

Vale of Glamorgan

Deposit Replacement Local Development Plan

Public Consultation

Local resident RLDP consultation feedback based on review of RLDP information and supporting documents as hosted on RLDP website <https://valeofglamorgan.oc2.uk/>

Site : HG1 KS1 North West Barry (Weycock Cross)

Objection

Topic: **KS1: Community Infrastructure**

Ref: NWB_RLDP_JVN_005

Submitted by: 

Date: 10th March 2026

HG1 KS1: Community Infrastructure

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I object to the proposed allocation of Land at North West Barry (HG1 KS1) on the basis of significant deficiencies in the RLDP's evidence base relating to community infrastructure, including healthcare, active travel, environmental health, social cohesion, and education. A detailed review of *BP37 – Primary, Community & Intermediate Health Care*, *BP3 – Rapid Participatory HIA of the Preferred Strategy (2023)*, and *BP3A – Rapid Participatory HIA of the Deposit Plan (2025)* demonstrates that the RLDP does not provide a credible or deliverable strategy for supporting the level of growth proposed.

1. Healthcare Infrastructure

The Deposit RLDP does not demonstrate that sufficient primary or community healthcare capacity will be delivered in parallel with new development. *BP37 – Primary, Community & Intermediate Health Care* identifies extensive pressures within the Cardiff & Vale University Health Board (CAVUHB) area, including:

- long secondary-care waiting times
- rising prevalence of long-term conditions
- a 24% increase in registered population since 2015
- significant growth in the 65+ population
- workforce shortages and premises constraints
- dental access challenges and mental-health pressures

Despite this, *BP37* contains **no mitigation strategy, no delivery programme, and no capital plan**. It provides:

- no costs, funding sources, or commitments on capital investment
- no timelines or delivery windows
- no list of healthcare infrastructure projects
- no agreed expansion of GP practices or primary-care hubs
- no detail on S106 or CIL contribution mechanisms
- no phasing triggers linked to housing delivery

The document is descriptive rather than strategic. It identifies risks but provides no solutions.

Cross-boundary pressures are acknowledged but not addressed. *BP37* notes that residents in eastern and western Vale frequently access healthcare in Cardiff or Cwm Taf Morgannwg, yet there is no evidence of joint capacity modelling or agreed service expansion.

The RLDP therefore fails three key tests of soundness:

- **CE2 – Coherence and Effectiveness**
- **CE3 – Deliverability**
- **CE4 – Consistency with National Policy (PPW)**

The HIAs reinforce these concerns. Both *BP3* (2023) and *BP3A* (2025) warn that if development proceeds without simultaneous delivery of GP, social-care, open-space, and community facilities, significant negative health impacts will occur and car dependency will increase.

For North West Barry specifically, the nearest GP practice (Highlight Park) is already oversubscribed. The HIAs highlight the risk that early phases of development will outpace healthcare capacity, reducing access for both new and existing residents.

The only mitigation referenced is a vague commitment to “an off-site financial contribution towards the provision or enhancement of community facilities in the area”. This is insufficient, lacks certainty, and is likely to be delivered after need has arisen.

2. Social Cohesion

The HIAs emphasise the importance of social cohesion, community space, and safe public realm. The constraints of the North West Barry site make these outcomes unlikely.

The 2025 HIA warns against “designing out” legitimate social interaction and stresses the need for inclusive, intergenerational public spaces. The 2023 HIA highlights that poorly designed developments can increase isolation and exacerbate inequality.

North West Barry is:

- a peripheral, edge-of-town site
- severed from established neighbourhoods by major roads
- weakly connected in terms of permeability and natural movement patterns

These characteristics create a high risk of a socially disconnected, car-dependent estate.

3. Active Travel and Environmental Health Risks

The HIAs emphasise that active-travel routes must be safe, direct, continuous, and attractive. The North West Barry site cannot meet these requirements due to:

- severance by major roads, particularly the A4226

- topography that places the site a 30–40-minute uphill walk from the nearest train station
- reliance on the already-congested and unsafe Weycock Cross junction

The 2025 HIA states that active-travel routes must be well-lit, inclusive, and designed as the easiest and most attractive option. The complete unsuitability of the North West Barry site for any Active Travel links, particularly those that aim to link residents to commuter hubs such as Barry train station, mean that car dependency is baked-in to the site from day one.

The 2023 HIA highlights that behaviour change is extremely difficult **where car dependency is entrenched**.

The HIAs identify the following risks:

- major junctions without transformational redesign deter walking and cycling
- active-travel routes along high-traffic corridors expose users to air pollution and noise
- arterial road severance undermines walkability
- cumulative environmental hazards require strong mitigation

None of these risks can be adequately mitigated at **this** site. The location directly adjoins the A4226 and Weycock Cross—one of the Vale’s most congested junctions. Exposure to transport-related air pollution and noise is therefore inherent and unavoidable, not only for new residents of the development, but **even more so** for existing residents.

Furthermore, **none** of the three Transport Assessments in the RLDP evidence base include an Air Quality Assessment, despite clear policy triggers. This omission is incompatible with PPW12, TAN 18, and the Well-being of Future Generations Act.

4. Summary

The site is structurally incapable of supporting the health-enabling placemaking required by SP4 and the HIAs. The allocation of North West Barry conflicts with:

- **Health Inequality Mitigation:** No guaranteed uplift in healthcare services.
- **Environmental Health Requirements:** Exposure to air pollution and noise.
- **Active Travel Requirements:** Inability to deliver safe, direct, attractive routes.
- **Infrastructure Phasing:** No certainty that healthcare, education, or community facilities will be delivered in time.
- **Social Cohesion:** Severance and poor permeability undermine inclusive placemaking.