accordingly, the Council has amended Policy MIN 3 to include sand and gravel resources and indicated the location of these on the proposals map. The purpose of this policy is therefore to protect the identified areas from permanent development that would sterilise or hinder the extraction of the potential mineral resources if the need for the resources should be proven. It does not indicate an acceptance of the working of any of the sites identified, particularly as many of them lie within sensitive rural locations.

POLICY MIN 5 - PREFERRED ORDER OF RELEASE OF RESERVES

IN ASSESSING THE NEED FOR NEW RELEASES OF MINERALS, THE EXTENSION OF EXISTING SITES WITH PLANNING PERMISSION WILL BE FAVOURED TO THE OPENING OF NEW SITES, AND THE DEEPENING OF EXISTING SITES WITH PLANNING PERMISSION WILL BE FAVOURED TO THE LATERAL EXTENSION OF SUCH SITES, WHERE THE ADOPTION OF SUCH AN APPROACH WOULD NOT CREATE UNACCEPTABLE DETRIMENT TO THE ENVIRONMENT, SURFACE WATERS OR GROUNDWATER RESOURCES.

- 9.4.13** Generally, the continuation of operations at a site already disturbed by mineral workings is preferable to the introduction of such operations to a new area. Although this may mean operations continuing over a longer period, their impact is already well known and documented. The prospect of an extension also provides an opportunity to introduce better controls over the existing operation. Deepening before extending laterally also helps to minimise the area of land devoted to working, and ensures the optimum use of existing resources. Both ensure that existing investment in infrastructure is used to its fullest extent. In both cases, however, care needs to be taken to avoid environmental problems such as pollution, interruption to water supplies, derogation of water resources, or the continued use by heavy traffic of narrow country lanes with no prospect of widening.



Ruthin Quarry



POLICY MIN 6 - ENVIRONMENTAL IMPACT

EVERY OPPORTUNITY WILL BE TAKEN TO IMPROVE THE ENVIRONMENTAL IMPACT OF EXISTING MINERAL WORKING SITES AND MINIMISE THE ENVIRONMENTAL IMPACT OF PROPOSED MINERAL WORKING SITES BY INTRODUCING OR IMPOSING MODERN CONTROLS OVER:

- (i) WORKING METHODS;**
- (ii) HOURS OF OPERATION;**
- (iii) BLASTING METHODS;**
- (iv) VEHICULAR ACCESS ARRANGEMENTS;**
- (v) LANDSCAPING OF THE SITE;**
- (vi) OVERBURDEN STORAGE AND WASTE DISPOSAL ARRANGEMENTS;**
- (vii) MEASURES TO AVOID POLLUTION;**
- (viii) MEASURE TO PROTECT GROUNDWATER RESOURCES;**
- (ix) RESTORATION AND AFTER CARE ARRANGEMENTS WHERE APPROPRIATE;**
- (x) CONTROL OF SECONDARY INDUSTRY AT THE SITE;**
- (xi) PROTECTION OF NATURE CONSERVATION INTERESTS IN THE SITE AND ITS SURROUNDINGS; AND**
- (xii) PROVISION OF A FIVE YEARLY REVIEW OF THE EFFECTIVENESS OF THESE CONTROLS.**

Operational Controls

9.4.14 The way in which minerals are worked determines their impact on the environment and whether they can be satisfactorily worked in a given area. Some of the issues are common to all or most mineral working sites. Others arise from their particular location. Whilst this Plan is essentially designed to ensure an adequate supply of minerals for the future, it is also appropriate to consider how to resolve problems already being caused by mineral working in the Vale. In some cases such problems may preclude further extension to a site until they are resolved. Examples include unsociable working hours, lack of restrictions on blasting practices, inadequate restoration requirements, poor landscaping and unsuitable access arrangements. The matters listed in Policy MIN 6 will need to be taken into account in relation to both existing and proposed sites.

9.4.15 How some of these controls will be applied to existing workings is set out in the area policies and proposals in Supplementary Planning Guidance. The opportunity to implement these policies at such sites will arise in various ways:

- a) The statutory review of mineral workings required by the Planning and Compensation Act 1991 and the Environment Act 1995;
- b) The renewal of time-limited planning permissions;
- c) Planning obligations or legal agreements negotiated in relation to new proposals nearby.



Welsh Office Circular 13/97 advises that planning obligations should only be sought where they meet the following tests:

- (i) necessary;
- (ii) relevant to planning;
- (iii) directly related to the proposed development;
- (iv) fairly and reasonably related in scale and kind to the proposed development;
- (v) reasonable in all other respects.

Controlling Combined Impact

9.4.16 Many of the older planning permissions do not include conditions capable of adequately controlling the present day impact of the operation, and do not reflect modern environmental standards. New areas should not be released without consolidation of older permissions if this would mean continuing or worsening these problems. To permit extensions in these circumstances would negate the benefit of any new controls applied to the new area, and permission would therefore be refused. In some cases, it may be possible to impose and enforce suitable conditions in relation to the whole site; where this is not possible the problem may be solved by entering a legal agreement (binding upon subsequent owners and operators) with the Council.

Hours of Work

9.4.19 It is unreasonable for operations to take place continuously at most Vale mineral sites. The Council will seek to achieve controls over working hours to ensure that mineral working and associated processing does not take place on Sundays or statutory public holidays at any site with 100 metres of residential property or to which access has to be gained by an unclassified road passing residential property. Exceptions may have to be made where appropriate to enable continuous production of cement or the production of hot-coated roadstone for off peak highway projects. Such restrictions will apply to those sites likely to cause disturbance to surrounding residents, or to residents along an access route where this is not a main road (defined for this purpose as a motorway or trunk road, or Class A or B road)

General Restrictions On Blasting

9.4.20 The use of explosives at all mineral working sites will be controlled to reduce their environmental impact and to avoid excessive or unnecessary restrictions on surrounding development; in particular:

- a) explosives will not be allowed for secondary breaking;
- b) blasting practices will be regularly reviewed to enable technological improvements and changing environmental standards to be taken into account.

9.4.21 Blasting is strictly controlled for safety reasons by HM Quarries Inspectorate. However, it is essential to consider the environmental consequences of blasting for



surrounding land-uses and to enable the Planning Authority to assess proposals both for new or extended mineral working and for new development in its vicinity. Details of how much explosive may be used and in what circumstances will be specified in the conditions of any planning permissions which may be granted, in accordance with area policies and proposals to be set out in the Supplementary Planning Guidance. In consultation with the operator of the site and HM Quarries Inspectorate, the Council will regularly review working methods to reduce their impact on surrounding areas. This may include the use of alternative initiation methods or restrictions on face heights, as well as upper limits on the weight of the explosive. Such controls are in addition to those necessary for safety as agreed with HM Quarries Inspectorate. Secondary blasting is no longer used, nor is it normally necessary; its use causes significantly increased nuisance from noise and air over-pressure to nearby land uses. Any changes following review would need to be agreed with HM Quarries Inspectorate to ensure practices remain safe, and with operators to ensure they do not adversely affect the economics of the business.

POLICY MIN 7 - BUFFER ZONES

NEITHER RESIDENTIAL AND SIMILARLY SENSITIVE DEVELOPMENT NOR MINERAL WORKING WILL BE PERMITTED WITHIN THE BUFFER ZONES DEFINED AROUND EACH EXISTING QUARRY AND ANY PROTECTED MINERAL RESOURCES ON THE PROPOSALS MAP, UNLESS IT CAN BE DEMONSTRATED THAT MINERAL WORKING WOULD NOT UNREASONABLY AFFECT SENSITIVE DEVELOPMENT

- 9.4.22** In order that housing and similar sensitive development is not unreasonably affected by quarrying activity and visa-versa, it is essential to preserve a 'Buffer Zone' between them. The width of the zone needed at each site varies according to its environmental impact, and further explanation of the precise extent of each zone is given in Supplementary Planning Guidance.

POLICY MIN 8 - RESTORATION AND AFTER CARE

PROPOSALS FOR MINERAL WORKING OR FOR RELATED PLANT AND BUILDINGS WILL BE PERMITTED ONLY WHERE APPROPRIATE PROPOSALS ARE INCLUDED FOR REINSTATEMENT OF THE SITE TO A CONDITION FIT FOR AN APPROPRIATE AFTER-USE, SUPPORTED WHERE RELEVANT BY ADEQUATE AFTERCARE PROPOSALS.

- 9.4.23** When new planning permissions are granted or when existing permissions are renewed, conditions will be imposed to ensure restoration of the site when mineral working finishes. Operators will generally be expected to agree the broad aims of the restoration scheme at the outset, particularly where water courses or water features are affected by the workings; to keep these aims under regular review



throughout working; to prepare detailed proposals within a year of the end of working and to implement the scheme forthwith. Where restoration is to agricultural or amenity use, appropriate aftercare proposals will be needed. Where agriculture is the after-use, it will be expected that the standard of after-use will either reflect the pre-working agricultural quality of the land, or in old permissions will be the best standard possible taking into account current site circumstances (soil availability, topography and location).

- 9.4.24** Proposals for mineral extraction will be expected to be accompanied by detailed soil and, where appropriate, habitat surveys. Comprehensive programmes for the stripping and storage of topsoil and subsoil and the conservation of other soil forming materials should form part of the initial restoration proposals, which will be expected to provide for phased and progressive restoration of worked out areas.
- 9.4.25** In some cases it may be necessary to import material as part of a restoration scheme (e.g. to create a level surface or to provide a growing medium for new planting). Infilling with waste on any significant scale would normally require its own planning permission and Waste Management Licence from the Environment Agency. In addition, most of the Vale lies within 13km of either Cardiff International Airport or RAF St. Athan. Within this distance, the Civil Aviation Authority and Ministry of Defence would need to be consulted on any proposals.

POLICY MIN 9 - ENVIRONMENTAL CONTROLS (SECONDARY MATERIALS)

PROPOSALS FOR THE USE OF SECONDARY MATERIALS WILL BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT THE OPERATION CAN BE CONTROLLED TO MINIMISE ITS ENVIRONMENTAL IMPACT IN RESPECT OF:

- (i) WORKING METHODS;**
- (ii) HOURS OF OPERATION;**
- (iii) ACCESS ARRANGEMENTS;**
- (iv) AVIATION SAFETY;**
- (v) MEASURES TO CONTROL POLLUTION OF AIR, WATERCOURSES AND SURROUNDING LAND;**
- (vi) EFFECTS ON NATURE CONSERVATION;**
- (vii) EFFECTS ON VISUAL AND RESIDENTIAL AMENITY;**

AND THAT APPROPRIATE LANDSCAPING, RESTORATION AND AFTERCARE MEASURES ARE PROVIDED.

- 9.4.26** If proposals to increase current activity are submitted, the Council will examine them against these criteria in much the same way as any other mineral working. However, there may well be instances when the sale of waste material does not need planning permission. Much will depend on the scale of the operations involved, and there is at present a dearth of information on the industry, commented on by the Arup report 'Occurrence and utilisation of Mineral and Construction Wastes'. Many useful contributions to mineral supply go un-noticed, such as the re-use of demolition materials on site.



9.4.27 The re-use of appropriate demolition materials on the site where they arise for rebuilding and new construction projects, including use as fill, not only conserves mineral resources elsewhere but can also reduce traffic problems and prove cost-effective. Such measures have been adopted in the past and have proved particularly useful in large redevelopment projects. Disused railway embankments can provide a further useful source of materials for re-use elsewhere with the added benefit of removing often unsightly embankments and providing more re-usable land.

OTHER SITES, OTHER MINERALS AND OTHER OPERATIONS

9.4.28 In addition to the mineral sites covered by the site-specific policies in the Supplementary Planning Guidance, the Vale contains various other former mineral workings. These are mainly quarries for either limestone or brickearth that have not been worked for many years and in many cases have either re-vegetated naturally or have been put to alternative uses. For example, Ely Brickworks has been largely covered by the Ely Link Road, Lavernock and Southerndown Road Quarries have been used as waste disposal sites and the large Liassic limestone quarries that served the former Penarth Cement Works flooded when quarrying ceased in the 1960's and have since been incorporated into the Cosmeston Country Park.

9.4.29 Despite these long periods of disuse or alternative uses, planning permissions for mineral extraction still exist at some sites. These sites have effectively been abandoned by the minerals industry for many years, and any reserves remaining at them have not been included in the reserve calculations made earlier. To eliminate any doubt over the possible reworking of these sites, further quarrying should be prohibited formally and the sites should be finally restored where appropriate.

POLICY MIN 10 - DERELICT SITES

THE COUNCIL WILL SEEK TO PREVENT FURTHER MINERAL EXTRACTION AT THE FOLLOWING SITES AND, WHERE APPROPRIATE, WILL SEEK TO SECURE RESTORATION AND LANDSCAPING WORKS;

- (i) BEAUPRE (LONG GROVE) QUARRY, ST HILARY;**
- (ii) COSMESTON QUARRY, PENARTH;**
- (iii) CNAP TWT QUARRY, CASTLE UPON ALUN;**
- (iv) CROSS COMMON QUARRY, DINAS POWYS;**
- (v) DOWNSWOOD QUARRY, PENARTH;**
- (vi) ELY BRICKWORKS;**
- (vii) LAVERNOCK QUARRY;**
- (viii) SOUTHERNDOWN ROAD QUARRY,**
- (ix) ARGOED ISHA QUARRY, LLANSANNOR;**
- (x) ST. ANDREWS QUARRY, ST ANDREWS MAJOR.**



- 9.4.30** None of these sites has operated during the last 15 years, none is in a suitable location for mineral working by today's environmental standards, and in some cases the mineral is no longer needed. Even the peak output years of the 1970s and early 1980s failed to generate interest in re-opening these sites, and several have long been used for other purposes. It is time to end the uncertainty over their current planning status.
- 9.4.31** All these sites are classified as 'dormant' under the provisions of the Environment Act 1995, where no further mineral extraction is permitted to take place until full modern working conditions have been agreed with the Council. Whilst the Council recognises that planning permissions for quarrying remain valid at these sites, every opportunity will be taken to secure their permanent closure.

Other Minerals

- 9.4.33** There is little commercial interest at present in any minerals in the Vale except limestones. The small scale of vein minerals workings, most of which have been disused for over 100 years, makes renewed interest in them unlikely, but it is important that locations of these underground mines are recorded and remaining shafts made safe, for security and safety reasons.

POLICY MIN 11 - DISUSED MINESHAFTS

PROPOSALS TO MAKE SAFE DISUSED UNDERGROUND MINeworkINGS THROUGH APPROPRIATE WORKS TO MINE ENTRANCES WILL BE FAVOURED.

- 9.4.34** Concern in recent years has led some Counties to investigate and record the incidence of this problem. Although the Vale of Glamorgan has not experienced the major mining activity of many Counties in the past, there are nevertheless still many known shafts and adits whose presence could become dangerous or could inhibit other land uses if not adequately capped or fenced. Some occur within modern quarries, where the eventual restoration scheme will need to include provision for such works. There may well be additional sites, whose presence should be recorded centrally.
- 9.4.35** It is not considered necessary to include further policies on other minerals at this stage, in view of the lack of interest by the industry in other minerals in the Vale at present. In the event of renewed exploration activity, it will clearly be necessary to address the policy issues raised in a review of this plan. In the meantime, the policies above will provide an adequate framework for decision-making. In addition to the policies above, specific attention would be given under the Environmental Protection policies, and any resources identified would be considered for protection in the same manner as limestone resources in policies MIN 2 and MIN 3 above.

Other Operations

- 9.4.36** In addition to cement manufacture, other industries in the Vale heavily reliant on minerals include concrete batching and coated roadstone plants. These can be



located within quarries or alongside sand wharves to minimise transportation costs of raw materials, on sites where the product is needed (usually only temporarily), or on industrial sites near to main demand centres. At present, only Ewenny, Lithalun and Wenvoe Quarries contain such plants.

- 9.4.37** Policies relating to such processes at existing mineral workings are included in the site-specific policies given in Supplementary Planning Guidance. These identify sites which are not suitable for such purposes. Plants would be governed by the same environmental policies as the minerals operations. Plants in general industrial and port locations would be considered within the context of the general policies of this Plan and are not considered here.

9.5 IMPLEMENTATION

- 9.5.1** Most mineral development is undertaken by agencies outside the direct control of the Council. In most cases the effect of policies in this plan will be to guide development to or from particular sites, or to require development to be carried out in a particular way.
- 9.5.2** The minerals policies will be implemented by a variety of means, some of which will take immediate effect whilst others will result in actual change on the ground only as opportunities arise. The most obvious vehicle for implementation is through the determination of applications for planning permission. The UDP and the Supplementary Planning Guidance provide a framework for the determination of such applications and for the environmental controls likely to be included in such decisions. This applies both to proposals directly related to minerals and to proposals for other types of development on land within Buffer Zones.
- 9.5.3** Planning obligations under Section 106 of the Town and Country Planning Act 1990 provide another means of putting the Plan into practice. These are often entered into in relation to particular planning applications, but may also be negotiated in other circumstances.
- 9.5.4** The review of mineral working permissions under the Planning and Compensation Act 1991 and Environment Act 1995 enables the Council, through assessment of the adequacy of planning controls at each site, to introduce appropriate changes to give effect to the Plan's policies.
- 9.5.5** Arising from the review, and also in responding to events generally, the Council will make appropriate use of its statutory powers to implement its policies where necessary. Such powers include the making of Prohibition, Suspension, Revocation, Modification and Discontinuance Orders.



10. WASTE

10.1 INTRODUCTION



Civic amenities site

- 10.1.1** The creation of waste is an inevitable consequence of industrial, commercial and domestic activities, and its management has a critical part to play in moving towards sustainable development, in terms of both reducing our demands on scarce resources, and of minimising the environmental impact of its treatment or disposal. Everyone must play a part in this, either through its minimisation, reuse, recycling, or by treating or disposing of it safely and without harm to the environment.
- 10.1.2** The Council has the responsibility for the management, collection and disposal of waste and has a duty to prepare a Municipal Waste Management Strategy for the Vale. It is the role of the Unitary Development Plan to provide the land use policy framework for implementing this strategy within the context of National and Regional guidance for waste management.

10.2 EUROPEAN LEGISLATION

- 10.2.1** United Kingdom waste policy has been increasingly influenced by European Union (EU) legislation since the publication of the Directive on Waste 75/442/EEC, as amended by 91/156/EEC and 91/692/EEC. When drawing up plans, local planning authorities must have regard to the objectives of Article 3 (the need to minimise waste and to encourage recycling and energy recovery). Article 4 (the need to



protect the environment and humans from potentially polluting development) and Article 5 (the need to set up an integrated network of disposal installations to facilitate self-sufficiency in accordance with the Proximity Principle) of the Directive. The Landfill Directive 99/31/EEC is another significant element of EU legislation. It came into force in July 1999 and is now incorporated into UK legislation. The Directive seeks to impose stringent operational and technical requirements on the landfilling of waste and will have far reaching implications for waste management planning. These implications include:

- (a) The banning of co-disposal and requirements for sites to elect to operate as hazardous, non-hazardous or inert. Current information suggests that across the UK the number of sites licensed to accept waste will drop drastically from 2004 and;
- (b) There will be the requirement for waste to be pre-treated prior to landfill from 2004 which will mean a need for more pre-treatment facilities;
- (c) The banning of liquids and tyres is likely to result in a need for new facilities; and
- (d) Fewer landfills or existing landfills will last longer.

10.2.2 A key element of EU policy that has become central to the UK's national waste strategy is the development of a waste management hierarchy. This prioritises waste management options with the overall aim of achieving a move up the hierarchy. The hierarchy is split into 4 categories in the following order:

1. Reduction - by using technology which requires less material in products and less waste in manufacturing and produces longer lasting products with lower pollution potential.
2. Reuse - e.g. returnable bottles.
3. Recovery - e.g. re-cycling, composting.
4. Disposal - by incineration without energy recovery or by landfill.

10.3 NATIONAL PLANNING GUIDANCE

10.3.1 Planning Policy Wales 2002 emphasises the Government's general policy towards waste management, which is based on the waste management hierarchy. Paragraph 12.5.1 highlights the need for local planning authorities to make



provision for establishing an integrated and adequate network of waste disposal installations. In addition it reminds planning authorities that in determining applications, they are obliged by the EC Directives, to ensure that waste is recovered or disposed of without:

- harming the environment;
- endangering human health;
- risking water, air, soil, plants or animals,
- causing a nuisance through noise or odours; or
- adversely affecting the countryside or places of special interest.



10.3.2 National Planning Guidance also highlights that Local Authorities may pay attention to the wider legislative context of waste management and the Government's "Wise about Waste" Strategy 2002 when preparing development plans. The aim of the Strategy is to encourage a move away from an over-reliance on landfill to more sustainable waste management techniques such as recycling and composting. The following targets have been set:

- achieve a reduction in waste produced equivalent to at least 5% of the 1998 arisings figure by 2005; and
- achieve a reduction in waste produced equivalent to at least 10% of the 1998 arisings figure by 2010.

The Strategy also sets out the following minimum recycling and composting targets for each local authority to deliver:

- achieve at least 15% recycling / composting of municipal waste with a minimum of 5% composting (with only compost derived from source segregated materials counting) and 5% recycling by 2003/04;
- achieve at least 25% recycling / composting of municipal waste with a minimum of 10% composting (with only compost derived from source segregated materials counting) and 10% recycling by 2006/07;
- achieve at least 40% recycling / composting with a minimum of 15% composting (with only compost derived from source segregated materials counting) and 15% recycling by 2009/10 and beyond.



One of the many recycling centres available to the public throughout the Vale

10.3.3 Planning Policy Wales Technical Advice Note (TAN) 21 Waste (2001) also provides advice on how the land use planning system should contribute to sustainable waste resource management. Moreover, it provides advice to Local Authorities on their responsibilities in respect of various European Directives on waste. It emphasises the importance of regional self-sufficiency and the "proximity principle", under which waste should be handled close to the point at which it is generated.

10.4 REGIONAL WASTE PLAN

10.4.1 One of the key requirements of TAN 21 is for local authorities in Wales to establish joint arrangements, on a regional basis, for determining the facilities that are likely to be required for the future management of all waste arisings. This has taken the form of a South East Wales Regional Waste Planning Technical Group which has produced, in conjunction with the Welsh Assembly Government, the South East Wales Regional Plan (March 2004). This Plan seeks to ensure that the South East



Wales region is, as far as possible, self-sufficient in dealing with its waste arising and has adopted the following regional strategy:

- Aim to achieve the 2020 Landfill Directive targets by 2013
- Achieve this principally through the maximising of recycling and composting
- Deal with residual waste by Mechanical Biological Treatment (MBT)
- Choose between either sending the residual waste from MBT to landfill or using it as Refuse Derived Fuel
- Limit the amount of landfill waste to that which cannot be dealt with acceptably in any other way.

10.4.2 Both the Welsh Assembly Government's "Wise about Waste" Strategy and the South East Wales Regional Waste Plan have informed the Council's Municipal Waste Management Strategy (August 2004), which establishes how the Council will meet various waste reduction and recycling targets established in these documents. Similarly, the aim of the policies and proposals contained within this Plan is to facilitate the development of waste management facilities that meet the Council's requirements both locally and regionally.

10.5 OBJECTIVES

10.5.1 For the purposes of guiding future decisions relating to waste disposal, the following objectives are put forward:

- To ensure that waste disposal is carried out with adequate environmental protection, so that there is no harm to human health, no pollution of the environment and no detriment to the amenities of the locality.
- To ensure that the waste disposal requirements of the County are adequately catered for within the context of other objectives.
- To ensure that waste disposal and other types of waste management facilities are considered within a hierarchy of priorities including:
 1. Reduce (the production of waste)
 2. Re-use
 3. Recover (recycling, composting and energy recovery)
 4. Disposal (with minimum environmental impact)

10.6 POLICIES AND PROPOSALS

THE PROVISION OF NEW SITES FOR WASTE MANAGEMENT ACTIVITIES

10.6.1 To ensure that the Council contributes successfully towards the targets set by the South East Wales Regional Waste Plan, a study was undertaken to review the options available to the Council for the provision of such infrastructure. This



considered the use of existing or future facilities in adjacent authorities and the potential development of individual elements of infrastructure at different locations within the Vale of Glamorgan. This study concludes that the preferred approach is to develop a single 'Waste Resource Park' facility. An area of land at the Atlantic Trading Estate has been identified as the preferred location for the facility. Such a facility would include a range of handling and treatment elements, as follows:

- Provision of a Materials Recycling Facility (MRF) to receive, handle and bulk up recyclable materials diverted at the kerbside and received at a Household Waste and Recycling Centre (HWRC) and 'Bring Sites'.
- Development of an 'in-vessel' composting facility for the treatment of kerbside segregated organic materials (including green waste and organic kitchen wastes).
- Provision of facilities (workshops) for the local reuse and reprocessing of materials segregated from the municipal waste stream.
- Provision of a Household Waste and Recycling Centre to replace the existing civic amenity site in Sully.
- Provision of a waste transfer facility for residual waste (i.e. materials that are not segregated for recycling or composting).

Further details of the anticipated capacity of this facility are contained in the Council's Municipal Waste Strategy.

LANDFILL SITES

10.6.2 The effectiveness of the Landfill Directive, landfill tax and other factors promoting a movement up the waste hierarchy by reducing the amount of waste going to landfill will only become apparent over time. A key element of the Council's waste strategy is the need to divert more waste from landfill by limiting the amount of land available for landfill and by encouraging options higher up the waste hierarchy. However, even waste which has been treated has a residual element that needs to be disposed of and so there will still be a need for waste to be disposed of by landfill

POLICY WAST 1 - PROVISION OF WASTE MANAGEMENT FACILITIES

PROPOSALS FOR THE PROVISION OF WASTE MANAGEMENT FACILITIES INCLUDING THE HANDLING, TREATMENT AND TRANSFER OF WASTE WILL BE PERMITTED WHERE THEY ARE LOCATED ON:

- i) EXISTING WASTE SITES;**
- ii) EXISTING AND ALLOCATED B2 AND B8 EMPLOYMENT SITES;**
- i) WITHIN OPERATIONAL MINERAL WORKING SITES; OR**
- ii) IN THE CASE OF GREEN WASTE COMPOSTING AND MANAGEMENT, ON LAND WITHIN OR ADJACENT TO FARM BUILDING COMPLEXES.**

PROPOSALS WILL BE CONSIDERED HAVING REGARD TO THE CRITERIA LISTED IN POLICY WAST 2.



- 10.6.3** for the foreseeable future. Consequently, with no landfill capacity available within the Vale of Glamorgan, nor any proposals for new sites, it will be necessary for the Council to continue its current arrangement of sharing such facilities in other authorities. However, the Council will continue to contribute in the future work of the South East Wales Regional Waste Technical Group in identifying regional facilities for the sustainable management of residual waste.
- 10.6.4** Facilities for the sorting, processing and treatment of waste normally involve industrial type activities and can generate large numbers of heavy goods vehicle movements. Due to their industrial nature, they are most suited to: locations within specified industrial areas, existing mineral or waste sites, or on sites which are being reclaimed to a beneficial use. Scrap yards are also included in this category of waste handling and again these are best suited to locations within industrial areas.
- 10.6.5** Similarly, composting can cause a potential nuisance, particularly from odour, and should preferably be located away from residential and other sensitive land-uses. Accordingly, such uses may be more appropriately located on industrial sites or other suitable rural locations. In any event, the type and amount of development will need to be strictly controlled. Sites within farm building complexes may be appropriate for green waste composting particularly if they assist in the diversification of the rural economy.

Policy WAST1 identifies sites that the Council considers to be best suited for accommodating future waste management facilities. It is anticipated that these sites will allow for a range of waste management facilities that will assist in meeting the requirements set down by the South East Wales Regional Waste Plan.

- 10.6.6** When considering proposals for any kind of waste management facility, including: treatment / disposal facilities, landfill sites, transfer stations, household waste sites, special waste treatment / disposal facilities, civic amenity and recreation sites, foreshore or derelict land reclamation, there will be two main factors to be taken into account. The proposal must firstly be evaluated in terms of its contribution towards the South East Wales Regional Waste Plan and secondly the extent to which it meets the Council's Municipal Waste Management Strategy, demonstrating that the proposal represents the best practicable environmental option, taking account of the principles of proximity and the waste hierarchy. Guidance, concerning the consideration of applications and the criteria that will be applied to them, are set out in Policy WAST 2.



Civic amenities site, Sully



POLICY WAST 2 - CRITERIA FOR ASSESSING WASTE MANAGEMENT FACILITIES

SUBJECT TO THE PROVISION OF POLICY WAST 1 PROPOSALS FOR WASTE MANAGEMENT FACILITIES WILL BE PERMITTED IF THE PROPOSAL:

- (i) CONFORMS WITH THE PRINCIPLE OF THE WASTE HIERARCHY (REDUCTION, RE-USE, RECOVERY AND SAFE DISPOSAL); THE “PROXIMITY PRINCIPLE”; THE PRINCIPLE OF REGIONAL SELF SUFFICIENCY; THE OBJECTIVE OF WASTE AVOIDANCE, REDUCTION AND DISPOSAL; THE SETTING OF TARGETS FOR REDUCTION AND MODES OF DISPOSAL;**
- (ii) DOES NOT UNACCEPTABLY AFFECT RESIDENTIAL AMENITY OR POSE A THREAT TO PUBLIC HEALTH;**
- (iii) DOES NOT UNACCEPTABLY AFFECT THE QUALITY OR QUANTITY OF WATER RESOURCES (BOTH SURFACE AND GROUNDWATER);**
- (iv) HAS REGARD TO THE ADEQUACY OF THE HIGHWAY NETWORK AND THE NEED TO MINIMISE THE DEMAND ON THE TRANSPORT NETWORK;**
- (v) DOES NOT UNACCEPTABLY CONFLICT WITH THE INTERESTS OF AGRICULTURE, NATURE CONSERVATION, AREAS OF ECOLOGICAL, WILDLIFE OR ARCHAEOLOGICAL IMPORTANCE OR FEATURES OF GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE OR LANDSCAPE PROTECTION POLICIES;**
- (vi) HAS A HIGH STANDARD OF LAYOUT, LANDSCAPING AND DESIGN;**
- (vii) PROVIDES ARRANGEMENTS FOR THE AFTER TREATMENT AND FUTURE USE OF THE SITE WHICH ARE TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY; AND**
- (viii) IS NOT AT AN UNACCEPTABLE RISK OF FLOODING, INCLUDING TIDAL INUNDATION, OR DOES NOT INCREASE THE RISK OF FLOODING ELSEWHERE.**

10.6.7 The disposal or treatment of waste in any form is often a controversial issue, no matter how well managed. It is important therefore that any proposals for this type of activity can be thoroughly assessed against the above criteria and that any permissions are conditioned to mitigate and / or abate environmental detriment and nuisance.



POLICY WAST 3 - DEVELOPMENTS SENSITIVE TO THE ENVIRONMENTAL EFFECTS OF WASTE DISPOSAL

- (i) NEW DEVELOPMENTS IN THE VICINITY OF EXISTING OR PROPOSED LANDFILL SITES; OR**
- (ii) NEW LANDFILL/WASTE DISPOSAL PROPOSALS IN THE VICINITY OF EXISTING DEVELOPMENT WILL BE STRICTLY CONTROLLED.**

DEVELOPMENT PROPOSALS WILL ONLY BE PERMITTED IF RELIABLE ARRANGEMENTS ARE MADE TO OVERCOME ANY DANGER OF MIGRATING GAS.

- 10.6.8** Welsh Assembly Government Circular 38/89 (Landfill Sites: Development Control) states that there can be no hard and fast rules about the appropriate distance between new landfill sites and existing development in relation to the possible migration of landfill gas and goes on to say that a proposal for a site as close as 250 metres to other developments will require special attention. Similarly, there is a need to carefully control new development or redevelopment in the vicinity of waste disposal sites. In the case of applications on or near landfill sites permission should not be granted unless reliable arrangements can be made to overcome the danger of migrating gas. Planning permission for development in or in close proximity to current or former waste disposal sites will be subject to an assessment of the existence of migrating gas. Waste regulation is now the responsibility of the Environment Agency who will be consulted on all applications for development affected by or concerning waste disposal.
- 10.6.9** Where material of a toxic or hazardous nature is discovered on a potential development site adequate measures shall be taken to deal with the material safely as part of the development proposals. In certain cases on-site containment may be appropriate subject to regulatory control. The Council will have regard for the Environment Agency's policy guidance in respect of such sites, particularly the "Policy and Practice (for the Protection of Groundwater)".
- 10.6.10** Special waste is that which can give rise to a public health risk by virtue of its toxicity or hazardous nature. Certain specified wastes are also classed as being "dangerous or difficult to dispose of". There are a number of sites outside the Vale that can deal with this type of waste safely. Other than those sites that are currently licensed in the Vale to handle asbestos waste, it is not proposed that such a site should be identified in the Vale of Glamorgan. The incineration of clinical waste currently takes place at Sully Hospital. In addition there is an incinerator plant at Llandow Trading Estate which deals with animal carcasses (chiefly domestic pets), and clinical waste. It is important that special attention is given to the safe transport of such wastes within the Vale.



POLICY WAST 4 - WASTE DISPOSAL ON AGRICULTURAL LAND

THE DEPOSIT OF WASTE ON GOOD QUALITY AGRICULTURAL LAND (GRADES 1, 2 AND 3A) WILL NOT BE PERMITTED. PROPOSALS FOR THE IMPROVEMENT OF LOWER GRADED AGRICULTURAL LAND BY THE DEPOSIT OF IMPORTED WASTE WILL BE PERMITTED IF:

- (i) THE IMPROVEMENT SOUGHT IS NECESSARY FOR THE PURPOSE OF AGRICULTURE WITHIN THE HOLDING; AND**
- (ii) THE VOLUME OF WASTE TO BE DEPOSITED IS THE MINIMUM NECESSARY TO ACHIEVE THE IMPROVEMENT SOUGHT.**

10.6.11 It is important to protect good quality agricultural land from degradation or despoliation by tipping or other waste disposal activities. Any planning applications for waste disposal on agricultural land will require a detailed agricultural land classification survey.

10.6.12 Proposals that change the profile of agricultural land through landfilling or landraising operations may result in unnatural landforms. In these cases special regard must be given to the landscape impact of any such proposals, especially with Special Landscape Areas, and any such proposals will be considered against the criteria under the general waste policy WAST 2.

10.7 IMPLEMENTATION

10.7.1 The Council will implement the policies contained in this chapter through its development control function and through its separate responsibilities in respect of waste disposal.



11 COMMUNITY & UTILITY SERVICES

11.1 INTRODUCTION

Newly re-furbished Penarth library



- 11.1.1** There are a range of basic facilities essential for the well being of any community. These comprise Social Services, Education, Health, Telecommunications and Library facilities. The other essential major utilities are electricity, gas, water and sewage.
- 11.1.2** The strategic objectives of the Plan attempt to ensure close liaison and early consultation with the major utilities companies in order to ensure that service provision throughout the Vale of Glamorgan is of the highest possible standard. The Council is aware, however, that the provision of some services can have an adverse effect upon the environment. Whilst recognising that it may have no powers to control the operations of statutory undertakers, the Council will seek to minimise the environmental effect of providing such services e.g. by requiring the laying of underground cables in areas designated for their landscape and/or townscape importance.

11.2 NATIONAL PLANNING GUIDANCE

- 11.2.1** National Planning Guidance in respect of renewable energy is contained within Chapter 12 of Planning Policy Wales 2002, supplemented by Planning Policy Wales Technical Advice Note (Wales) 8: Planning for Renewable Energy (2005). Planning Policy Wales states that Local Planning Authorities should include detailed policies in development plans for developing sources and should identify broad locations, or specific sites, suitable for various types of renewable energy installation. Local authorities are advised to consider the contribution that their area



can make to meeting future energy needs on a local, regional and national basis and to consider the impact of renewable energy projects on the local environment as well as their wider contribution in reducing emission of greenhouse gas. TAN 8 highlights the environmental implications and seeks to promote the use of renewable energy technologies.

11.2.2 Planning Policy Wales 2002 provides national guidance on utility services. This guidance advises Local Planning Authorities that in the preparation of plans, they should take account of the capacity of existing infrastructure including services such as education and health facilities, roads, water supply and sewers, electricity, gas and telecommunications and the need for additional facilities. Local Planning Authorities are also advised that they should consider both the siting requirements of the utilities to enable them to meet demands that will be placed upon them, and the environmental effects of such additional uses. Development may need to be phased to allow time to ensure that the provision of utilities can be managed in a way consistent with general policies for the environment.

11.2.3 Guidance contained within Chapter 12 of Planning Policy Wales 2002 recognises the importance of the growth of the communications services and the implications that network expansion will have on the development of land. The planning system should not be seen to hinder development in this field. However, Government guidance stresses that the environment should not be allowed to suffer damage in the process of community and utility services development.

11.3 OBJECTIVES

11.3.1 In order to provide a context for policies and proposals relating to recreation, the following objectives are put forward:

- To ensure that community and utility services are provided at the highest possible standards to serve the needs of the present and future populations of the Vale of Glamorgan;
- To encourage the use of renewable energy services; and
- To ensure that utility provision is based upon sensitive locational choices and that proposals have a minimum impact on the environment.

11.4 POLICIES & PROPOSALS

Community Services

SOCIAL SERVICES

11.4.1 Responsibility for the provision of social services currently lie with the Vale of Glamorgan Council. The Council's strategic policies for the Vale of Glamorgan are



contained within the Social Care Plan and the Children's Service Plan. The following services are currently available or are planned:

CHILD PROTECTION AND FAMILY SUPPORT SERVICES

- 11.4.2** A family centre has been established in the former Maes y Coed school building. The centre provides a wide range of family services through partnerships to be developed with voluntary organisations. A joint project with Llandaff Diocese has also been implemented to provide family services in the Rural Vale. The project is based in Llantwit Major with the aim of co-ordinating various groups in the Rural Vale to ensure they have access to the services offered by the Statutory Agencies and Voluntary Organisations.

SERVICES FOR ELDERLY PEOPLE

- 11.4.3** The Rondel Resource Centre for the Elderly is located at Maes y Cwm Street, Barry. Additional day care provision is available at the Penarth Gardenhurst Resource Centre for Elderly People on Holmsdale Place. Further day care provision is available in the west Vale, though its location and service provider are currently being reviewed.

HEALTH

- 11.4.4** South Glamorgan Health Authority together with the Family Health Services Authority has produced a Strategic Purchasing Plan for 1994/95 to 2003/04 that outlines proposals for the provision of health care services for the people of the Vale of Glamorgan for the period up to 2004. The plan proposes that Llandough Hospital will be retained and developed, Sully Hospital may close and patients transferred to Llandough and the Barry Hospital.



Sully Hospital

- 11.4.5** Although the plan has not allocated land for the future development of health services, the Council shall liaise closely with the Health Authority over future plans. The location of any new hospitals, surgery facilities and extensions to existing facilities will require that considerable attention is paid to the details of the design, the setting, landscaping and access.



POLICY COMM 1 - LLANDOUGH HOSPITAL

LAND IS RESERVED FOR THE FUTURE DEVELOPMENT AND EXPANSION OF LLANDOUGH HOSPITAL FOR HOSPITAL RELATED USES.

11.4.6 Land is allocated so that the future expansion of Llandough Hospital is not hindered. The proposed land is in a prominent position, so any hospital development on this site must be carefully designed and landscaped. It is considered that any further expansion of the hospital would require improvements to the existing accesses and/or the construction of a new access from the south.



Llandough Hospital

POLICY COMM 2 - REUSE AND REDEVELOPMENT OF REDUNDANT HOSPITALS

PROPOSALS FOR THE REUSE AND REDEVELOPMENT OF REDUNDANT HOSPITALS WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) THE PROPOSAL DOES NOT UNACCEPTABLY EFFECT THE LOCAL ENVIRONMENT OR CHARACTER OF THE AREA;**
- (ii) THE PROVISION OF CAR PARKING, SERVICING AND AMENITY SPACE IS IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;**
- (iii) ACCESS ARRANGEMENTS ARE TO THE COUNCIL'S SATISFACTION;**
- (iv) THE PROPOSAL DOES NOT INVOLVE ANY SIGNIFICANT EXTENSION TO THE EXISTING BUILDINGS;**
- (v) IN THE CASE OF A LISTED BUILDING THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT ITS CHARACTER AS A BUILDING OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST.**

IN APPROPRIATE CASES, DEVELOPMENT PROPOSALS FOR SUCH SITES WILL BE GUIDED BY THE PREPARATION OF A DEVELOPMENT BRIEF.

11.4.7 It is envisaged that during the plan period Hensol, like Sully Hospital, will cease to be used for health purposes. The Council recognises that these existing hospitals are suitable for redevelopment and reuse including prestigious employment uses



such as research and development, conference facilities / hotel or educational / recreational use. A piecemeal approach to development will not be permitted. Proposals for the development of land within the curtilage of these hospitals will be considered in accordance with Policies ENV 1 and ENV 6 of the Plan.



- 11.4.8** Should an application for redevelopment be received by the Council for either listed hospital, it will be considered having regard to the requirements of the UDP's environmental policies relating to listed buildings.

EDUCATION

- 11.4.9** With limited exceptions statutory responsibility for education currently lies with the Council as the Local Education Authority. Currently the demand for new primary schools is derived from the assumption that for every new private dwelling built there is an educational demand of approximately 0.2-0.25 children (figures for the local authority/housing associations are slightly higher). However, the open enrolment policy introduced by Central Government means that every parent will have the option to send their child to any state school providing there is the capacity. This may affect future decisions on where to locate schools and place some existing schools under pressure for expansion.
- 11.4.10** In order to ensure that the future development of schools in areas of projected demand is not hindered the following are identified:

POLICY COMM 3 - PROVISION OF SCHOOLS

LAND IS RESERVED FOR THE DEVELOPMENT OF SCHOOLS AT:

- (i) NORTHEAST BARRY (1.2 HECTARES);**
- (ii) COGAN HALL FARM (0.95 HECTARES); AND**
- (iii) THE WATERFRONT, BARRY (1 HECTARE).**



11.4.11 Policy HOUS 1 identifies three major areas for residential development at North east Barry, Cogan Hall Farm, Penarth and Rhoose. As part of the comprehensive development of two of these sites (North east Barry and Cogan Hall Farm) the Council has requested that land be reserved for primary schools. Exact locations will be identified in the development briefs that will be drawn up for the sites.

11.4.12 The Council is of the opinion that development at Rhoose Point can be served by an extension to the existing Rhws Primary School. The provision in Rhoose will be kept under review. In terms of secondary school provision, the Council does not envisage problems in satisfying any new demand within existing schools.

POLICY COMM 4 - THE REUSE AND REDEVELOPMENT OF BARRY COLLEGE ANNEX

PROPOSALS FOR THE REUSE AND REDEVELOPMENT OF BARRY COLLEGE ANNEX WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) THE PROPOSAL DOES NOT UNACCEPTABLY AFFECT THE LOCAL ENVIRONMENT OR SURROUNDING COUNTRYSIDE;**
- (ii) THE PROPOSAL DOES NOT INVOLVE ANY EXTENSION TO THE EXISTING BUILDINGS;**
- (iii) PROPOSALS FOR THE REPLACEMENT OF THE EXISTING TIMBER FRAMED BUILDINGS DO NOT RESULT IN A SIGNIFICANT INCREASE IN THE ORIGINAL VOLUME OF THE BUILDINGS;**
- (iv) ANY PROPOSALS FOR EMPLOYMENT USE FALL WITHIN BUSINESS CLASS *B1;**
- (v) THE PROVISION OF CAR PARKING, SERVICING AND AMENITY SPACE IS IN ACCORDANCE WITH THE APPROVED GUIDELINES;**
- (vi) HIGHWAY AND PEDESTRIAN ACCESS ARE IMPROVED TO THE APPROPRIATE STANDARD;**
- (vii) THE SITE IS TO BE LANDSCAPED IN ACCORDANCE WITH AN APPROVED PLAN.**

DEVELOPMENT PROPOSALS FOR THE SITE WILL BE GUIDED BY THE PREPARATION OF A DEVELOPMENT BRIEF.

**B1 use - Business as defined by the Town and Country Planning (Use Classes) Order 1987, as amended.*

11.4.13 It is envisaged that during the Plan period the Annex of Barry College, which is located off Five Mile Lane, will cease to be required by the current owners for educational purposes. The College Annex is situated in the attractive Waycock Valley. The existing campus comprises a number of early 20th Century buildings



which were part of the isolation hospital which originally occupied the site, four timber framed buildings erected for educational purposes and a caretakers dwelling.

- 11.4.14** The Council recognises that the existing campus buildings are suitable for sensitive redevelopment and reuse for other uses which are compatible with the countryside location. These could include B1 employment use under the terms of Policy EMP 2, hotel / non residential tourism uses under the terms of Policy TOUR 1, TOUR 4 and TOUR 5, educational purposes, medical facilities, community use, horticulture under the terms of Policy ENV 9 and sports and recreation under the terms of Policy REC 7. In the Council's opinion reuse and redevelopment of the site for residential purposes is inappropriate and contrary to policies contained in the Environment and Housing chapters of the Plan.
- 11.4.15** The Council accepts that reconstruction of the existing timber framed buildings may be necessary. However, this should be undertaken in a sensitive manner ensuring that replacement structures occupy the same footprint. Whilst reconstruction of the existing timber framed buildings will be permitted the Council will seek to ensure that no other additional construction takes place within the campus.
- 11.4.16** In order to ensure continued highway safety along Five Mile Lane the Council will require improvements to the existing vehicular / pedestrian access. These improvements will require the upgrading of the existing vehicular access and the creation of safe public footpath linkages. All vehicular and pedestrian access improvements must be undertaken in a manner that respects the sensitivity of the location.
- 11.4.17** In order to protect the attractive setting of the Waycock Valley a piecemeal approach to development will not be permitted. Proposals for the development of land within the curtilage of the campus will be considered in accordance with Policy ENV 1 of the Plan.

LIBRARY PROVISION

- 11.4.18** The Vale of Glamorgan Council has responsibility for library services, and currently in the Vale there are five full time libraries. These are located at Barry, Penarth, Cowbridge, Dinas Powys and Llantwit Major. Of these full time facilities, the one which is considered to be inadequate for current and future needs is Barry, located



IT classes, Llantwit Major library



Storytime in Barry library



in the former Municipal Buildings at King Square. It is envisaged that a new library facility will be accommodated in the redevelopment of King Square, Barry during the Plan period.



Artist's impression of proposed new Barry library

COMMUNITY HALLS

11.4.19 There are some 100 community halls within the Council's area. Most of these halls are owned and controlled by churches, with the Council owning and managing approximately 20%. In rural areas, the availability of local facilities is an important factor in maintaining the quality of life for residents. In practice, whilst locational considerations are important, it is equally important to ensure that the building is capable of fulfilling a range of functions useful to local people. In urban areas there tends to be a large number of community halls with consequent overlap between catchment areas.

11.4.20 In 1992, the former Borough Council considered the future requirements for community facilities through the Vale, and a survey was undertaken of the existing levels of provision. The general conclusion was that all parts of the Vale had adequate coverage. New facilities may be required where overlapping catchment areas suggest the need for rationalisation or where existing facilities are in poor condition or are unsuitable for the requirements of the local community.

POLICY COMM 5 - RETENTION OF COMMUNITY FACILITIES

THE RETENTION OF COMMUNITY FACILITIES IN RURAL SETTLEMENTS AND VILLAGES WILL BE FAVOURED.

11.4.21 For the purposes of this Policy community facilities are defined as services which seek to primarily meet the needs of the rural communities. Facilities such as Village



Shops, Post Offices, Churches, Community Halls and Public Houses provide an important service in rural areas and help engender a sense of community.

- 11.4.22** Development proposals for the conversion of existing community facilities to alternative uses will be assessed in the light of all material considerations including the availability and accessibility of alternative services. Proposals for the conversion of retail uses in local and neighbourhood centres to alternative uses will be assessed in conjunction with Policy SHOP 9.

Utility Services

- 11.4.23** The Council will seek to minimise the effects of the provision of utility services on the environment through consultation with statutory undertakers. In particular, new utility services in conservation areas, areas of attractive landscape and sites of wildlife importance should where feasible be placed underground or diverted so as to minimise their impact. Where services are placed underground, adequate measures should be taken to restore the land to harmonise with its surroundings. Where services are placed underground sites of nature conservation interest and archaeological importance should be avoided. The Council wished to encourage the rationalisation of service provision so as to reduce adverse impact.

ELECTRICITY

- 11.4.24** The National Grid Company plc (NGC) operate and maintain a network of high voltage powerlines (275kv and above) that enables the transmission of electricity. NGC currently has several lines connecting with the power station at Aberthaw. In light of the high cost and other associated difficulties it is acknowledged by the Council that the undergrounding of high voltage powerlines will only be carried out in appropriate circumstances.
- 11.4.25** SWALEC has confirmed that a new grid substation will be required to service the north east Barry and Cogan Hall Farm housing development areas for which a site will need to be identified.
- 11.4.26** The proposed housing development at Rhoose identified in Policy HOUS 1 will be supplied from the East Aberthaw Grid Sub Station. This, however, is an interim measure, and any new development may require the construction of a new 132kv-sub station in the area. The actual timing of the new grid sub station will depend on the development in and around the village of Rhoose and Cardiff International Airport.
- 11.4.27** SWALEC will require reinforcement of the electricity distribution system during the Plan period, and will include a new 132kv circuit to link Cardiff Bay via Sully, Barry and Penarth with Aberthaw.

GAS

- 11.4.28** British Gas have confirmed that they do not anticipate any problems in making a gas supply available to the proposed residential developments at north east Barry, Cogan Hall Farm and Rhoose. Any application for gas supply will, however, need to satisfy the current marketing and financial criteria associated with new supplies.



WATER

- 11.4.29** In instances where water mains traverse development sites, works intended to protect the integrity of the water mains must be undertaken. Where the integrity of the water main cannot be protected, it may be necessary for the line of the watermain to be diverted. Where development land is located on the fringe of settlements, extensions to the existing water mains may be required to service the site. Dwr Cymru- Welsh Water require that the cost of all works associated with the protection, extension and diversion of water mains with development sites be borne by the developer.
- 11.4.30** Dwr Cymru - Welsh Water have confirmed that the proposed housing development at Cogan Hall Farm will require the provision of a new off-site main, to be provided at the developer's expense. The development at north east Barry will need to take account of the present water main which will affect the layout of the site. The site will be adequately served by a main situated on its northern boundary.
- 11.4.31** Dwr Cymru - Welsh Water have indicated that there are currently some constraints to supplying the development at Rhose. Whilst there has been a recently constructed mains extension in the vicinity of Cardiff International Airport (to meet immediate demands) there remains a restriction in the distribution system in the Weycock Cross area. This is subject to further investigation with a view to the necessary capital improvements being promoted to facilitate all of the development identified at Rhose in the Plan. Any further major water supplies would be subject to special arrangements and the developer would be required to contribute towards the cost.

PUBLIC SEWAGE TREATMENT/TRUNK SEWERS

- 11.4.32** Dwr Cymru - Welsh Water currently provide sewage treatment throughout the Vale of Glamorgan. In accordance with the requirements of the Green Seas Initiative and the Urban Waste Treatment Directive, Dwr Cymru is implementing a number of projects aimed at improving discharges and bringing about improvements in the Coastal waters along the Vale of Glamorgan. The current and future provision for Public Sewage treatment/trunk sewers in the Vale is as follows;

East Vale

- 11.4.33** Dwr Cymru- Welsh Water have recently initiated improvements in the Wenvoe treatment works. These improvements necessitated the closure of the treatment works and installation of a new pumping station. It is Dwr Cymru- Welsh Water's intention that all sewage treatment demands in the east Vale will be served by the recently constructed sewage treatment works located at Cog Moors.
- 11.4.34** Dwr Cymru - Welsh Water are presently implementing a £48 million scheme aimed at improving the bathing waters around Barry together with the recreational waters around Barry together with the recreational waters around Lavernock and Penarth. The scheme when fully operational will comply with the European Community Urban Waste Directive (91/271/EEC) and will bring an end to the discharge of raw sewage into coastal waters of the east Vale

Rural Vale

- 11.4.35** As a result of a scheme funded jointly by Dwr Cymru- Welsh Water and the former Borough Council, the villages of Ystradowen, Maendy and Trehyngyll were



connected to the main sewage lines in 1994. The sewage from these villages and proposed new housing developments in Aberthin and Ystradowen will discharge into the treatment works at Llanblethian.

West Vale

- 11.4.36** The requirements of new housing developments with the western Vale has necessitated the construction of a new sewage treatment complex, to be located west of Llantwit Major. The proposed complex will include a pumping station and sewage treatment works and is scheduled for completion by the end of 1998.
- 11.4.37** The various proposed developments identified in the UDP may well necessitate improvements to the existing public sewage system and it is expected that developers will either utilise the requisition procedure for the provision of facilities by Dwr Cymru - Welsh Water or carry out the necessary improvements as part of each development.
- 11.4.38** Where the existing foul sewerage system cannot serve new developments, improvements to the system must be carried out prior to the development becoming operational. However, where connection to the mains is not feasible, consideration may be given to the use of private sewage treatment facilities provided that ground conditions are satisfactory and the plot of land is of sufficient size for an adequate sub soil drainage system. Small private sewage treatment plants within sewered areas will not be considered to be acceptable.

TELECOMMUNICATIONS

- 11.4.39** Modern communications are an essential and beneficial element in the life of the local and national community. The provision of new communications technology and the maintenance of the established network entail the physical development of land and have implications for the control of development.
- 11.4.40** Government policy seeks to facilitate the growth of telecommunications, including cellular radio and cable television, together with new forms of broadcasting. Planning Policy Wales 2002 recognises the need for access to modern, high speed telecommunications services throughout Wales and the provision of sites for such installations, whilst taking full account of the effect upon the environmental amenity of neighbouring areas. The Guidance also specifies that when considering telecommunications development proposals, local planning authorities should take account of the limitations imposed by the nature of the network and the technology. The Guidance requires that local planning authorities identify criteria



Mobile phone mast near Llandow



intended to guide telecommunications developments in order to minimise the impact on amenity consistent with operational requirements. In light of these aims the following policy is put forward:

POLICY COMM 6 - TELECOMMUNICATION

THE DEVELOPMENT OF TELECOMMUNICATION SYSTEMS BY TELECOMMUNICATIONS OPERATORS WILL BE PERMITTED IF:

- (i) THERE ARE NO SUITABLE EXISTING FACILITIES SUCH AS EXISTING RADIO MASTS AND TOWERS OR EXISTING BUILDINGS THAT CAN BE UTILISED;**
- (ii) SUFFICIENT MEASURES ARE TAKEN TO MINIMISE THE VISUAL IMPACT OF THE DEVELOPMENT SUCH AS SITING TO TAKE ADVANTAGE OF TREE SCREENING, INCORPORATION OF APPROPRIATE LANDSCAPING AND APPROPRIATE COLOURING OF APPARATUS INCLUDING MASTS AND ANTENNAS; AND**
- (iii) THE DEVELOPMENT DOES NOT HAVE AN UNACCEPTABLE EFFECT ON THE INTERESTS OF AGRICULTURE, CONSERVATION, AREAS OF ECOLOGICAL INTEREST, ARCHAEOLOGICAL SITES, WILDLIFE AND LANDSCAPE IMPORTANCE, OR ON FEATURES OF GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE.**

11.4.41 The Council recognises the importance of modern telecommunication installations in both a social and commercial context. Owing to the potentially obtrusive nature of telecommunication installations, it is important that the demands of telecommunication companies are balanced with the needs of the surrounding environment. The Council welcomes early discussion with British Telecommunications Limited together with other operators over their proposals and future service provision.

11.4.42 With regard to major housing allocations (Policy HOUS 1) British Telecom does not anticipate any problems in providing a service to the housing developments proposed at north east Barry, Cogan Hall Farm and Rhoose although they will require an early indication of the size of the developments.

RENEWABLE ENERGY

11.4.43 The potential for developing renewable energy resources within the Vale must be looked at in conjunction with policies to protect the natural and urban environment. Any proposals for renewable energy within the Vale must not adversely affect the countryside of the Vale of Glamorgan, the coastline or the setting of any of the Conservation Areas.

11.4.44 It is not considered that there are any sites that are suited to wind power development within the Vale of Glamorgan.



**POLICY COMM 7 - WIND GENERATORS AND FARMS**

PROPOSALS FOR INDIVIDUAL WIND GENERATORS AND WIND FARMS WILL BE PERMITTED IF:

- (i) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT UPON THE LANDSCAPE, PARTICULARLY WHEN VIEWED FROM PUBLIC ROADS, PUBLIC RIGHTS OF WAY AND OTHER LAND USED BY THE GENERAL PUBLIC. PROPOSALS WHICH FALL WITHIN THE GLAMORGAN HERITAGE COAST AND AREAS OF HIGH LANDSCAPE IMPORTANCE, OR LIE OUTSIDE SUCH AREAS BUT HAVE AN UNACCEPTABLE ADVERSE VISUAL EFFECT UPON THEM WILL NOT BE PERMITTED;**
- (ii) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT UPON SITES OF CONSERVATION, ARCHAEOLOGICAL, HISTORICAL, ECOLOGICAL AND WILDLIFE IMPORTANCE;**
- (iii) ALL POSSIBLE STEPS ARE TAKEN BY THE DEVELOPERS TO MINIMISE NOISE DISTURBANCE AND SHADOW FLICKER FROM THE TURBINES FOR LOCAL RESIDENTS. DEVELOPERS WILL BE REQUIRED TO AMELIORATE PROBLEMS BY THE USE OF APPROPRIATE LEGAL AGREEMENTS AND / OR CONDITIONS ATTACHED TO THE GRANTING OF PLANNING CONSENT;**
- (iv) ALL POWER LINES CONNECTING THE TURBINES TO THE NATIONAL GRID SHOULD RESULT IN NO UNACCEPTABLE VISUAL EFFECT UPON THE LANDSCAPE OF THE VALE OF GLAMORGAN;**
- (v) THE NUMBERS OF ANCILLARY BUILDINGS ARE LIMITED AND ARE DESIGNED AND SITED TO MINIMISE THEIR IMPACT ON THE LANDSCAPE;**
- (vi) THE CUMULATIVE EFFECTS OF DEVELOPMENT DO NOT HAVE AN UNACCEPTABLE IMPACT UPON THE LANDSCAPE;**
- (vii) ACCESS FOR CONSTRUCTION TRAFFIC CAN BE PROVIDED WITHOUT DANGER TO HIGHWAY SAFETY AND SHOULD BE CONSTRUCTED IN LOCALLY SYMPATHETIC MATERIALS (I.E. ROAD BASED MATERIALS TOP DRESSED WITH LOCAL SOIL TO REGENERATION OF VEGETATION);**
- (viii) THE PROPOSAL DOES NOT CREATE SIGNIFICANT OR IRREMIEDIABLE RADIO INTERFERENCE;**
- (ix) THE PROPOSAL DOES NOT UNACCEPTABLY EFFECT OPERATIONS UNDER THE CONTROL OF THE CIVIL AVIATION AUTHORITY OR THE MINISTRY OF DEFENCE; AND**
- (x) WITHIN 24 MONTHS OF PART OR THE WHOLE OF THE SITE BECOMING PERMANENTLY INOPERATIVE THE STRUCTURES SHALL BE REMOVED, AND THE SITE RESTORED TO ITS FORMER USE.**

(PERMANENTLY INOPERATIVE IS CONSIDERED TO BE WHEN A TURBINE HAS NOT BEEN IN OPERATION FOR THE PURPOSE OF ELECTRICITY PRODUCTION FOR A PERIOD EXCEEDING 6 MONTHS).



Sites that are considered by developers to be appropriate for renewable energy development within the Vale are likely to be found at altitudes in excess of 30 meters above sea level, and are therefore likely to provide a potentially intrusive feature in the landscape. In order to allow the Council to assess the environmental impact of proposals, the Council will require developers to submit an Environmental Impact Assessment (EIA) undertaken in accordance with the provisions of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

POLICY COMM 8 - OTHER RENEWABLE ENERGY SCHEMES

PROPOSALS FOR OTHER RENEWABLE ENERGY SCHEMES WILL BE PERMITTED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

- (i) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT ON THE IMMEDIATE AND SURROUNDING COUNTRYSIDE;**
- (ii) THE PROPOSAL HAS NO UNACCEPTABLE EFFECT UPON THE SITES OF CONSERVATION, ARCHAEOLOGICAL, HISTORICAL, ECOLOGICAL AND WILDLIFE IMPORTANCE;**
- (iii) ADEQUATE MEASURES ARE TAKEN, BOTH DURING AND AFTER CONSTRUCTION, TO MINIMISE THE IMPACT OF THE DEVELOPMENT ON LOCAL LAND USE AND RESIDENTIAL AMENITY.**

11.4.45 The aim of the planning system is to secure economy, efficiency and amenity in the use of land in the public interest. The Council recognises that policies for developing renewable energy must be weighed carefully with its continuing commitment to policies which seek to protect the local environment. The Council acknowledges the advice in TAN 8 that proposals to harness renewable energy can display a variety of factors peculiar to the technology involved. Moreover, such schemes can have particular locational constraints since, in many cases the resources can only be harnessed where it occurs. The Council will assess applications for renewable energy developments in the light of the guidance put forward by the Welsh Assembly Government in TAN 8.

11.4.46 In accordance with the requirements of schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, planning applications proposing the development of renewable energy sources such as wind generation and Hydroelectricity must be accompanied by an Environmental Impact Assessment.

SEVERN BARRAGE

11.4.47 The Council recognises that future potential of the Severn Estuary for tidal power, but it is considered that its development is unlikely to be implemented during the Plan period. The implications of a Severn Barrage tidal power scheme with a landfall in the Vale of Glamorgan are so great that the UDP would require considerable amendment.



CEMETERIES

- 11.4.48** The Council has been advised that during the Plan period there will be a requirement for additional burial space to be provided within the Barry, Penarth and Llantwit Major areas, because existing cemeteries are reaching capacity. Land for the development of new burial space will be made available as part of the Cogan Hall Farm development.
- 11.4.49** Whilst the Council has no statutory obligation in this matter it will in conjunction with Barry and Llantwit Major Town Councils seek to identify suitable land for burial purposes. Consideration will be given to proposals for all burial methods including traditional cemeteries, crematoriums and alternative green burials.

POLICY COMM 9 - ADDITIONAL BURIAL LAND

PROPOSALS FOR ADDITIONAL BURIAL LAND IN THE FOLLOWING IDENTIFIED AREAS OF NEED: BARRY, PENARTH, LLANTWIT MAJOR, WILL BE PERMITTED IF:

- (i) PARKING AND SERVICING ARE PROVIDED IN ACCORDANCE WITH THE COUNCIL'S APPROVED GUIDELINES;**
- (ii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE EFFECT ON RESIDENTIAL AMENITIES BY VIRTUE OF GIVING RISE TO NEW OR EXACERBATE EXISTING LOCAL PROBLEMS RESULTING FROM TRAFFIC GENERATION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS; AND**
- (iii) THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE IMPACT ON GOOD QUALITY AGRICULTURAL LAND (GRADES 1, 2 AND 3A), ON AREAS OF ATTRACTIVE LANDSCAPE OR HIGH QUALITY TOWNSCAPE OR ON AREAS OF HISTORICAL, ARCHAEOLOGICAL OR ECOLOGICAL IMPORTANCE.**

11.5 IMPLEMENTATION

- 11.5.1** The Council recognises that it has little direct control over the provision of some community and utility services. However, it will monitor existing and future planned provision and bring pressure upon the providers of such services where appropriate to adequately maintain and where necessary, improve the service. Likewise, through its development control function the Council will ensure that the providers of major utilities not only take account of meeting the require demand for their services but that any works are implemented in a manner which will not detract from the environmental quality of the Vale of Glamorgan.



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APPENDIX 1

ENVIRONMENTAL APPRAISAL

TABLE 1: *Opportunities for Influencing the Environment*

Element of Environmental Stock LANDSCAPE AND COUNTRYSIDE

DESIRABLE TREND	WILL THE PLAN...?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY...	POLICY No. IN THE UDP
1. Maintain and enhance the quantity and contribution of open land	A. Limit the amount of development on previously open land	<ul style="list-style-type: none"> ▪ Emphasise brownfield sites and existing settlements for new development ▪ Protect the openness of the countryside ▪ Control the cumulative effect of minor developments ▪ Maintain strict guidelines for minor development 	<p>HOUS 1, 2</p> <p>ENV 1, 3 HOUS 3</p> <p>ENV 9, 10</p> <p>ENV 9, 10</p>
	B. Avoid harm through cumulative impacts		
	C. Maintain the quality of valued landscapes including the coast	<ul style="list-style-type: none"> ▪ Designate land according to character and consider development according to strict criteria based on character and ▪ Require development to be designed in acknowledge its context and management ▪ Require the retention and management of existing features, and the addition of appropriate landscape ▪ Reclaim damaged landscapes 	<p>ENV 4, 5, 6 REC 7, 8, 9</p> <p>ENV 11, HOUS 8</p> <p>ENV 11, 12, 27</p> <p>ENV 12</p>
	D. Increase the opportunity for equitable and benign access	<ul style="list-style-type: none"> ▪ Link urban open space networks with the fringe and the countryside ▪ Maintain rights of way and seek new access agreement 	<p>ENV 24, REC 12</p> <p>TRAN 9, REC 12</p>

Element of Environmental Stock AIR

DESIRABLE TREND	WILL THE PLAN...?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY...	POLICY No. IN THE UDP
1. Decrease emissions from Transport	A. Reduce trip length	<ul style="list-style-type: none"> ▪ Increase settlement density ▪ Increase proportion of people in large settlements ▪ Disperse facilities within settlements ▪ Use urban land productively 	HOUS 1 SHOP 1, 2, 3, 6, 9
	B. Increase travel share by public transport	<ul style="list-style-type: none"> ▪ Increase density ▪ Create linear development ▪ Provide travel facilities ▪ Assist bus priority ▪ Limit road space for cars ▪ Restrain car parking ▪ Concentrate facilities at public transport nodes ▪ Co-ordinate trip density with public transport accessibility 	TRAN 3 REC 2
	C. Increase walking and cycling	<ul style="list-style-type: none"> ▪ Some of above, plus - ▪ Design for lower traffic speed ▪ Provide facilities ▪ Connect new developments into networks 	TRAN 9
2. Decrease emissions from building heating	(see Energy)		
3. Decrease other gaseous pollution	Decrease industrial pollution	<ul style="list-style-type: none"> ▪ Control the location of polluting industry 	ENV 29, EMP 5 SHOP 10
4. Improve air quality	Promote CO2 fixing	<ul style="list-style-type: none"> ▪ Protect trees and manage woodland ▪ Increase tree planting 	ENV 11, 12, 24

Element of Environmental Stock **ENERGY**

DESIRABLE TREND	WILL THE PLAN...?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY...	POLICY No. IN THE UDP
1. Reduce the use of energy by transport	(see AIR and decrease of emissions)		ENV 27
2. Reduce the use of energy by buildings	A. Improve average energy efficiency of building stock	<ul style="list-style-type: none"> · Promote energy efficient layouts and aspects · Accommodate energy saving modifications · Seek CHP schemes in major developments 	
	B. Reduce or reuse or recycle materials	<ul style="list-style-type: none"> · Manage waste disposal capacity · Provide recycling facilities 	
	C. Provide for energy recovery from waste	<ul style="list-style-type: none"> · Identify suitable facilities and seek energy recovery 	
	D. Assist renewable energy generation	<ul style="list-style-type: none"> · Identify and protect sites with potential sites for wind and hydro schemes · Accommodate wind turbines · Promote biomass as a land use 	

Element of Environmental Stock **BIODIVERSITY**

DESIRABLE TREND	WILL THE PLAN...?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY...	POLICY No. IN THE UDP
1. Maintain and enhance biodiversity	Recognise, protect, manage and add to habitats	<ul style="list-style-type: none"> · Protect designated sites · Protect land and features with nature conservation value · Identify, protect and promote wildlife corridors · Control pollution · Seek new habitats and ongoing management 	<p>ENV 13, 14, 15</p> <p>ENV 6, 11, 13, 14, 15, 24</p> <p>ENV 12, 13, 14</p>

Element of Environmental Stock **AMENITY OPEN SPACE**

DESIRABLE TREND	WILL THE PLAN...?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY...	POLICY No. IN THE UDP
1. Increase the contribution of open space to local amenity	Maintain and enhance the quantity, quality and accessibility of open space in and around urban areas	<ul style="list-style-type: none"> · Protect open space from development · Seek open space within new development · Seek opportunities to link open spaces in a cycling / walking network · Reclaim derelict land 	ENV 24 REC 1, 10 HOUS 8 REC 3, 5, 6 TRAN 9, REC 12 ENV 25

Element of Environmental Stock **WATER**

DESIRABLE TREND	WILL THE PLAN...?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY...	POLICY No. IN THE UDP
1. Maintain and enhance the quantity and quality of water	Protect and conserve the quality and quantity of water sources	<ul style="list-style-type: none"> · Limited development to capacity of supply · Protect ground water sources · Control pollution · Maintain flood storage · Promote conservation and recycling of water · Add new water bodies 	ENV 7 ENV 29 ENV 7

Element of Environmental Stock **SOIL**

DESIRABLE TREND	WILL THE PLAN...?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY...	POLICY No. IN THE UDP
1. Maintain the productive capacity of the soil	Maintain the quantity and quality of agricultural land	<ul style="list-style-type: none"> · Protect the best and most versatile agricultural land · Take the integrity of agricultural holdings into account · Restore minerals/waste workings to at least equal agricultural quality 	ENV 2, 9 WAST 4 MIN 10

Element of Environmental Stock **MINERALS**

DESIRABLE TREND	WILL THE PLAN...?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY...	POLICY No. IN THE UDP
1. Conservation of stock	A. Reduce the consumption of minerals	<ul style="list-style-type: none"> · Limit the amount of development · Manage the supply of primary aggregates · Promote the recycling of buildings materials 	<p>MIN 4, 5</p> <p>MIN 2</p>
	B. Protect sources of minerals	<ul style="list-style-type: none"> · Safeguard known minerals sites · Inhibit use of high grade material for low grade purposes 	MIN 3
	C. Preserve geological features	<ul style="list-style-type: none"> · Prevent exploitation of geological features 	

Element of Environmental Stock **HUMAN HERITAGE AND CULTURE**

DESIRABLE TREND	WILL THE PLAN...?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY...	POLICY No. IN THE UDP
1. Maintain the stock of valued places, buildings, artefacts and features	Protect those products of human endeavour which are part of the national asset and which contribute to the familiar and distinctive character	<ul style="list-style-type: none"> · Protect valued buildings and townscapes from unsympathetic change · Establish design guidelines for alterations and additions in sensitive situations · Provide for the investigation, recording and protection of archeological features · Identify and protect historic landscapes · Acknowledge the importance of the ordinary and the familiar · Seek opportunities to add to the stock, e.g. with '% for art' · Seek opportunities to increase awareness 	<p>ENV 17, 20, 21, 22, 23 HOUS 8</p> <p>ENV 27</p> <p>ENV 18, 19</p> <p>ENV 17</p> <p>ENV 27</p>

Element of Environmental Stock **QUALITY OF LIFE**

DESIRABLE TREND	WILL THE PLAN...?	POLICIES AND PROPOSALS ARE SUPPORTIVE IF THEY...	POLICY No. IN THE UDP
1. Spread a better quality of life	A. Increase access to jobs, facilities and amenities		EMP 1, 2 TRAN 1, 3
	B. Increase the availability of appropriate housing		HOUS 2, 12, 13
	C. Decrease the intrusive effects of traffic		
	D. Decrease the opportunities for crime		

Source: The Environmental Appraisal of the Consultative Draft Vale of Glamorgan UDP, Baker Associates 1996

N.B. The policy numbers have been amended to reflect those contained in the Adopted Vale of Glamorgan Unitary Development Plan 2005.

TABLE 2: *Level of Engagement with the Environment*

HOUSING

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	<ul style="list-style-type: none"> · Development to avoid impact on amenity · More design guidance needed for good development 	Level 3	3
		Level 4	3
Natural	<ul style="list-style-type: none"> · No development in the countryside · Concern expressed but more guidance needed 	Level 3	4
		Level 4	3
Global	<ul style="list-style-type: none"> · Provision made according to strategy · Attention to low energy design needed 	Level 4	2
		Level 4	2

ECONOMIC DEVELOPMENT AND TOURISM

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	<ul style="list-style-type: none"> · Positive policies in place 	Level 3	3
Natural	<ul style="list-style-type: none"> · Protective policies in place 	Level 3	3
Global	<ul style="list-style-type: none"> · Provision made according to strategy with some major exceptions 	Level 4	2

TRANSPORTATION

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	· Road proposals with little mention of impacts	Level 1	2
	· Protective policies for effects of traffic	Level 3	3
Natural	· Road proposals with little mention of impacts	Level 1	1
Global	· Road proposals with little mention of impacts	Level 1	1
	· Public transport improvements encouraged	Level 2	2
	· Some provision for cycling	Level 3	2

RETAIL

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	· Policies to improve centres	Level 3	4
	· Policies to improve amenity	Level 3	4
Natural	· Policies to resist out of town stores	Level 3	3
	· Provision made according to strategy	Level 4	4
Global	· Policies to resist out of town stores	Level 3	3
	· Provision made according to strategy	Level 4	4

MINERALS

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	<ul style="list-style-type: none"> · Protective policies in place · Provision made but no information on impacts 	Level 3	4
		Level 4	1
Natural	<ul style="list-style-type: none"> · Protective policies in place · Provision made but no information on impacts 	Level 3	4
		Level 4	1
Global	<ul style="list-style-type: none"> · Provision made but no information on impacts 	Level 4	1

WASTE MANAGEMENT

ENVIRONMENT	POLICY OBJECTIVE	LEVEL OF ENGAGEMENT	LEVEL OF ATTAINMENT
Local	<ul style="list-style-type: none"> · Some protective policies in place 	Level 3	4
Natural	<ul style="list-style-type: none"> · Some protective policies in place 	Level 3	4
Global	<ul style="list-style-type: none"> · Reference to waste management hierarchy but no effective action 	Level 2	1

Source: *The Environmental Appraisal of the Consultative Draft Vale of Glamorgan UDP, Baker Associates 1996*

N.B. This assessment has not been updated following changes to the Plan made by the Proposed Modifications (2003) and Further Proposed Modifications (2004).

EXPLANATORY NOTES:	
<p>Level of Engagement refer to the manner in which policies contained within the UDP relate to, and impact on the environment. The levels are defined as follows;</p> <p>Level 1: No comment: Failure of the Plan to recognise that the manner in which it addresses a particular topic may have an impact upon the environment.</p> <p>Level 2: Acknowledgement: Failure of the Plan to attempt to influence the environment by providing positive policies or guidance.</p> <p>Level 3: Proscription: It is common for plans to encompass a wide range of environmental issues by the use of a criteria in development control policies which state that a given issue will be taken into account, or that development which adversely affects a given environmental feature is resisted. The adoption of this 'rule book' approach can be attributed to the introduction of s54A of the Town & Country Planning Act 1990. It is necessary in order to provide a degree of certainty to developers as to how</p>	<p>proposals will be considered, and to provide a 'back stop' to prevent development where there are sound planning reasons for doing so. But if this is as far as a plan goes opportunities will have been missed, and the management of the environment by the Plan will not be as good as it could be.</p> <p>Level 4: Prescription: The expectation of a Plan-led system is that the Plan will indicate how necessary development is to be provided for. If this approach is adopted many consequences may follow. Suitable provision already having been made is the best argument for resisting other development proposals which come forward. Making provision in a plan means that environmental consequences of the strategic relationship between different proposals can be considered, and so can their cumulative impacts. Development proposals in a plan can be tempered and guided by the wording of the proposal, through development briefs and design guidance, and by the expectation of conditions and obligations.</p> <p>Level of Attainment: The figure in the last box is a measure of how successful the approach taken is, on the scale of 1 to 5 with 5 being the best.</p>



APPENDIX 2

DESIGNATED AND DEFINED SITES

1. INTERNATIONAL DESIGNATIONS

- Severn Estuary (part), pSAC, SPA, Ramsar Site ST 189 681
- Dunraven Bay, cSAC ST 866 755 / SS 897 717

2. SITES OF SPECIAL SCIENTIFIC INTEREST

- Barry Island ST 110 662 / ST 110 661
- Clemenstone Meadows, Wick SS 920 739
- Cliff Wood / Golden Stairs, Porthkerry ST 091 670
- Cnap Twt, St Brides SS 911 753
- Coed y Bwl, St Brides SS 909 752
- Cog Moors ST 158 694
- Cosmeston Lakes, Lower Penarth ST 173 693
- Cwm Cydfin, Leckwith ST 165 739
- East Aberthaw Coast ST 042 658
- Ely Valley (part) ST 061 789 / ST 097 767
- Ewenny and Pant Quarries SS 895 760 / SS 902 768
- Hayes Point - Bendricks Rock, Barry ST 138 671
- Monknash Coast SS 903 705 / SS 934 676
- Nant Whitton Woods, Llancarfan ST 062 715
- Nash Lighthouse Meadows SS 920 680
- Old Castle Down, St Brides SS 805 758
- Penarth Coast ST 189 681
- Pysgodlyn Mawr, Welsh St Donats ST 168 669
- Severn Estuary (part) ST 189 681
- Southerndown Coast SS 866 755 / SS 897 717
- Sully Island ST 167 676

3. LOCAL NATURE RESERVES

- Cliff Wood, Porthkerry ST 091 670
- Cwm Talwg, Barry ST 103 684

4. WILDLIFE TRUST OF SOUTH AND WEST WALES MANAGED SITES

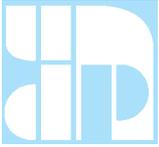
- Coed y Bwl, Castle upon Alun SS 909 751
- Aberthaw Saltmarsh ST 043 659
- Coed Garnllwyd, Llancarfan ST 058 713
- Cwm Colhuw, Llantwit Major SS 606 674
- Lavernock Point ST 182 680
- Gwern Rhyd, St Georges ST 097 768
- Coed Llwyn Rhyddid, Hensol ST 040 779

5. PARKS & GARDENS OF SPECIAL HISTORIC INTEREST IN WALES

· Cold Knap Park, Barry	ST 101 663
· Romilly Park, Barry	ST 102 669
· Coedarhydyglyn, St Nicholas	ST 104 751
· Cwrt-yr-Ala, Michaelston-le-Pit	ST 143 732
· Dunraven Park, Southerndown	SS 888 728
· Dyffryn, St Nicholas	ST 095 723
· Ewenny Priory	SS 912 778
· Fonmon Castle	ST 047 680
· Hensol Castle	ST 047 789
· Plas Llanmihangel	SS 981 719
· Llantrithyd Place	ST 043 727
· Old Beaupre Castle, St Hilary	ST 009 720
· Alexandra Park, Penarth	ST 187 715
· Italian Gardens, Penarth	ST 188 712
· Windsor Gardens, Penarth	ST 187 712
· Pwll-y-wrach, Colwinston	SS 953 754
· St Donat's Castle	SS 934 680
· Wenvoe Castle	ST 121 713

6. LANDSCAPES OF OUTSTANDING INTEREST IN WALES

· Llancarfan	ST 050 070
· Merthyr Mawr (part)	SS 870 760



APPENDIX 3

CONSERVATION AREAS

Aberthin
Barry Garden Suburb
Barry Marine
Bonvilston
Boverton
Broughton
Cadoxton
Colwinston
Cowbridge with Llanblethian
Dinas Powys
Drope
East Aberthaw
Flemingston
Gileston
Llanbethery
Llancadle
Llancarfan
Llandow
Llangan
Llanmaes
Llanmihangel
Llantrithyd
Llantwit Major
Llysworney
Michaelston Le Pit
Monknash
Penarth
Pendoylan
Penmark
Peterston-super-Ely
Porthkerry
Rhoose
St. Brides Major
St. Hilary
St. Nicholas
Talygarn Hospital
Wenvoe



APPENDIX 4

RESIDENTIAL LAND AVAILABLE AS AT 1st APRIL 2001

Source: Joint Land Availability Study (WDA, 2002)

Sites with Planning Consent over 10 units

BARRY PRIVATE SECTOR

Reference	Location	Units Available (inc. units under construction but not sold)	Type of Planning Consent
B24d/g	Gibbonsdown IV, Barry	4	FULL
B95	Lakin Drive, Barry	1	OUTLINE
B125	Barry Waterfront	798	OUTLINE
B257	Cwm Barri Way, Barry	33	PART FULL
B241	Woodfield Heights, Barry	7	FULL
B296	YMCA, Woodlands Road, Barry	11	FULL
B295	Former Holiday Camp, Barry Island	193	FULL
B25	Pencoedtre, North East Barry	665	FULL
TOTAL		1712	

PENARTH AND EAST VALE PRIVATE SECTOR

Reference	Location	Units Available (inc. units under construction but not sold)	Type of Planning Consent
EV213	Penarth Haven, Penarth	216	OUTLINE, PART FULL
EV262	Cogan Hall Farm, Penarth	400	OUTLINE
	48 Elmgrove, Dinas Powys	11	FULL
TOTAL		627	

**RURAL VALE (INCLUDING COWBRIDGE AND LLANTWIT MAJOR)
PRIVATE SECTOR**

Reference	Location	Units Available (inc. units under construction but not sold)	Type of Planning Consent
LM84	The Coalyard, Llantwit Major	10	FULL
RV460	Mayflower Site, Rhoose	0	FULL
RV458a	Lower Farm, Rhoose (Westbury)	2	FULL
RV451	Rhoose Point	510	FULL
	St. Michael's Church	10	FULL
RV400 RV453	The Sawmill Site, Ystradowen (Barratts)	0	FULL
B25	Cowbridge Road, Ystradowen, (Persimmon)	0	FULL
	Land off Marine Drive, Ogmore-by-Sea	1	FULL
	Williams Garage, Llantwit Major	2	FULL
TOTAL		535	

VALE OF GLAMORGAN HOUSING ASSOCIATION / PUBLIC OVER 10 UNITS

Reference	Location	Units Available (inc. units under construction but not sold)	Type of Planning Consent
B225	Land r/o Daniel Street, Barry	15	FULL
B54	Penarth House, Penarth	11	FULL
B39/ B213	Harbour Road, Barry (Hafod)	0	FULL
RV451	Winston Sq./ Coleridge Crescent, Barry	46	FULL
TOTAL		72	

Sites which did not have the benefit of Planning Consent at 1st April 2001 which are contained in Policy HOUS 1

VALE OF GLAMORGAN, PRIVATE / HOUSING ASSOCIATION AND PUBLIC SITES

Reference	Location	Units Available	Land available in hectares
EV263	Cogan Pill Road, Llandough	18	0.65
LM19	Redwood Close, Boverton	26	0.40
C3	River Walk, Cowbridge	6	0.37
C28	The Limes, Cowbridge	6	0.12
RV452	St. Johns Well, St. Athan	45	1.46
TOTAL		101	



APPENDIX 5

LAND USE & APPROPRIATE TRANSPORT FACILITIES

Location	Development Types	Complementary Transport Measures
Adjacent to major public transport terminus or interchange	<p>Offices - <i>high plot ratios & low parking</i></p> <p>Hotels</p> <p>Entertainment</p> <p>Convenience shops</p>	
City / Town Centre	<p>Comparison shops - <i>medium food units</i></p> <p>Offices - <i>high plot ratio & low parking</i></p> <p>Housing - <i>especially over shops</i></p> <p>Entertainment/cultural facilities</p> <p>Municipal buildings - <i>library</i></p>	<p>Public transport priority</p> <p>Restrained long term parking</p> <p>Good pedestrian links</p> <p>Cycle facilities</p>
Edge of Centre (within easy walking distance)	<p>Bulk purchase retail - <i>with shared car parking</i></p> <p>Offices - <i>High plot ratio, low parking</i></p> <p>Dense housing</p> <p>Hotels, restaurants</p> <p>Leisure centres, multiplex cinemas - <i>with shared car parking</i></p> <p>Hospital</p> <p>School / college / university</p>	<p>Traffic management</p> <p>Park and ride on Transport access routes</p>

Location	Development Types	Complementary Transport Measures
Adjacent to lesser public transport corridor	Dense housing Offices Convenience shops Sports / entertainment Park and ride sites	<p>Good public transport provision</p> <p>Good pedestrian facilities</p> <p>Cycle facilities</p> <p>Traffic management</p>
Close to town centre	Dense housing Mixed use employment Light industry <i>- not involving heavy freight</i>	
Neighbourhood centre	Local food and non food shops Housing especially over shops Mixed use employment Schools Local entertainment Local municipal services Parks	
Close to neighbourhood centre	Dense housing Sheltered accommodation	Public transport provision Good pedestrian facilities Cycle facilities Traffic management
Adjacent to key highway links	Warehousing and distribution Industrial uses Bulk retail stores only if not suited to other sites	Public transport provision Rail freight / port access
Adjacent to rail or port facilities	Industrial Warehousing or distribution	Freight facilities
Village centres	Local shops Mixed use employment Housing School Local services Entertainment	Cycle facilities Pedestrian facilities Traffic management
Rural communities	Housing Small commercial / industrial / recreational Tourist attraction Local shops	Cycling and walking provision Public transport Tourist park and ride

Source PPG 13 - A guide to Better Practice - DOE / DOT - 1995



APPENDIX 6 CAR PARKING GUIDELINES

Outlined below are selected extracts from the Standing Conference on Regional Policy in South Wales Parking Guidelines (Revised Edition 1993) the whole of which have been adopted by the Vale of Glamorgan Council for development control purposes. Prospective developers are advised to acquaint themselves with the full details of the document prior to the formal submission of a planning application. Where standards do not exist for a particular land use, its parking requirements will be assessed according to the merits of the proposal. The Council reserves the right to employ flexibility in its use of parking guidelines and to approve updated parking guidelines when necessary.

Table 1 RESIDENTIAL: NEW BUILD

Type of Development	Residents	Visitors
General Purpose House & Flats:		
1a. One and two bedrooms	1-2 spaces per unit	1 space per 3-5 units
1b. Three plus bedrooms	3 spaces per unit	1 space per 3-5 units
Elderly persons dwellings (not wardened)	0.5-1 space per unit	1 space per 3-5 units

Table 2 RESIDENTIAL: CONVERSIONS

Type of Conversion	Requirements
To self contained flats	Up to 2 spaces per unit for residents
To bedsits/units with shared facilities (including hostels)	Up to 1 space per unit for residents

Table 3 RESIDENTIAL: SHELTERED AND OTHER ACCOMMODATION

Type of Development	Requirements
Self contained old people's dwellings	Space for 2-4 dwellings plus 1 space for each resident warden/staff
Homes for elderly, children etc. and nursing homes	Space per resident staff plus 1 space per 4 beds for visitors

Table 4 OFFICES

Floor Area	Requirements
Less than 1001m ²	Space per 23-35 m ²
Greater than 1000m ²	Space per 20-40 m ²

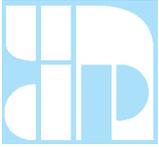
Table 5 RETAIL

Type of Development	Operational Requirement	Non- Operational Requirement
Shops up to 200m ²	Space for 1 commercial vehicle to unload and maneuver	Space per 60m ² (employees)
Shops up to 201-1000 m ²	Space for 2 commercial vehicles to unload and maneuver	Space per 20-40m ² (employees and shoppers)
Shops 1000-2000 m ²	Space for 3 commercial vehicles to unload and maneuver	Space per 20-40m ² (employees and shoppers)
Retail Warehousing (non food)	Space to accommodate a minimum of 3 commercial vehicles	Space per 20-30m ²

Up to 200 spaces 5% of capacity (subject to a minimum of 2 spaces) should be reserved for disabled persons. Over 200 spaces 2% of capacity, plus 6 additional spaces should be reserved for disabled persons

Table 6 CYCLE PARKING

Type of Development	Requirement
Shopping developments / supermarkets	Staff and operation parking at 1 space per 500 sq.m. (up to 4000 sq.m. grossfloor area)
Recreational and Community Use	Cycle parking required to cater for the maximum expected usage of the facility assuming that 5% of all people using the facility will travel by bicycle
Offices	1 space 400 sq.m. gross floor area
Industrial	1 space per 500 sq.m. floor area
Further educational facilities	1 stand per 10 students if car parking allowed and 1 stand per 5 students if car parking is not allowed



APPENDIX 7

PRIMARY SHOPPING AREAS

MAP 1: **Barry Town Centre**

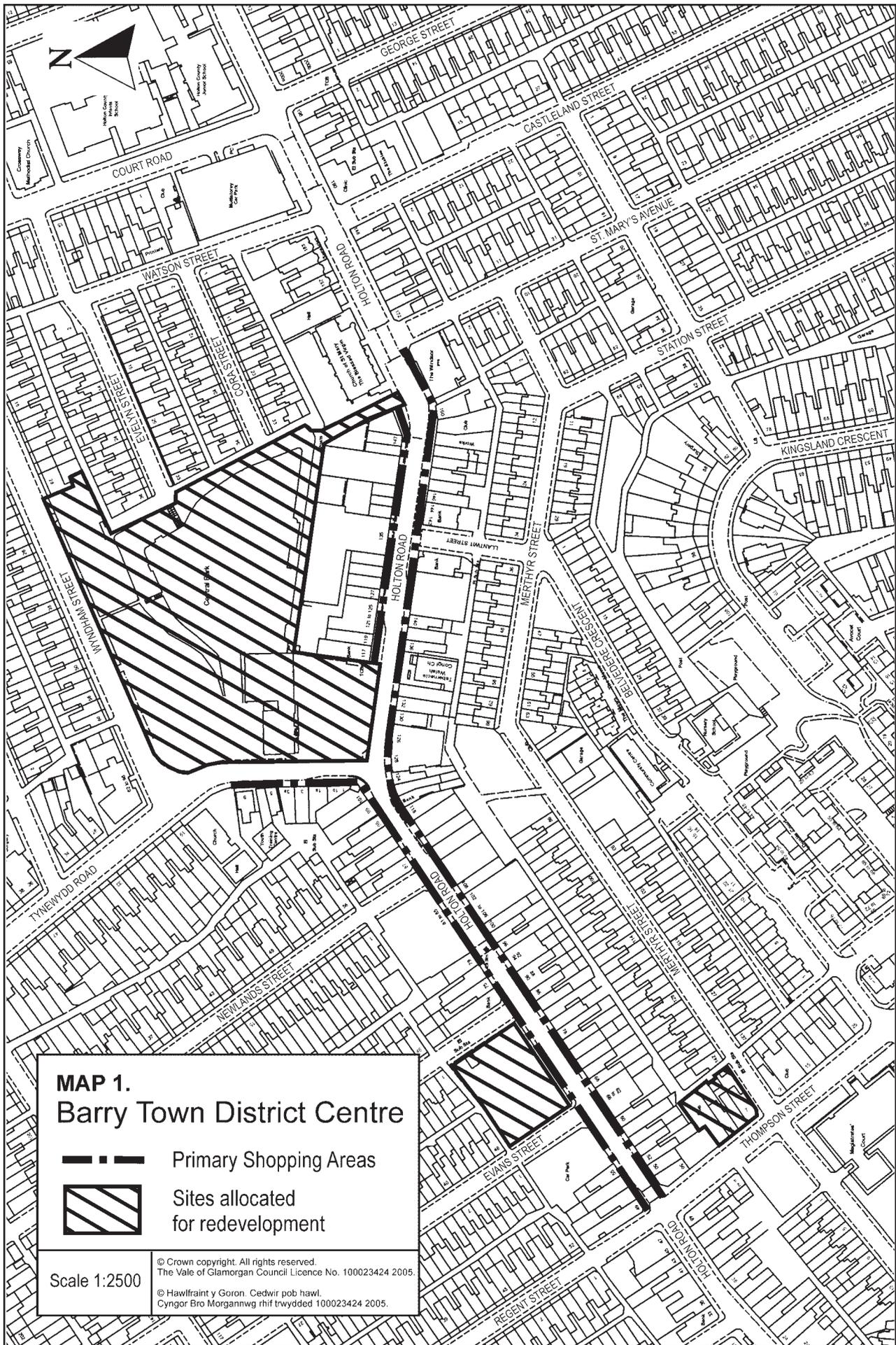
MAP 2: **Penarth District Centre**

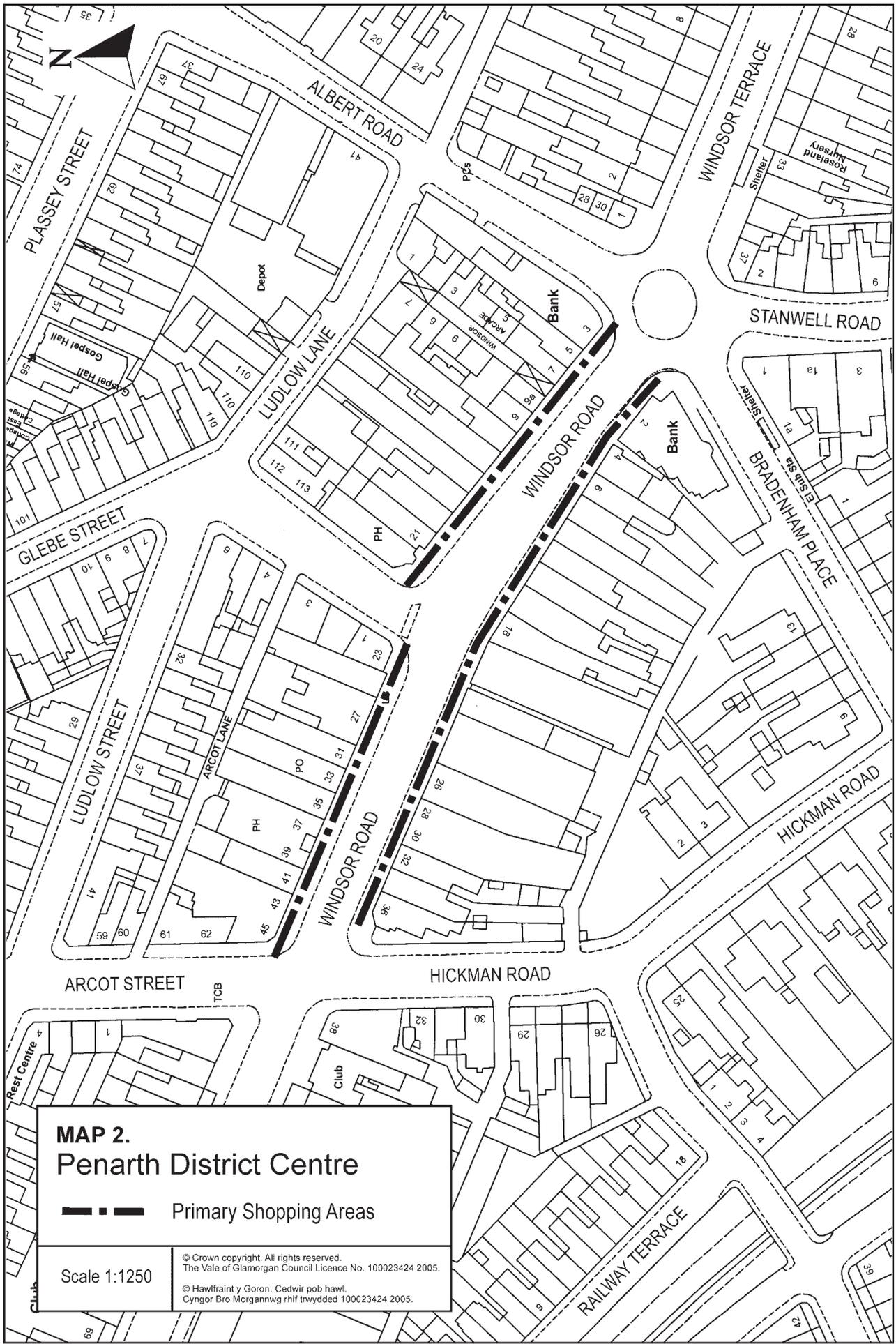
MAP 3: **Cowbridge District Centre**

MAP 4: **Llantwit Major District Centre**

MAP 5: **High Street / Broad Street, Barry**

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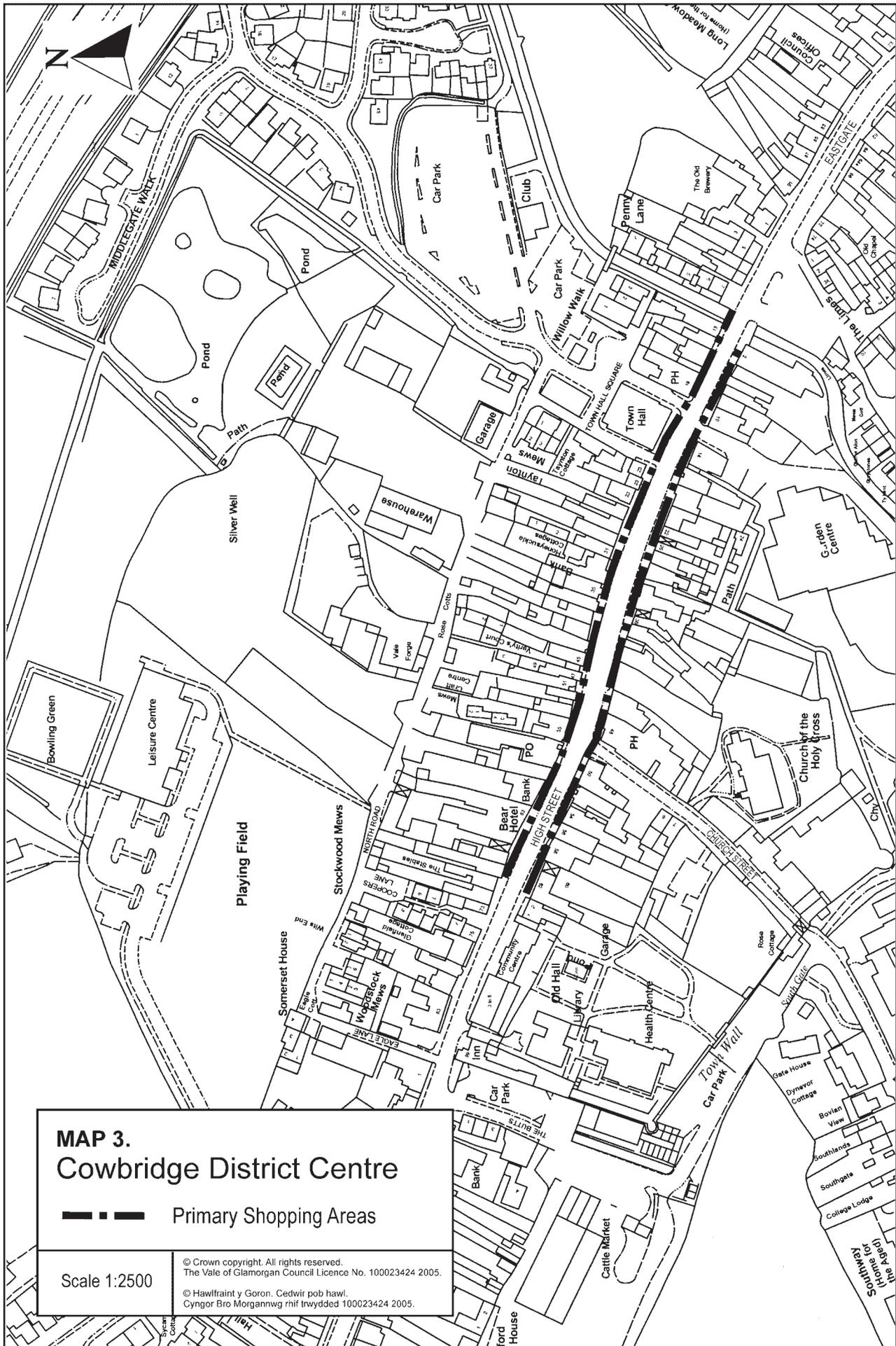
MAP 2.
Penarth District Centre

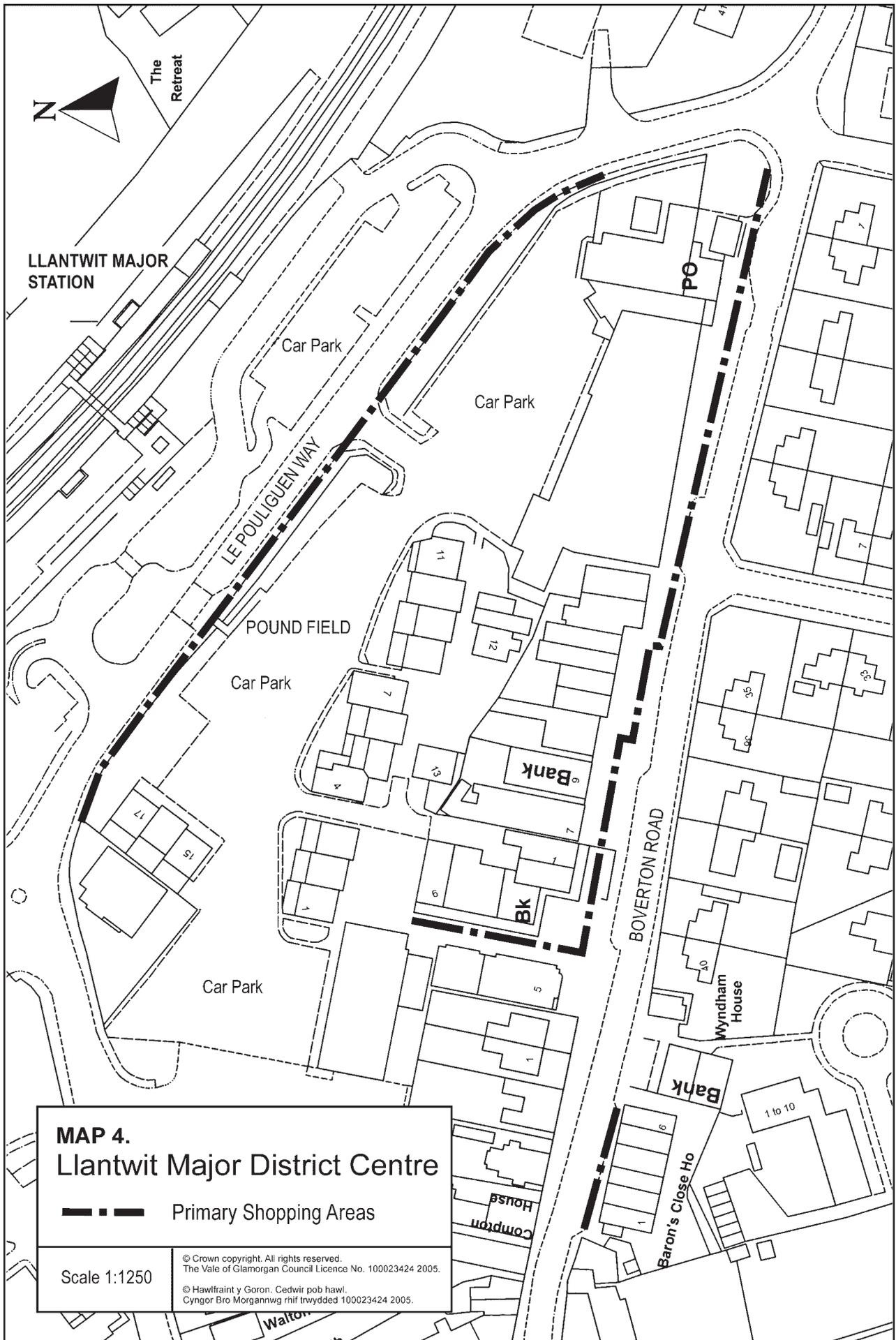
— — — Primary Shopping Areas

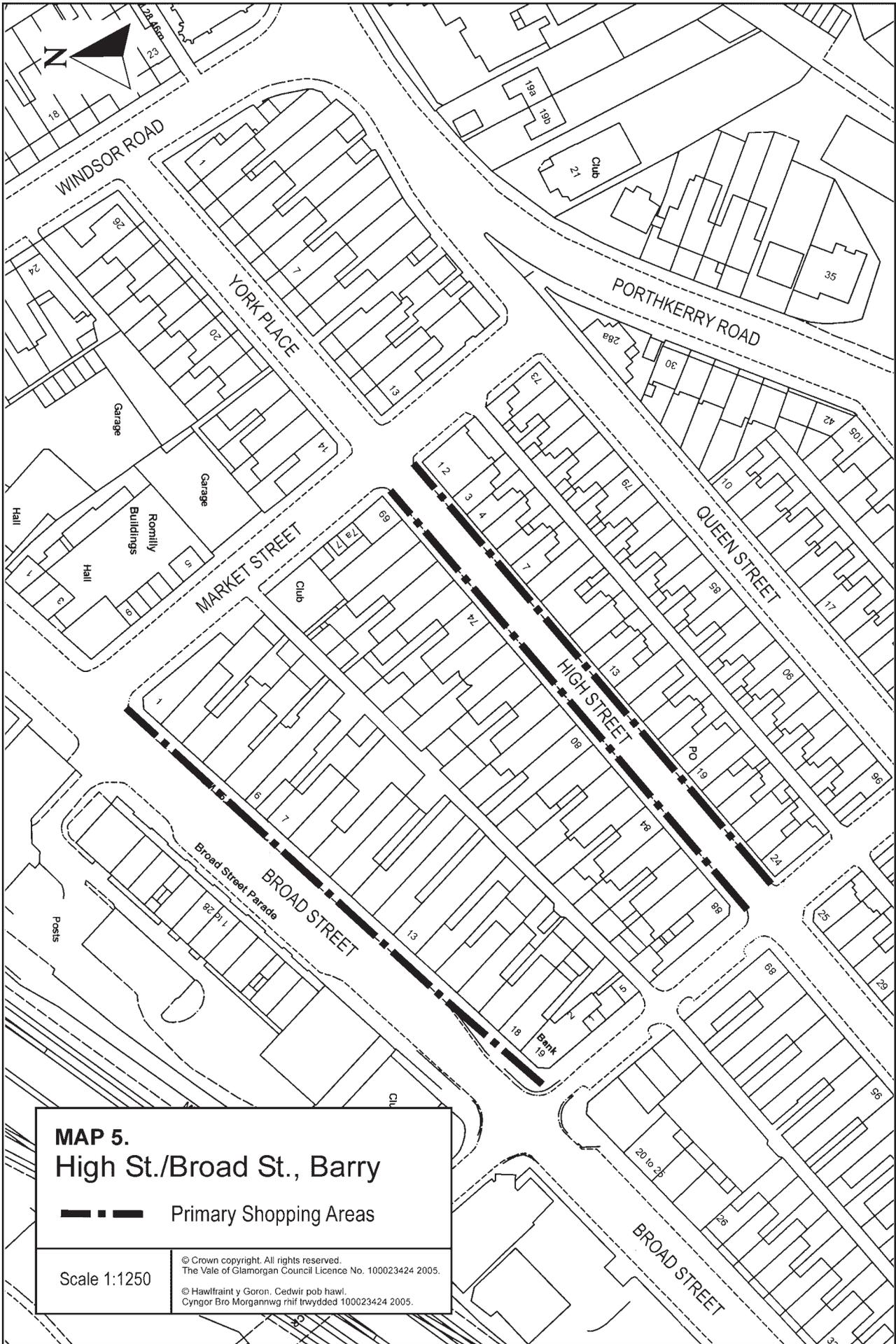
Scale 1:1250

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APPENDIX 8

SUPPLEMENTARY PLANNING GUIDANCE

Supplementary Planning Guidance (SPG) is non statutory guidance, which supports the Policies and Proposals contained in this Plan. Guidance contained in paragraphs 2.12 to 2.16 of Unitary Development Plans Wales (2001) is clear that guidance contained in SPG is a material consideration in the determination of planning applications. The weight to be attached to the guidance contained in the SPG is dependent upon the extent to which the guidance has undergone public consultation.

SPG on the following topics has been prepared by the Council and were placed on deposit during April - May 1998 to allow for full public consultation. Consideration has been given to the comments made in respect of each document, and where appropriate amendments have been made:

- Barry Garden Suburb;
- Penarth Conservation Area;
- Golf Related Development;
- Minerals Local Area Policies;
- Trees and Development;
- The Conversion of Rural Buildings;
- Conservation Areas in the Rural Vale;
- Amenity Standards;
- Barry Development Guidelines.

In addition to the aforementioned topics the Council intends to prepare further SPG in respect of the following topics:

- Access for Disabled People;
- Shopfront and Advertisement Design;
- Sustainable Development;
- Special Landscape Areas;
- Design Guidance;
- Nature Conservation.

The Council will ensure that the draft versions of the above SPGs are subject to public consultation, and that due consideration will be given to any comments before the guidance becomes Council Policy.



APPENDIX 9

IMPORTANT ARCHAEOLOGICAL SITES

	Grid Reference
Barry	
St Barruch's Chapel	ST 119 667
Barry Castle	ST 101 672
Highlight Medieval House	ST 100 697
Site Round Barrow 612m N of Bendricks Rock	ST 131 674
Highlight Church, remains of	ST 097 699
Westward Corner Round Barrow	ST 091 669
Knap Roman Site	ST 099 665
Site of Medieval Mill & Mill Leat Cliffwood	ST 086 668
Cowbridge with Llanblethian	
St Quentin's Castle	ST 989 742
Caer Dynnaf	ST 983 743
Round Barrows N of Breach Farm	ST 970 738
South Gate	ST 993 745
Llanquian Wood Camp	ST 021 745
Llanquian Castle	ST 019 744
Stalling Down Round Barrow	ST 012 749
Round Barrow 800m SE of Malborough Grange	SS 979 730
Dinas Powys	
Dinas Powys Castle	ST 153 716
Romano-British Farmstead, Dinas Powys Common	ST 150 709
Ewenny	
Ewenny Priory	SS 912 778
Llancarfan	
Castle Ditches	ST 059 700
Llancarfan Monastery (site of)	ST 051 700
Walterston Earthworks	ST 068 712
Moulton Roman Site	ST 073 696
Llantrithyd Camp	ST 038 731
Medieval House Site, Dyffryn	ST 045 727
Llanvithyn Camp	ST 054 718
Castell Moel	ST 054 734
Horseland Moated Site	ST 040 724

Llandough

Pillar Cross in Llandough Churchyard ST 168 732

Llandow

Mynydd Bychan SS 963 755

Nash Manor Round Barrow SS 963 728

Round Barrows W of Cant-Erw SS 935 713

(also recorded under St. Donats)

Llanfair

Old Beaupre Castle ST 009 720

Llandough Castle, Remains of Hall SS 995 730

Llangan

Medieval Cross in Churchyard SS 957 778

Llangan Celtic Cross SS 957 778

Cross in Mary's Churchyard SS 958 793

Ringwork & Bailey at Gelligarn SS 960 787

Llanmaes

Domen Fawr Round Barrows SS 985 710

Llantwit Major

Castle Ditches Camp SS 960 674

Caermead Roman Site SS 958 699

Summerhouse Camp SS 994 665

Bedford Castle SS 980 693

Llantwit Major Castle SS 966 690

Llantwit Major Dovecot SS 965 686

Llantwit Major Gatehouse SS 965 686

Llantwit Major Monastic Settlement (Site of) SS 965 686

Morfa House Round Barrow SS 959 701

Boverton Place SS 983 684

The Chantry House SS 966 687

Michaelston

Leckwith Bridge ST 159 752

Caerau Camp ST 134 750

Cwm George Camp ST 148 722

Tyn y Coed Earthwork ST 149 720

Penarth

Penarth Churchyard Cross
(Now in Penarth Church) ST 181 713

Pendoylan

Two Cooking Mounds E of Ty'n-y-Pwll ST 071 756 /
ST 070 756
Felin Isaf Castle Mound ST 060 792

Penllyn

Ystradowen Castle Mound ST 011 776

Peterston-super-Ely

Remains of Peterston Castle ST 084 764

Rhose

The Bulwarks Camp ST 081 663
Penmark Castle ST 059 689
Early Cement Works, Aberthaw ST 038 661

St. Athan

East Orchard Manor House ST 029 680
West Orchard Manor House ST 007 681
West Aberthaw Medieval Site ST 024 667
Flemingston Deserted Village ST 025 698
Deserted Medieval Village NE of Rock Farm ST 020 681

St Brides Major

Ogmore Castle SS 882 775
St Bride's Major Churchyard Cross SS 894 750
Ogmore Stepping Stones SS 882 769
Stepsau Duon SS 909 757
Heol y Mynydd Round Barrow SS 884 751
Croes Antoni SS 893 752
Dunraven Castle Hillfort SS 887 727
Promontory Fort on Fleming's Down SS 889 768

St Donats

Nash Point Camp SS 915 684
Round Barrows South of Monkton SS 932 706
Round Barrows W of Cant-Erw
(also recorded under Llandow) SS 935 713
Nash Point Round Barrows SS 914 692 /

	SS 914 693
Tithe Barn, Dovecot & Remains of Other Buildings	SS 918 707
Croes Heol y Splott Round Barrow	SS 947 706
Round Barrow NE of Church Farm	SS 922 707
St Donat's Churchyard Cross	SS 933 680
Area of Shrunken Medieval Village	SS 926 694

St Georges-super-Ely

St-y-Nyll Round Barrow	ST 101 783
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St Nicholas and Bonvilston

Tinkinswood Burial Chamber	ST 092 733
Doghill Moated Site, Dyffryn	ST 092 719
Y Gaer	ST 063 747
Cottrell Ringwork	ST 084 747
Coed-y-Cwm Chambered Cairn	ST 081 738
Coed y Cwm Ringwork	ST 083 737
Cottrell Castle Mound	ST 081 745

Sully

Sully Island "Danish" Fort	ST 169 670
Middleton Moated Sites	ST 150 686
Anti-aircraft Battery West of Lavernock Point	ST 180 679

Welsh St Donats

Maes-y-Hwyaid Round Barrow	ST 036 750
Two Round Barrows, 300m North of Tair Onnen	ST 041 749 / ST 042 749
Castell Tal-y-Fan	ST 021 772

Wenvoe

St Lythan's Burial Chamber	ST 100 722
Greave Round Barrow	ST 125 732 / ST 125 733
Roman Site, 340m SE of Whitton Crossroads	ST 081 713

Wick

Buarth-Mawr Barn	SS 922 722
Rhyle Round Barrow	SS 916 726
Cwm Bach Camps	SS 897 716

THE VALE OF



GLAMORGAN

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Barry Docks
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